GENERAL INFORMATION

This Chart Supplement is a Civil Flight Information Publication updated every eight weeks by the U.S. Department of Transportation, Federal Aviation Administration, Aeronautical Information Services, http://www.faa.gov/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
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Silver Spring, MD 20910-3281
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*Airspace Information includes changes to preferred routes and graphic depictions on charts.

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

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CITY/MILITARY AIRPORT CROSS REFERENCE

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

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# Seaplane Landing Areas

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

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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

Abbreviation Description
A/G air/ground
AAF Army Air Field
AAS Airport Advisory Service
AB Airbase
abm abeam
ABn Aerodrome Beacon
abv above
ACC Air Combat Command Area Control Center
act activity
ACWS Aircraft Control and Warning Squadron
ADA Advisory Area
ADCC Air Defense Control Center
ADCUS Advise Customs
addn addition
ADF Automatic Direction Finder
adj adjacent
admin administration
ADR Advisory Route
adv advise
advy advisory
AEIS Aeronautical Enroute Information Service
AER approach end nwy
AFA Army Flight Activity
AFB Air Force Base
afct affect
AFFF Aqueous Film Forming Foam
AFHIP Air Force Heliport
AFIS Automatic Flight Information Service
afld airfield
AFOD Army Flight Operations Detachment
AFR Air Force Regulation
AFRC Armed Forces Reserve Center/Air Force Reserve Command
AFRS American Forces Radio Stations
AFS Air Force Station
AFTN Aeronautical Fixed Telecommunication Network
AG Agriculture
A-G, A-GEAR Arresting Gear
agcy Agency
AGL above ground level
AHP Army heliport
AID Airport Information Desk
AIS Aeronautical Information Services
AL Approach and Landing Chart
ALF Auxiliary Landing Field
ALS Approach Light System
ALSF–1 High Intensity ALS Category I configuration with sequenced Flashers (code)
ALSF–2 High Intensity ALS Category II configuration with sequenced Flashers (code)
Abbreviation Description
all altitude
altn alternate
AM Amplitude Modulation, midnight til noon
AMC Air Mobility Command
amdt amendment
AMSL Above Mean Sea Level
ANGS Air National Guard Station
ant antenna
AOE Airport/Aerodrome of Entry
AP Area Planning
APAPI Abbreviated Precision Approach Path Indicator
apch approach
apn apron
APP Approach Control
Apr April
aprx approximate
APU Auxiliary Power Unit
apv approve, approval
ARB Air Reserve Base
ARCAL Aircraft Radio Control of Aerodrome Lighting
ARFF Aircraft Rescue and Fire Fighting
ARINC Aeronautical Radio Inc
ang arrange
arp airport
arr arrive
ARS Air Reserve Station
ARSA Airport Radar Service Area
ARSR Air Route Surveillance Radar
ARTCC Air Route Traffic Control Center
AS Air Station
ASAP as soon as possible
ASDA Accelerate–Stop Distance Available
ASDE Airport Surface Detection
ASDE–X Airport Surface Detection Equipment–Model X
asgn assign
ASL Above Sea Level
ASOS Automated Surface Observing System
ASR Airport Surveillance Radar
ASSC Airport Surface Surveillance Capability
ASU Aircraft Starting Unit
ATA Actual Time of Arrival
ATC Air Traffic Control
ATCC Air Traffic Control Center
ATCT Airport Traffic Control Tower
ATD Actual Time of Departure Along Track Distance
ATIS Automatic Terminal Information Service
ATS Air Traffic Service
attn attention
Aug August
auth authority
auto automatic
AUW All Up Weight (gross weight)
aux auxiliary
AVASI abbreviated VASI
avbl available
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<td>Low Altitude</td>
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<td>Runway Starter Extension/Start Strip</td>
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<td>Greenwich Mean Time (time groups only)</td>
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INTENTIONALLY
LEFT
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AIRPORT/FACILITY DIRECTORY LEGEND

CITY NAME

AIRPORT NAME (ALTERNATE NAME) (LTS/KLTS) CW/ML 3 UTC UTC (UTC-6/5DT) N34’41.93’ W99°20.20’

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

Rwy 18—36 H12004X200 (ASP—CONC—GRVD)

S—90, D—160, 20—300 PCN R/B/W/T HIRL CL

Rwy 18: RLLS, MALS, TDZL, RELT, PAPI(P2R)—GA 3.0’ TCH 36’.

RVR—TMR. Thld spdlcd 300’. Trees. Rgt tfc. 0.3% up.

Rwy 36: ALSF1. 0.4% down.

Rwy 09—27 H6000X150 (ASP) PC1234 R/B/W/T MIRL

Rwy 173—353 H351X150 (ASP—PFC) AUW PCN 59 F/A/W/T

LAND AND HOLD—SHORT OPERATIONS

LDG Rwy HOLD—SHORT POINT AVBL LDG DIST

Rwy 18 09—27 6500

Rwy 36 09—27 5400

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 18: TORA—12004 TODA—12004 ASDA—11704 LDA—11504

Rwy 36: TORA—12004 TODA—12004 ASDA—12004 LDA—11704

ARRESTING GEAR/SYSTEM

Rwy 18 HOOK E5 (65’ OVRN) BAK—14 BAK—128 (1650’)

BAK—14 BAK—128 (1087’) HOOK E5 (74’ OVRN) Rwy 36


JASU 3/AM32A—60) 2/AM32A—86) FUEL J8B(M/hO(NC—100, A)

FLUID W SP PRESAIR LOX OIL 0—128 MAINT S1 Mon—Fri 1000—2200Z

TRAN ALERT Abv 1300—0200Z svc limited weekends.

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


AIRPORT MANAGER: (580) 481—5739

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

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

NAME FSS (ORL) en aptd. 123.65 122.65 122.2

NAME RCO 112.2T 112.1R (NAME RADIO)

NAME AIP/DEP CON 128.35 275.725 (1200—0400Z)

TOWER 119.65 255.6 (1200—0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DCL 125.55 CPCD LC—HZWKR, D—TAXI, DCL (LOGON KMEM)

NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMPS 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/DF etc FSS.

(V) (H) VORTAC 112.2 MCO Chan 59 N28°25.55’ W81°20.12’ at fl 1110/8E.

(H) TACAN Chan 29 CBU (109.2) N28°32.65’ W81°21.12’ at fl 1115/8E.

HERNY NDB (L) 221 OR N28°37.40’ W81°21.05’ 177° 5.4 NM to fl.

IHS/DME 108.5 I—ORL Chan 22 Rwy 18. Class IIE. LOM HERND NDB.

ASR/PAR (1200—0400Z)

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

HELIPAD H1: H100X75 (ASP)

HELIPAD H2: H60X60 (ASP)

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

187 TPA 1000(813)

WATERWAY 15—35: 5000X425 (WATER)

SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplans operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.

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

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

The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
NE, 21 MAR 2024 to 16 MAY 2024

**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
- NDB/DME
- DME

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

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

**APPROACH LIGHTING SYSTEMS**

A dot "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (FL) installed with the approach lighting system, e.g. D. Negative symbology, e.g. A.

- V Indicates Pilot Controlled Lighting (PCL)
- Runway Centerline Lighting
- Approach Lighting System ALSF-2
- Approach Lighting System ALSF-1
- Short Approach Lighting System (SALS/SALSF)
- Medium Intensity Approach Lighting System (MALS) and RAIL
- Medium Intensity Approach Lighting System (MALS) and RAIL
- Medium Intensity Approach Lighting System (MALSR) and RAIL
- Omnidirectional Approach Lighting System (ODALS)
- 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)
LEGEND

This directory is a listing of data on record with the FAA on public-use airports, military airports and selected private-use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the contiguous United States, Puerto Rico and the Virgin Islands. Civil airports and joint Civil/Military airports which are open to the public are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military airports and private-use limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navails, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

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

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

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

① CITY/AIRPORT NAME

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

② ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

③ LOCATION IDENTIFIER

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

④ OPERATING AGENCY

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

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

⑤ AIRPORT LOCATION

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

⑥ TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time (UTC-5-4D). The symbol I 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 I 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 I symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT/FACILITY DIRECTORY LEGEND

1. 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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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.

7. 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.

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

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

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

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

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

   Northeast Sector (New England and Atlantic States—ME to MD) 407–975–1740
   Southeast Sector (Atlantic States—DC, WV, VA to FL) 407–975–1780
   Central Sector (Interior of the US, including Gulf states—MS, AL, LA) 407–975–1760
   Southwest East Sector (OK and eastern TX) 407–975–1840
   Southwest West Sector (Western TX, NM and AZ) 407–975–1820
   Pacific Sector (WA, OR, CA, HI and AK) 407–975–1800
CERTIFICATED AIRPORT (14 CFR PART 139)
Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g, Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

AIRPORT CLASSIFICATIONS

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

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

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

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

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

NOTAM SERVICE
All public use landing areas are provided NOTAM service. A NOTAM FILE identifier is shown for individual landing areas, e.g., “NOTAM FILE BNA”. See the AIM, Basic Flight Information and ATC Procedures for a detailed description of NOTAMs. Current NOTAMs are available 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.

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

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

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

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

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

RUNWAY SURFACE AND SURFACE TREATMENT

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

- (AFSC)—Aggregate friction seal coat
- (AM2)—Temporary metal planks coated with nonskid material
- (ASPH)—Asphalt
- (CONC)—Concrete
- (DIRT)—Dirt
- (GRV)—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 desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 25, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

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

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

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

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

Omission of weight bearing capacity indicates information unknown.

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

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

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

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

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

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

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

**RUNWAY LIGHTING**

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

- NSTD—Light system fails to meet FAA standards.
- LI—Low Intensity Runway Lights.
- MI—Medium Intensity Runway Lights.
- HI—High Intensity Runway Lights.
- RAIL—Runway Alignment Indicator Lights.
- REIL—Runway End Identifier Lights.
- CL—Centerline Lights.
- TDZ—Touchdown Zone Lights.
- OMD—Omni Directional Approach Lighting System.
- MAL—Medium Intensity Approach Lighting System.
- MALF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
- MALR—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.
- ASF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
- ASF2—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**

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

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

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

**NE,** 21 MAR 2024 to 16 MAY 2024
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

Key Mike  Function
7 times within 5 seconds  Highest intensity available
5 times within 5 seconds  Medium or lower intensity (Lower REIL or REIL–Off)
3 times within 5 seconds  Lowest intensity available (Lower REIL or REIL–Off)

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

Where the airport is not served by an instrument approach procedure and/or has an independent type of specific differentiation 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 will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up, RWY 31: Pole. Rgt tfc. 0.4% down.

RUNWAY END DATA

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

LAND AND HOLD—SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for “Land and Hold—Short Operations” These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take–off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.
TODA—Take–off Distance Available. The length of the take–off run available plus the length of the clearway, if provided.
ASDA—Accelerate–Stop Distance Available. The length of the take–off run available plus the length of the stopway, if provided.
LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:
BI–DIRECTIONAL CABLE (B)

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK–9</td>
<td>Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12A</td>
<td>Standard BAK–12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12B</td>
<td>Extended BAK–12 with 1200 foot run, ¾ inch Cable and 50,000 pounds weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>E28</td>
<td>Rotary Hydraulic (Water Brake).</td>
</tr>
<tr>
<td>M21</td>
<td>Rotary Hydraulic (Water Brake) Mobile.</td>
</tr>
</tbody>
</table>
The following device is used in conjunction with some aircraft arresting systems:

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

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

### UNI–DIRECTIONAL CABLE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MB60</td>
<td>Textile brake—an emergency one–time use, modular braking system employing the tearing of specially woven textile strips to absorb the kinetic energy.</td>
<td>E-5</td>
</tr>
<tr>
<td>E5/E5-1/E5-3</td>
<td>Chain Type. At USN/USMC stations E–5 A–GEAR systems are rated, e.g., E–5 RATING–13R–1100 HW (DRY), 31LU–1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Service/Military/A-GEar in the entry.</td>
<td></td>
</tr>
</tbody>
</table>

### FOREIGN CABLE

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

### NOTE

**BAK-15** Web barrier between stanchions attached to an energy absorber. Designed for wing engagement.

**MA–1A** Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain).

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

### OTHER

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

## SERVICE

### SERVICING—CIVIL

- **S1**: Minor airframe repairs.
- **S2**: Minor airframe and minor powerplant repairs.
- **S3**: Major airframe and minor powerplant repairs.
- **S4**: Major airframe and major powerplant repairs.
- **S5**: Major airframe repairs.
- **S6**: Minor airframe and major powerplant repairs.
- **S7**: Major powerplant repairs.
- **S8**: Minor powerplant repairs.

### TABLES

#### FUEL CODES

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Grade 100 gasoline (Green)</td>
</tr>
<tr>
<td>100LL</td>
<td>100LL gasoline (low lead) (Blue)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Jet A, Kerosene, without FS-II*, FP** minus 40°C.</td>
</tr>
<tr>
<td>A+</td>
<td>Jet A, Kerosene, with FS-II*, FP** minus 40°C.</td>
</tr>
<tr>
<td>A++</td>
<td>Jet A, Kerosene, with FS-II*, CL/I*, SDA#, FP** minus 40°C.</td>
</tr>
<tr>
<td>A++100</td>
<td>Jet A, Kerosene, with FS-II*, CL/I*, SDA#, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
</tr>
<tr>
<td>A1</td>
<td>Jet A–1, Kerosene, without FS-II*, FP** minus 47°C.</td>
</tr>
<tr>
<td>A1+</td>
<td>Jet A–1, Kerosene with FS-II*, FP** minus 47°C.</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>Pressure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OX 1</td>
<td>High Pressure</td>
<td>OX 3 High Pressure—Replacement Bottles</td>
</tr>
<tr>
<td>OX 2</td>
<td>Low Pressure</td>
<td>OX 4 Low Pressure—Replacement Bottles</td>
</tr>
</tbody>
</table>

**SERVICE—MILITARY**

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

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

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

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

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

**ELECTRICAL STARTING UNITS:**

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

**AIR STARTING UNITS**

<table>
<thead>
<tr>
<th>Model</th>
<th>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</th>
<th>DC: 28v, 700 amp</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM32-95</td>
<td>150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia</td>
<td>AIR: 60 lb/min @ 40 psig @ sea level</td>
</tr>
<tr>
<td>AM32A-95</td>
<td>150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)</td>
<td>AM32A-60* AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia</td>
</tr>
<tr>
<td>LASS</td>
<td>150 +/- 5 lb/min @ 49 +/- 2 psia</td>
<td>AM32A-60A AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm at 51 +/- psia</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>AM32A-60B* AIR: 130 lb/min, 50 psia</td>
</tr>
<tr>
<td>MC-1</td>
<td>15 cfm, 3500 psia</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva</td>
</tr>
<tr>
<td>MC-1A</td>
<td>15 cfm, 3500 psia</td>
<td>DC: 28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>MC-2A</td>
<td>15 cfm, 200 psia</td>
<td>AM32A-60B* AIR: 130 lb/min, 50 psia</td>
</tr>
<tr>
<td>MC-11</td>
<td>8,000 cu in cap, 4000 psig, 15 cfm</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</td>
</tr>
</tbody>
</table>

**COMBINED AIR AND ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>Model</th>
<th>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</th>
<th>DC: 28v, 700 amp</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGPU</td>
<td>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</td>
<td>AIR: 60 lb/min @ 40 psig @ sea level</td>
</tr>
<tr>
<td>AM32A-60A</td>
<td>AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia</td>
<td>AM32A-60A AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm at 51 +/- psia</td>
</tr>
<tr>
<td>AGPU</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva</td>
<td>DC: 28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>AM32A-60A</td>
<td>AIR: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</td>
<td>DC: 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/GTE-85: 120 lbs/min @ 45 psi.
- MSU-200NAV/A/U47A-5: 204 lbs/min @ 56 psi.
- WELLS AIR START SYSTEM: 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

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

ARMY JASU

59B2–1B: 28v, 7.5 kw, 280 amp.

OTHER JASU

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

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

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

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

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

CARTRIDGE:
- MXU–4A: USAF

FUEL—MILITARY

Fuel available through US Military Base supply. DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports whereInto-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 Identityplate 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/p_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.
OXYGEN:
LPOX  Low pressure oxygen servicing.
HPOX  High pressure oxygen servicing.
LHOX  Low and high pressure oxygen servicing.
LOX   Liquid oxygen servicing.
OXRB  Oxygen replacement bottles. (Maintained primarily at Naval stations for use in 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;
LHOXRB Low and high pressure oxygen servicing and replacement bottles;
LPOXRB Low pressure oxygen replacement bottles only, etc.

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

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

OIL—MILITARY

US AVIATION OILS (MIL SPECS):

<table>
<thead>
<tr>
<th>CODE</th>
<th>GRADE, TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 cyclohexane (MIL—L–6082)</td>
</tr>
<tr>
<td>0–123</td>
<td>1065, (Dispensant), Reciprocating Engine Oil (MIL—L–22851 Type III)</td>
</tr>
<tr>
<td>0–128</td>
<td>1100, (Dispensant), 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>
</tbody>
</table>

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

TRANSPORT 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.), deboarding 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, 21 MAR 2024 to 16 MAY 2024
AIRPORT/FACILITY DIRECTORY LEGEND

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

Type of restrictions:
CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours.
Closed airports may be utilized during an emergency provided there is a safe landing area.
OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.
AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJl 11–204, AR 95–27, OPNAVINST 3710.7.
Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFJMAN 11–213, AR 95–11, OPNAVINST 3722–BJ. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

AIRPORT MANAGER
The phone number of the airport manager.

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

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

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS or AWOS followed by the frequency, identifier and phone number, if available.
COMMUNICATIONS

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

Communications will be listed in sequence as follows:

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

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. 122.2 is assigned as a common enroute frequency.

b. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide tower advisories on the tower frequency when tower is closed.

c. 121.1 is the primary receive-only frequency at VOR's.

d. Some FSS’s are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities. Frequencies published 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.

PTO—Pilot to Dispatcher.

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

TOWER—Control tower.

GOA—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 ADVISY 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.
AIRPORT/FACILITY DIRECTORY LEGEND

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous. PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as “Wx obsn svc 1900-0000Z” or “other times” may be used when no specific time is given. PMSV facilities manned by forecasters are considered “Full Service”. PMSV facilities manned by weather observers are listed as “Limited Service”.

OPS—Operations followed by the operator call sign in parenthesis.

CON
RANGE
FLT FLW—Flight Following
MEDIAC

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

AIRSPACE

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

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

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

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

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

Class E surface airspace normally extends from the surface up to but not including the overriding 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 overriding controlled airspace. Normally, the overriding 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 reference 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 (LOC) 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.

NAVAIDs information is tabulated as indicated in the following sample:

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

<table>
<thead>
<tr>
<th>Class</th>
<th>Name (L) VORW</th>
<th>Geographical Position</th>
<th>Site Elevation</th>
<th>Magnetic Variation</th>
<th>AWOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name (L) VORW</td>
<td>117.55</td>
<td>ABE</td>
<td>N40º43.60’ W75º27.30’</td>
<td>180º 4.1 NM to fld.</td>
<td>1110/8E</td>
</tr>
</tbody>
</table>

### 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.

<table>
<thead>
<tr>
<th>Classes</th>
<th>Frequency</th>
<th>Identifier</th>
<th>Geographical Position</th>
<th>Site Elevation</th>
<th>Magnetic Variation</th>
<th>AWOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME (VL) (L) ABVORTAC</td>
<td>117.55</td>
<td>ABE</td>
<td>Chan 122(Y) N40º43.60’ W75º27.30’</td>
<td>180º 4.1 NM to fld.</td>
<td>1110/8E</td>
<td>Automated Weather Observing System</td>
</tr>
</tbody>
</table>

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

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

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

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

### RADIO CLASS DESIGNATIONS

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

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

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

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

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

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

ILS information is tabulated as indicated in the following sample:

<table>
<thead>
<tr>
<th>ILS/DME</th>
<th>108.5</th>
<th>VHF Frequency</th>
<th>101.00</th>
<th>VHF Frequency</th>
<th>102.00</th>
<th>VHF Frequency</th>
<th>103.00</th>
<th>VHF Frequency</th>
<th>104.00</th>
<th>VHF Frequency</th>
<th>105.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE</td>
<td></td>
<td>108.10</td>
<td>18X</td>
<td>108.55</td>
<td>22Y</td>
<td>111.05</td>
<td>47Y</td>
<td>114.85</td>
<td>95Y</td>
<td></td>
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</tr>
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<td></td>
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<td>108.30</td>
<td>20X</td>
<td>108.65</td>
<td>23Y</td>
<td>111.15</td>
<td>48Y</td>
<td>114.95</td>
<td>96Y</td>
<td></td>
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<td></td>
<td></td>
<td>108.50</td>
<td>22X</td>
<td>108.75</td>
<td>24Y</td>
<td>111.25</td>
<td>49Y</td>
<td>115.05</td>
<td>97Y</td>
<td></td>
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<td></td>
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<td>108.70</td>
<td>24X</td>
<td>108.85</td>
<td>25Y</td>
<td>111.35</td>
<td>50Y</td>
<td>115.15</td>
<td>98Y</td>
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<td></td>
<td></td>
<td>108.90</td>
<td>26X</td>
<td>108.95</td>
<td>26Y</td>
<td>111.45</td>
<td>51Y</td>
<td>115.25</td>
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<td>28X</td>
<td>109.05</td>
<td>27Y</td>
<td>111.55</td>
<td>52Y</td>
<td>115.35</td>
<td>100Y</td>
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<td></td>
<td>109.30</td>
<td>30X</td>
<td>109.15</td>
<td>28Y</td>
<td>111.65</td>
<td>53Y</td>
<td>115.45</td>
<td>101Y</td>
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<td>109.50</td>
<td>32X</td>
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<td>111.75</td>
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<td>115.55</td>
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<td>30Y</td>
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<td>103Y</td>
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<td>31Y</td>
<td>111.95</td>
<td>56Y</td>
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<td>40X</td>
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<td>81Y</td>
<td>115.95</td>
<td>106Y</td>
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<td>110.50</td>
<td>42X</td>
<td>109.75</td>
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<td>82Y</td>
<td>116.05</td>
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<td>110.70</td>
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<td>109.85</td>
<td>35Y</td>
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<td>83Y</td>
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<td>84Y</td>
<td>116.25</td>
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<td>48X</td>
<td>110.05</td>
<td>37Y</td>
<td>113.85</td>
<td>85Y</td>
<td>116.35</td>
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<td>113.95</td>
<td>86Y</td>
<td>116.45</td>
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<td>111.50</td>
<td>52X</td>
<td>110.25</td>
<td>39Y</td>
<td>114.05</td>
<td>87Y</td>
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NE, 21 MAR 2024 to 16 MAY 2024
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NE, 21 MAR 2024 to 16 MAY 2024


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BRADLEY INTL  (See WINDSOR LOCKS on page 43)

BRADLEY  N41°55.83´ W72°41.99´  NOTAM FILE BDL.
(10 DME 117.05  BYT  Chan 117(Y) at Bradley Intl. 169.

BRIDGEPORT/SIKORSKY  (BDR)(KBDR)  3 SE UTC–5(–4DT) N41°09.81´ W73°07.57´

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

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

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

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

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–4677  TODA–4677  ASDA–4677  LDA–4677
RWY 11: TORA–4759  TODA–4759  ASDA–4759  LDA–4759
RWY 24: TORA–4677  TODA–4677  ASDA–4677  LDA–4357
RWY 29: TORA–4759  TODA–4759  ASDA–4759  LDA–4395

ARRESTING GEAR/SYSTEM
RWY 06: EMAS

SERVICE: S4  FUEL  100LL, JET A  OX 3, 4  LGT  When ATCT clsd, 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. 120’ pole .75 NM south of arpt unlgtd. PAEW adjacent to all operational sfc’s dalgt hrs Apr through Oct. There may be standing water adjacent to all sfc’s. Uneven sfc’s Rwy 29 safety area apch end left side. Extensive helicopter ops blw 10,000 ft 5–15 miles NW thru NE, for tlc information when inv of arpt clsd Sikorsky ops on 133.6 (1200–2130Z‡). Arpt clsd to scheduled air carriers more than 10 passengers and unscheduled air carriers more than 30 pax exc 90 day PPR. Rwy 29 clsd to takeoff acft more than 45,000 lb exc 30 min PPR 203–576–7497. Rwy 11–29 clsd to all air carrier ops. Avoid overflying residential areas NE and SE of arpt. Departing Rwy 24 avoid turns until 1/2 mile byd shoreline. TPA–1009(1000) for single engine acft, 1509(1500) all others. When winds are less than 5 kts requested use of Rwy 11 or Rwy 29. When the twr is clsd all engine runups are prohibited. However, if an acft reqrs nighttime engine maintenance, PPR from arpt manager is rqrd and the runups are to be performed on Twy G between Twy J and Twy K. Pilots are advised to use care in positioning their acft to prevent damage from prop wash toafd sign. Rwy 11–29 not avbl for sked acr ops more than 9 pax seats or unsked acr ops at least 31 pax seats. Prkg fee all acft aft 2 hrs. Ldg fee all acft excl solo students. Flight Notification Service (ADCSUS) available.

AIRPORT MANAGER: 203-576-8163

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

COMMUNICATIONS: CTAF 120.9 ATIS 119.15 UNICOM 123.0

RCO 122.2 (BRIDGEPORT RADIO)

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

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

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

VOR TEST FACILITY (VOT) 109.25

CONTINUED ON NEXT PAGE
CONNECTICUT
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION:

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

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

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

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

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

BRIDGEPORT N41°09.64' W73°07.47' NOTAM FILE BDR.
(L) (L) VOR/DME 108.8 BDR Chan 25 at Bridgeport/Sikorsky. 6/12W.

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

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

RCO 122.2 (BRIDGEPORT RADIO)

CANDLELIGHT FARMS (See NEW MILFORD on page 39)

CANDLELIGHT HELIPORT (See NEW MILFORD on page 39)

CHESTER (SNC)(KSNC) 3 SW UTC–5(–4DT) N41°23.02' W72°30.35'

416 B NOTAM FILE SNC

RWY 17–35: H272XX50 (ASPH) S–8.5 MIRL 0.5% up S
RWY 17: REIL. Thld dsplcd 559'. Tree.
RWY 35: REIL.

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


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:

MADISON (L) (L) VOR/DME 110.4 MAD Chan 41 N41°18.83' W72°41.53' 077° 9.4 NM to fld. 216/13W.

DME unusable:
330°–090° byd 30 NM blo 4,000'
DANBURY MUNI (DXR)(KDXR) 3 SW UTC–5(–4DT) N41°22.29´ W73°28.93´

457 B TPA—See Remarks NOTAM FILE DXR
RWY 08–26: H4421X150 (ASPH–GRVD) S–38, D–70, 2S–90 MIRL
RWY 08: REIL Thld dp called 367´. Trees.
RWY 26: REIL Thld dp called 734´. Trees.
RWY 17–35: H3135X100 (ASPH) S–50, D–65, 2S–82
RWY 17: Thld dp called 223´. Pole.
RWY 35: Thld dp called 231´. Trees.

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


AIRPORT MANAGER: 203-797-4624

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

COMMUNICATIONS: CTAF 119.4 ATIS 127.75 UNICOM 122.95

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CARMEL (L) VOR/DME 116.6 CMK Chan 113 N41°16.81´ W73°34.88´ 051º 7.1 NM to fld. 693/12W.

VOR unusable:
001º–155º
195º–225º
245º–270º
325º–355º

DME unusable:
000º–015º byd 20 NM
034º–054º byd 20 NM
055º–135º byd 20 NM bio 5,000´
180º–200º
340º–359º byd 20 NM bio 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 20º right side of course. DME unusable byd 10 NM; and 10º right of course and byd 20º left of course.

NEW YORK
L–338, 34I
IAP, AD

NE, 21 MAR 2024 to 16 MAY 2024


**CONNECTICUT**

**DANIELSON**  (LZD/KLZD)  2 NW  UTC–5(–4DT) N41°49.19´ W71°54.06´

238 B NOTAM FILE BDR
RWY 13–31: H2700X75 (ASPH) S–29 MIRL
RWY 13: Tree.
RWY 31: REIL, Tree.

SERVICE: S4 FUEL 100LL LGT ACTVT REIL Rwy 31; MIRL Rwy 13–31—CTAF.


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) N41°26.74´ W72°27.34´

9 NOTAM FILE BDR
RWY 14–32: H2120X50 (ASPH) S–8 LIRL
RWY 32: Trees.

SERVICE: S4 LGT Arpt lgts opr 24 hrs.

AIRPORT REMARKS: Unattended. Caution deer, birds and waterfowl on and involf arpt. Parl turf twy mkd with yellow cones. May be soft when wet or aft rain. Seaplane dock and ramp. Overnight parking fee. Ldg fee.

AIRPORT MANAGER: (860) 615-9068

COMMUNICATIONS: CTAF/UNICOM 122.8


WATERWAY 16W–34W: 4500X1000 (WATER)
WATERWAY 16W: Bridge.
WATERWAY 34W: Hill.

**ELLINGTON**  (7B9)  2 N  UTC–5(–4DT) N41°55.53´ W72°27.43´

253 NOTAM FILE BDR
RWY 01–19: H1800X50 (ASPH) S–9 RWY LGTS(NSTD)
RWY 01: Trees.
RWY 19: Trees.

SERVICE: S4 FUEL 100LL LGT Non–std LIRL due to spacing, thr lgts outboard of rwy.


AIRPORT MANAGER: 860-614-1854

COMMUNICATIONS: CTAF/UNICOM 123.0

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

**FARMINGTON**  CT71  N41°42.54´ W72°48.13´/363

AWOS–AV 129.825 AWOS–AV wx bcst on 129.825 (3 mic clicks).

GOODSPEED  (See EAST HADDAM on page 35)
GROTON–NEW LONDON (GON)(KGON) P (ARNG) 3 SE UTC–5(–4DT) N41°19.80´

NEW YORK
H–10I, 12K, L–33C, 34I
IAP, AD

GROTON–NEW LONDON

CONNECTICUT

NE, 21 MAR 2024 to 16 MAY 2024
HARTFORD–BRAINARD (HFD)(KHFD) 3 SE UTC–(–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 dspclcd 411’. Trees.
   RWY 20: REIL, PAPI(P4R)—GA 4.0º TCH 58’. Thld dspclcd 560’. Trees.
RWY 11–29: H2314X71 (ASPH) S–10 HIRL
   RWY 11: Trees.
   RWY 29: Thld dspclcd 265’ Trees.
RWY NE–SW: 2309X150 (TURF)
   RWY NE: Trees.
   RWY SW: Trees.

SERVICE: S4 FUEL 100LL, JET A LGT
   When ATCT clsd, ACTVT Rwy 02 and Rwy 20; HIRL Rwy 02–20—CTAF. PAPI Rwy 02 and Rwy 20 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.

   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. Voluntary compliance requested, no touch and go ldg and practice instrument apch Mon–Sat 0300–1100Z‡ and Sun 0300–1400Z‡. Ldg fee for business, corporate and revenue producing acft.

AIRPORT MANAGER: 860-982-2443
WEATHER DATA SOURCES: ASOS (860) 527–5837 LAWRS.
COMMUNICATIONS: CTAF 119.6
   ATIS 126.45, 860–246–5929 UNICOM 122.95
   BRADLEY APP/DEP CON 127.8
   TOWER 119.6 (1100–0500Z‡) GND CON 121.6 CLNC DEL 121.6 121.6

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

VOR TEST FACILITY (VOT)
   (L) (L) VORW/DME 114.9 HFD Chan 96 N41°38.47’ W72°32.85’ 334º 7.3 NM to fld. 849/13W.

LDA 109.7 I–HFD Rwy 02. LDA unmonitored when ATCT clsd.

HELIPAD H1: H70X77 (ASPH) MIRL
HELIPAD H2: H44X44 (ASPH) MIRL
HELIPORT REMARKS: Helipad H1 hangar (26’ high at 290º west) 234’ from helipad.
MERIDEN MARKHAM MUNI (MMK/KMMK)  3 SW  UTC–5(–4DT)  N41°30.52′ W72°49.77′
103  B NOTAM FILE MMK
RWY 18–36: H3100X75 (ASPH)  S–30  MIRL
RWY 18: Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.5° TCH 55′. Tree.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36—CTAF.
AIRPORT REMARKS: Attended Mon–Sun 1400–2200Z‡. Ctn deer, coyotes & birds on & inv of arpt. 100LL self svc fuel. Cranes +150 ft AGL, 0.25 mi NW AER 18, lgtd Oper intmt dglgt. PPR for jet. Rwy 36 no touch and go ldg. Std left tcf for both rws. Calm wind Rwy 18.
AIRPORT MANAGER: 203-630-2878
WEATHER DATA SOURCES: ASOS 134.925 (203) 639–9405.
COMMUNICATIONS: CTAF/UNICOM 123.05
® BRADLEY APP/DEP CON 127.8
CLNC DEL 120.65
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MADISON (L) (L) VORW/DME 110.4 MAD Chan 41  N41°18.83′ W72°41.53′  345° 13.2 NM to fld. 216/13W.
DME unusable: 330°–090° byd 30 NM blo 4,000′

NEW HAVEN
TWEEDE/HAVEN (HVN/KHVN)  3 SE  UTC–5(–4DT)  N41°15.82′ W72°53.26′
13  B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE HVN
RWY 02: MALSF. PAPI(P4L)—GA 3.0° TCH 50′. RVR–T Trees.
RWY 20: PAPI(P4L)—GA 3.5° TCH 55′. RVR–R 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.
NOISE: Noise abatement procedures in effect. Departing Rwy 20, right and left turn made only after passing shoreline. Csld to actv over 78 decibels 1200–0300Z‡ 73 decibels 0300–0500Z‡ and 1100–1200Z‡, 68 decibels 0500–1100Z‡ excpt mil emerg and medical acft; PPR call 203–907–9818.
AIRPORT MANAGER: 203-466-8833
WEATHER DATA SOURCES: ASOS (203) 466–6620 LAWRS.
COMMUNICATIONS: CTA 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 DELIVERY PHONE: For CD when twr clsd ctc New York Apch at 516-683-2449 or 121.7.
AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HVN.
NEW HAVEN (T) DME 109.8 HVN Chan 35 N41°15.74′ W72°53.11′ at fld. 4.
DME unusable: 031°–120° blo 4,000′
159°–254° blo 3,000′
NEW HAVEN (T) DME 109.8 HVN Chan 35 at Tweed/New Haven. 4.
DME unusable: 031°–120° blo 4,000′
159°–254° blo 3,000′
NE, 21 MAR 2024 to 16 MAY 2024
NEW MILFORD

**CANDLELIGHT HELIPORT** (6Y2) 2 W UTC–5(–4DT) N41°30.07′ W73°27.64′

- **NOTAM FILE BDR**
- **HELIPAD H1**: H50X50 (ASPH)


- **AIRPORT MANAGER**: 203-648-6782
- **COMMUNICATIONS**: CTAF
- **CLEARANCE DELIVERY PHONE**: For CD ctc New York Apch at 516-683-2849.

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

- **NOTAM FILE BDR**
- **RWY 17–35**: 2900X50 (TURF) 0.9% up N
- **RWY 17**: Trees.
- **RWY 35**: Trees.


- **AIRPORT MANAGER**: 203-722-1629
- **COMMUNICATIONS**: CTAF
- **CLEARANCE DELIVERY PHONE**: For CD ctc New York Apch at 516-683-2849.

**NORTHFIELD HELIPORT** (See THOMASTON on page 41)

**OXFORD**

**WATERBURY–OXFORD** (OXC)(KOCX) 3 N UTC–5(–4DT) N41°28.70′ W73°08.11′

- **NOTAM FILE OXC**
- **RWY 18–36**: H5801X100 (ASPH–GRVD) S–50 D–85 2S–107, 2D–145 HIRL 0.9% up N
- **RWY 18**: PAPI(P4L)—GA 3.0º TCH 47’. Rgt tfc.
- **RWY 36**: REIL. PAPI(P4L)—GA 3.0º TCH 56’. Thld dsplcd 500’. P–line.

**RUNWAY DECLARED DISTANCE INFORMATION**

- **RWY 18**: TORA–5801 TODA–5801 ASDA–5801 LDA–5801
- **RWY 36**: TORA–5801 TODA–5801 ASDA–5801 LDA–5301

**SERVICE**: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 36; PAPI Rwy 18 and Rwy 36; HIRL Rwy 18–36—CTAF. Rwy 18 VGSI lgts bffled byd 6 degs L of cntrln. Rwy 36 VGSI lgts bffled due to trees & pwr ln twr byd 5 degs R of cntrln.

**AIRPORT REMARKS**: Attended continuously. Deer and birds on and invof arpt. Twp D clsd. 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. Twp B, south of Twp G, reflectors only. Ldg fee for business, corporate and revenue producing acft. Steep drop off after safety area north and south of Twp A.

- **AIRPORT MANAGER**: 203-264-8010
- **WEATHER DATA SOURCES**: AWOS–3PT 132.975 (203) 262–1190.
- **COMMUNICATIONS**: CTAF
- **CLEARANCE DELIVERY PHONE**: For CD ctc New York Apch at 516-683-2849.
- **AIRSPACE**: CLASS D svc 1100–0200Z‡; other times CLASS G.
- **RADIO AIDS TO NAVIGATION**: NOTAM FILE OXC.

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

**NEW YORK**
PLAINVILLE

ROBERTSON FLD (4B8) 2 N UTC–5(–4DT) N41°41.36′ W72°51.88′

202 B TPA—See Remarks NOTAM FILE BDR

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

RWY 02: REIL, Trees.

RWY 20: REIL, Trees.

SERVICE: S4 FUEL 100LL, JET A OK 3, 4 LGT ACTVT MIRL Rwy 02–20—CTAF. REIL Rwy 02 and 20 opr when rwy lgts on high intst.


AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat–Sun 1300–2300Z‡. Ctn deer & birds on & invof arpt. TPA—1000(800) for acft less than 12,500 lbs, 1500(1300) for acft 12,500 lbs and above. Ldg fee for commercial and corporate acft only.

AIRPORT MANAGER: 860-747-5519

WEATHER DATA SOURCES: AWOS–3PT 119.175 (860) 351–5362.

COMMUNICATIONS: CTAF/UNICOM 122.8® BRADLEY APP/DEP CON 123.95

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.

HARTFORD (L) VOR/DME 114.9 PUT 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) 0.9% up N

RWY 17: Trees.

RWY 35: Trees.


AIRPORT MANAGER: 860-974-2099

COMMUNICATIONS: CTAF 122.9

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

PUTNAM

N41°57.33′ W71°50.65′ NOTAM FILE BDR.

(H) (H) VOR/DME 117.4 PUT Chan 121 211° 8.5 NM to Danielson. 652/14W.

DME unusable:

265°–301° byd 36 NM bly 3,000′

ROBERTSON FLD (See PLAINVILLE on page 40)

SALMON RIVER AIRFIELD (See MARLBOROUGH on page 37)

SIKORSKY HELIPORT (See STRATFORD on page 41)

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

195 NOTAM FILE BDR

RWY 03–21: H2205X50 (ASPH) S–25 RWY LGTS(NSTD)

RWY 03: Trees.

RWY 21: Thld dsplcd 270´. Trees.

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

AIRPORT REMARKS: Attended 1330–2200Z1. Deer and birds on and invof arpt—birds particularly in apch to Rwy 03. Rwy 03–21 safety barrier 15´ NE thr barricade not lgtd. Rwy 03 has an up–hill grade.

AIRPORT MANAGER: 860-459-1575

COMMUNICATIONS: CTAF/UNICOM 122.7

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

SKYLARK AIRPARK (See WAREHOUSE POINT on page 41)
STRATFORD

SIKORSKY HELIPORT (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°14.84´ W73°05.87´
AIRSPACE: CLASS D svc 0800–SS Mon–Fri, 0800–SS Sat–Sun as required; other times CLASS G.

THOMASTON

NORTHFIELD HELIPORT (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73°06.94´
HELIPAD HL: 100X100 (TURF)
HELIPORT REMARKS: Unattended. VFR only. 30’ poleline, 282´E of helipad. Recommended approach from north to south. 57´ trees, 475´ from center of helipad, approach ratio 8:1. Heli phys location 253 Newton Rd, Northfield, CT.
AIRPORT MANAGER: 860-484-9597
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 28: Thld dsplcd 175´. Trees.
AIRPORT MANAGER: (413) 537-5121
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597
RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.
HARTFORD (L) (L) VOR/W/DME 114.9 HFD Chan 96 N41°38.47´ W72°32.85´ 009° 17.3 NM to fld. 849/13W.

WATERBURY (N41) 4 N UTC–5(–4DT) N41°38.01´ W73°02.81´
850 NOTAM FILE BDR
RWY 17–35: 2005X135 (TURF)
RWY 17: Trees.
RWY 35: Trees.
RWY 02–20: 1600X250 (TURF)
RWY 02: Trees.
RWY 20: Trees.
AIRPORT REMARKS: Airport attended irregularly. Poor drainage ldg/taxi AER 35 winter months and after heavy rain. Turf rwy's 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)
WILLIMANTIC

WINDHAM (IJD)(KUD) 3 NE UTC–5(–4DT) N41°44.64′ W72°10.81′

246  B  NOTAM FILE IJD

RWY 09–27: H4271X100 (ASPH) S–30 MIRL

RWY 09: Thld dspclcd 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 lghts 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

® BRADLEY APP/DEP 127.8

® BOSTON CENTER APP CON 124.85 (Sun–Fri 0530–1030Z‡, Sat 0500–1030Z‡)

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/W/DME 110.0 ORW Chan 37 N41°33.38′ W71°59.96′ 338° 13.9 NM to fld. 310/14W.

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

WINDHAM (See WILLIMANTIC on page 42)
CONNECTICUT

WINDSOR LOCKS

BRADLEY INTL (BDL)(KBDL) P (ANG ARNG) 3 W UTC–5(–4DT) N41º56.34´ W72º41.06´

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.
RWY 24: MALSF. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR Trees.

RWY 15–33: H6847X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350 PCN 64 F/A/X/T HIRL
RWY 15: REIL. PAPI(P4L)—GA 3.5º TCH 61´. RVR–R Trees.
RWY 33: MALSF. PAPI(P4R)—GA 3.0º TCH 72´. RVR–T Trees.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 24 15–33 5850
RWY 33 06–24 4550

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–9509 TODA–9509 ASDA–9509 LDA–9509
RWY 15: TORA–6847 TODA–6847 ASDA–6847 LDA–6847
RWY 24: TORA–9509 TODA–9509 ASDA–9509 LDA–9509
RWY 33: TORA–6847 TODA–6847 ASDA–6847 LDA–6847

SERVICE: S4 FUEL 100LL, JET A

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

AIRPORT REMARKS: Attended continuously. Numerous birds freq on or invof arpt. No trng flts, no practice apchs, no touch and go ldgs bnn Mon–Sat 0400–1200Z‡ and Sun 0400–1700Z‡. 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. Parf twp ops on Twy C and Twy B rstrd to acft with wingspans of 171´ or less. Twy D clsd to acft with wingspan in excess of 170´. Twy C bnn Twy B and Twy C4 acft tax spd rstrn of 8 kts/10 mph max for acft with wingspan 214´ or gtr. Twy D acft tax spd rstrn of 8 kts/10 mph max for acft with wingspan 214´ or gtr. Twy C bnn Twy B and Twy C4 acft tax spd rstrn of 8 kts/10 mph max for acft with wingspan 214´ or gtr. Acft equipped 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´ by 200´ blast pad SW end. Rwy 15–33 100´ by 200´ blast pad SE end. Lgtd obst ant 36 ´ AGIL/205’ MSL. (Rwy 24 ILS/ GS Ant) 162´ NW of Twy C cntrln marking bnn Twy B and Twy C. Non–based dvrsn acrs ctc arpt ops 860–627–3001 prior to divg & prvd co flt ops ctc info, acft type, POB, intl or dom flt & gnd ops agrmts. Only 1 intl acr jet bridge avbl for pax. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 860-292-2000
WEATHER DATA SOURCES: ASOS 118.15 (860) 386–3480. WSP.
COMMUNICATIONS: D–ATIS 118.15 (860–386–3570) UNICOM 122.95
BRADLEY 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
RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.
HARTFORD (IL) VOR/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 IIIa.
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, 21 MAR 2024 to 16 MAY 2024
DOVER

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

22  B  NOTAM FILE MIV
RWY 04–22: H2533X28 (ASPH)  LIRL
RWY 04: Thld dsplcd 539´. Trees.
SERVICE: S4  FUEL  100LL, MOGAS  LGT  ACTVT LIRL Rwy 04–22 and rotating bcn—122.7.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun on call. For svcs call (302) 287–9623. For svcs after hours call (302) 287–9623. Heavy bird activity on and inv of arpt Oct–Feb. Rwy 04 dsplcd thld marked with white line, dashed white lines leading to displaced thld is faded. Rwy 22 dsplcd thld marked with white line, dashed white lines leading to displaced thld is faded. Rwy 04–22 has vertical, horizontal and alligator cracking. Tree trimming on rwy end 04 cmpld. Tree removal on rwy end 22 on-going.
AIRPORT MANAGER: 302-287-9623
COMMUNICATIONS: CTAF/UNICOM 122.8

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

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´. Helipad H1 paint chipping; tlof size and wt lmt box unrdbld.
AIRPORT MANAGER: 302-760-2145
COMMUNICATIONS: CTAF 122.9
DOVER AFB  (DOV/KDOV) MIL/CN AF  3 E  UTC–5(–4DT)  N39º07.77’ W75º27.96’

COMMUNICATIONS:  O–ATIS  127.825  273.5  DSN 445–2847  269.125 PTD 372.2 (Thru Comd Post)

SMYRNA RCO  122.5 (MILLVILLE RADIO)

APP CON  132.425  135.15X  257.875 (VFR sequencing svc 25 NM out on 125.9 282.325)

TOWER  126.35  279.625  GND CON  118.875  225.4 CLNC DEL  125.55  289.4


AIRSPACE:  CLASS D

CONTINUED ON NEXT PAGE

NE, 21 MAR 2024 to 16 MAY 2024

WASHINGTON

H–10I, 12I, L–34F, A

DIAP, AD
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) (L) VORTACW 111.4 ENO Chan 51 N39°13.90´ W75°30.96´ 168° 6.6 NM to fld. 15/9W.

TACAN AZIMUTH unusable:
140°–150° byd 36 NM 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 Chan 37 DOV (110.0) N39°07.94´ W75°28.04´ at fld. 17/12W. NOTAM FILE DOV.

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

TACAN AZIMUTH unusable:
095°–105° byd 13 mn blo 3,000´
military use: No NOTAM MP: 0500–1100Z‡ Mon–Fri (1000/3+1)


ILS 111.9 I–LIR Rwy 19. Class IE. ILS WHEEL crossing height data: GROUP 4 (18.1ft). Mp by NOTAM: (1,000/3+1).

DOVER/CHESWOLD

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

55 B NOTAM FILE MIV


PCN 14 F/C/X/T MIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0º TCH 43´.

RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 43´.

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


AIRPORT MANAGER: (302) 571-6312

WASHINGTON L–34F, A IAP

WEATHER DATA SOURCES: AWOS–3 120.125 (302) 571–6012.

COMMUNICATIONS: CTAF/UNICOM 123.075

SMYRNA RCO 122.5 (MILLVILLE RADIO)

DOVER APP/DEP CON 132.425 CLNC DEL 125.55


RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) (L) VORTACW 111.4 ENO Chan 51 N39°13.90´ W75°30.96´ 268° 4.0 NM to fld. 15/9W.

TACAN AZIMUTH unusable:
140°–150° byd 36 NM 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 DOO Chan 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)

WASHINGTON H–101, L–34G, A
FARMINGTON

CHORMAN  (D74)  2 SW  UTC–5(–4DT)  N38°50.97´ W75°36.77´  NOTAM FILE MIV

RWY 16–34: H3588X37 (ASPH)  LIRL
RWY 16: REIL.
RWY 34: REIL. Thld dsplcd 438´. Pole.

SERVICE: S4  LGT ACTVT rotg bcn—CTAF. ACTVT REIL Rwy 16 and Rwy 34; LIRL Rwy 16–34—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1330Z–dusk. AG spraying activity on and inovf arpt. Loading pad adjacent to east side Rwy 34.

AIRPORT MANAGER: 302-349-5055

COMMUNICATIONS: CTAF 122.9


RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

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

DME unusable: 179º–293º byd 30 NM blo 2,000´
VOR unusable: 345º–010º

GEORGETOWN

DELTA WATER COASTAL  (GED)(KGED)  2 SE  UTC–5(–4DT)  N38°41.26´ W75°21.56´  NOTAM FILE GED

RWY 04–22: H5500X150 (ASPH–GRVD)  S–50, D–175 PCN 43 F/A/T X/T
MIRL
RWY 04: MALS. REIL. PAPI(P4L)—GA 3.0º TCH 45´. Thld dsplcd 370´. Tres.
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Thld dsplcd 169´.
RWY 10–28: H3109X75 (ASPH)  S–50, D–91 PCN 36 F/A/T MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.5º TCH 46´.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40´.

SERVICE: S4  FUEL  100LL, JET A  LGT ACTVT 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

DOVER APP/DEP CON 132.425

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

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

DME unusable: 179º–293º byd 30 NM blo 2,000´
VOR unusable: 345º–010º

COMM/NAV/WEATHER REMARKS: GCO avbl on freq 125.55.

HADIN  N39°34.88´ W75°36.84´  NOTAM FILE ILG.

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

JENKINS  (See WYOMING on page 51)
LAUREL  (N06)  1 SW  UTC–5(–4DT)  N38º32.53´ W75º35.66´
30  B  NOTAM FILE MIV
RWY 15–33:  3175X270 (TURF)  LIRL
RWY 15:  Trees.
RWY 33:  Thld dsplcd 270´. Tree.
SERVICE:  LGT ACTVT LIRL Rwy 15–33—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT REMARKS:  Attended 1300Z–dusk. Parachute Jumping. Appt no
longer hosts skydiving ops. Rwy 33 dsplcd thld marked with 3 large
orange cones each side.
AIRPORT MANAGER:  302-349-5055
COMMUNICATIONS:  CTAF/UNICOM 122.8
PATUXENT APP/DEP CON 127.95 (1200–0400Z† Mon–Sun. Other times by
NOTAM) other times ctc
POTOMAC APP/DEP CON 127.2
CLEARANCE DELIVERY PHONE:  For CD ctc Patuxent Apc at 301-342-3740,
when Patuxent Apc is clsd ctc Potomac Apc at 866-640-4124.
RADIO AIDS TO NAVIGATION:  NOTAM FILE SBY.
SALISBURY (L) (L) VORTACW 111.2 SBY Chan 49  N38º20.70´
W75º30.63´  354º 12.5 NM to fld. 48/12W.
VOR unusable:
007º–026º byd 20 NM bld 7,000´
027º–089º byd 13 NM bld 5,000´
090º–110º byd 20 NM bld 5,000´
111º–113º byd 19 NM bld 5,000´
114º–120º byd 16 NM bld 5,000´
261º–285º bld 6,000´
294º–007º bld 5,000´
TACAN AZIMUTH unusable:
009º–055º byd 20 NM
261º–285º bld 6,000´
294º–007º bld 5,000´
DME unusable:
009º–055º byd 20 NM
261º–285º bld 6,000´
294º–007º bld 5,000´

MIDDLETOWN
SUMMIT  (EVY)(KEVY)  5 N  UTC–5(–4DT)  N39º31.26´ W75º43.42´
70  B  NOTAM FILE MIV
RWY 17–35:  H4488X65 (ASPH)  MIRL
RWY 17:  REIL. PAPI(P4R)—GA 3.0º TCH 41´. Trees.
RWY 35:  REIL. PAPI(P4L)—GA 3.0º TCH 41´.
RWY 11–29:  3601X200 (TURF)  LIRL
RWY 11:  REIL. Tree.
RWY 29:  REIL
SERVICE:  S4  FUEL  100LL, JET A OX2  LGT LIRL Rwy 11–29 OTS indef.
REIL Rwy 11 and Rwy 29 OTS indef. ACTIVATE LIRL and REIL Rwy
11–29—123.5.
AIRPORT REMARKS:  Attended 1200–0000Z†. Rwy 11–29 clsd for night ops.
Extensive medium/heavy helicopter training in progress all hrs on and
invof arpt, high rotor down wash velocities. When CH47 helicopters opr,
req advisories on UNICOM. South end of parking ramp and mid–fld twy
clsd.
AIRPORT MANAGER:  302-834-5400
COMMUNICATIONS:  CTAF/UNICOM 122.725
PHILADELPHIA APP/DEP CON 118.35
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 DQO Chan 87  N39º40.69´ W75º36.43´
220º 10.9 NM to fld. 70/10W.
VOR unusable:
230º–265º byd 20 NM
TACAN AZIMUTH unusable:
230º–265º byd 20 NM
DME unusable:
230º–265º byd 20 NM
## SMYRNA (38N)  N39°13.90’ W75°30.96’  NOTAM FILE MIV.

**WASHINGTON**

**SMYRNA** N39°13.90’ W75°30.96’ NOTAM FILE MIV.

(L) (L) VORTACW 111.4 ENO Chan 51 268° 4.0 NM to Delaware Airpark. 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’

RCD 122.5 (MILLVILLE RADIO)

## WATERLOO  N38°48.59’ W75°12.68’  NOTAM FILE MIV.

**WASHINGTON**

(H) (L) VORTAC 112.6 ATR Chan 73 233° 10.1 NM to Delaware Coastal. 5/9W.

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

VOR unusable:
- 345°–010°

RCO 122.1R 112.6T (MILLVILLE RADIO)

## SUMMIT (See MIDDLETOWN on page 48)
NEW CASTLE  (ILG/KILG)  P  (ANG ARNG)  4 S  UTC – 5 (– 4 DT)  N39º40.72’ W75º36.40’

RWY 09 – 27: H7275X150 (ASPH – GRVD)  S – 120, D – 250, 2S – 175, 2D – 524, 2D/2D2 – 1056  PCN  66  F/A/W/T  HIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 61’. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 54’. Trees.

RWY 01 – 19: H7012X150 (ASPH – GRVD)  S – 120, D – 250, 2S – 175, 2D – 550, 2D/2D2 – 1056  PCN  66  F/A/W/T  HIRL

RWY 01: MALS R. RVR – T Road.

RWY 14 – 32: H4602X150 (ASPH)  S – 111, D – 181, 2D – 328, 2D/2D2 – 763  PCN  43  F/A/X/T  MIRL

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

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy  HOLD–SHORT POINT  AVBL LDG DIST
RWY 01  09–27  4050
RWY 14  Rwy 01–19  4450
RWY 19  14–32  5750
RWY 32  09–27  3600

RUNWAY DECLARED DISTANCE INFORMATION

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

ARRRESTING GEAR/SYSTEM

RWY 19: EMAS

SERVICE:  S4  FUEL  100LL, JET A  OX 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 no touch and go ldg for turbo jet 0400–1200Z‡. When twr clsd, pilots must announce intentions over C TAF 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 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 A 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) lgtd. Ldg fee for all acft over 7,500 lbs exc federal government and Mil.

AIRPORT MANAGER:  (302) 229–6315

WEATHER DATA SOURCES:  ASOS  123.95 (302) 328–1536.

COMMUNICATIONS:  CTAF  126.0  ATIS  123.95  UNICOM  122.95

DUPONT RCO:  122.1R 114.0T (MILLVILLE RADIO)

PHILADELPHIA APP/DEP CON 118.35

WASHINGTON TOWER 126.0 (1130–0400Z‡)  GND CON 121.7  CLNC DEL 119.95

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

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE MIL.

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 (ŁOMW) 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) N39º07.04´ W75º35.07´

53 B NOTAM FILE MIV
RWY 12–30: 2035X70 (TURF) 0.4% up SE
RWY 12: Trees.
RWY 30: Trees.

SERVICE: S4 LGT ACTIVATE rotating bcn—122.8.

AIRPORT REMARKS: Attended continuously.
AIRPORT MANAGER: 302-697-7743
COMMUNICATIONS: CTAF/UNICOM 122.8


NE, 21 MAR 2024 to 16 MAY 2024
MANASSAS RGNL/HARRY P DAVIS FLD (See WASHINGTON on page 52)

RONALD REAGAN WASHINGTON NTL (See WASHINGTON on page 52)

SOUTH CAPITOL STREET HELIPORT (See WASHINGTON on page 54)

WASHINGTON

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)(KHEF) 28 WSW UTC–5(–DT) N38°43.26´ W77°30.91´

192 B TPA—See Remarks LRA NOTAM FILE HEF

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

RWY 16L: MALS R. PAP (P4L)—GA 3.0º TCH 55´. Trees.


RWY 16R–34L: H3715X75 (ASPH) S–50, D–140, 2D–360 PCN 57 F/B/X/T HIRL

RWY 16R: REIL. PAP (P2L)—GA 3.0º TCH 54´. Tree. Rgt tfc.

RWY 34L: REIL. PAP (P2L)—GA 3.0º TCH 43´. Trees.

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 4 LGT When ATCT clsd

actvt MALS Rwy 16L; MALSF Rwy 34R; REILS Rwy 16R & 34L; HIRL Rwy 16L–34R, MIRL Rwy 16R–34L—CTAF.

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

AIRPORT REMARKS: Attended 1130–0330Z‡. Birds and deer on and inv of arpt. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter.

Twy B safety area wid 44´ laterally east side fm Twy E to Twy G. U.S. Customs avbl Mon–Sun 1000–0400Z‡. Call Command Center 703–661–2800 for appointment. 24 hr notice required. All weekend flights must be arranged before 2200Z‡ on Fri before. Terminal apron for transient and US Customs parking.

AIRPORT MANAGER: 703-361-1882

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

COMMUNICATIONS: C TAF 133.1 ATIS 125.175 (703) 361–6160

® POTOMAC APP/DEP CON 128.525

TOWER 133.1 (1130–0330Z2) GND CON 121.8

CLNC DEL 120.2 (When twr clsd)

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

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

VOR unusable:

055º–092º blo 4,500´

093º–115º

116º–210º blo 4,500´

DME unusable:

055º–210º byd 28 NM blo 2,500´

211º–230º byd 30 NM blo 3,000´

ILS 109.1 I–HEF Rwy 16L. Class IE.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

TABLE 6-1 DISTRICT OF COLUMBIA

| RWY 01 | TORA–6869 | TODA–6869 | ASDA–6869 | LDA–6869 |
| RWY 04 | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–4800 |
| RWY 15 | TORA–5204 | TODA–5204 | ASDA–5204 | LDA–5204 |
| RWY 19 | TORA–6869 | TODA–6869 | ASDA–6869 | LDA–6869 |
| RWY 22 | TORA–4540 | TODA–4540 | ASDA–4400 | LDA–4400 |
| RWY 33 | TORA–5204 | TODA–5204 | ASDA–5204 | LDA–5204 |

ARRESTING GEAR/SYSTEM

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

SERVICE: FUEL
JET A
LGT
Rwy 19 PAPI–4L consists of two PAPI–4L systems. Rwy 19 PAPI–4L is rotated 21 degs to right of cntrln. 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 from vehicle parking lot lctd 1000 ft SW of Rwy 01 could give false indications of being part of Rwy 01 apch lgt sys drg periods of reduced vis & low ceilings. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Twy K ends at Gate 5. Acft ar/d to the general aviation parking area are prohibited from taxiing b/w air carrier pushback ops and the gates. Tmg flts that include multiple apchs and/or touch and go ops req 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
POTOMAC APP CON 119.85 (West/South)  124.2 (East)  124.7
WASHINGTON TOWER 119.1 (134.35 Helicopters) GND CON 121.7 CLNC DEL/PRE TAXI CLNC 128.25
POTOMAC DEP CON 118.95 (West) 125.65 (East) 124.7
CPDLC (LOGON KUSA)
PDC
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 N38º51.57´ W77º02.19´ at fld. 10/9W.
VOR unusable:
026º–070º byd 20 NM blo 5,000’
071º–075º byd 20 NM blo 7,000’
076º–105º byd 20 NM blo 5,000’
106º–111º byd 10 NM blo 2,500’
106º–125º byd 20 NM blo 8,000’
126º–145º byd 20 NM blo 5,500’
146º–155º byd 20 NM blo 6,000’
156º–170º blo 5,500’
171º–177º byd 20 NM blo 5,000’
178º–260º byd 20 NM blo 4,500’
261º–275º byd 20 NM blo 6,000’
276º–283º byd 20 NM blo 7,000’
284º–300º byd 20 NM blo 6,000’
301º–025º byd 20 NM blo 4,500’

DME unusable:
090º–165º byd 30 NM blo 3,000’
250º–270º byd 20 NM blo 2,500’
340º–040º byd 30 NM blo 2,500’
OXONN NDB (MHW) 332 DCA N38º45.96´ W77º01.64´ 006º 5.1 NM to fld. 11W.

GEORGETOWN NDB (MHW) 323 GTN N38º55.79´ W77º07.45´ 148º 6.2 NM to fld. 104/9W.

ILS/DME 109.9 I–DCA Chan 36 Rwy 01. Class II
LDA/DME 109.9 I–ASO Chan 36 Rwy 19. DME unusable byd 14 NM blo 1,600’; byd 25º r of course. LOC unusable byd 20º r of course.
LDA/DME 108.5 I–VWH Chan 22 Rwy 19X. LOC offset angle 40º 00 min 33 sec. LOC unusable byd 25º left and right of course.

CONTINUED ON NEXT PAGE

NE, 21 MAR 2024 to 16 MAY 2024
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 ctl their descent at a uniform rate to preclude intermediate alt restrictions. Procedures are based on a near idle thrust, 300´ per mile descent in still air cond.

SOUTH CAPITOL STREET HELIPORT (Ø9W) 0 N UTC–5(–4DT) N38º52.12´ W77º00.45´ WASHINGTON COPTER
10 B NOTAM FILE DCA
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.

WASHINGTON DULLES INTL (IAD) (KIAD) 20 W UTC–5(–4DT) N38º56.85´ W77º27.60´ WASHINGTON COPTER
312 B LRA Class I, ARFF Index E NOTAM FILE IAD
Rwy STATUS: LGTS are in opn.

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

AIRPORT MANAGER: 703-572-2730

WEATHER DATA SOURCES: ASOS 134.85 (703) 661–2990. TDWR.

COMMUNICATIONS: D–ATIS 134.85 571–323–6374. UNICOM 122.95

UNITED STATES NAVY

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

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

MIDFIELD RAMP CON 129.55

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

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

CPDLC (LOGON KUSA)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (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. LOC unusable byd 25º left of course.

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

ILS 109.3 I–AJU Rwy 12. Class IE.

ILS 111.3 I–DLX Rwy 19C. Class IIE.

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

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

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

MONTREAL

815 NOTAM FILE BGR

WATERWAY 30W–34W 1500X1500 (WATER)

SEAPLANE REMARKS: Attended May–Nov dalgt hrs, Dec–Apr unattended. SPB CLOSED winter Nov–Apr, winter cell

207–746–7777 or at maine@bradfordcamps.com. For svc call 207–433–0660. Actf monitor frequency 122.85. Flight following unreliable at low alts.

AIRPORT MANAGER: 207-433-0660

COMMUNICATIONS: CTAF 122.9

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

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

MONTREAL

288 B 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 17: Tree.

RWY 35: Tree.

SERVICE: S4 FUEL 100LL, JET A1+  OX 4 LGT Actvt MALSR Rwy 04;

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

AIRPORT REMARKS: Attended 1300–2200Z. Birds on and invof arpt. For fuel or svc aft hrs call 207–784–6318. Intensive HOP dly fm

1000–0100Z. Hel tcf pat 788(500), right tcf. Rwy 04 dsgn d calm

wind rwy. Acft de–icing avbl. Ocnl blasting in prog Mon–Sat aprxly

4,800–5,000´ SW of Rwy 04 thr 1600–2000Z durg VFR conds only.

Ldg fee.

AIRPORT MANAGER: 207-786-0631

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

COMMUNICATIONS: CTAF/UNICOM 122.8

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

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

CLNC DEL 124.05 PRETAXI CLNC 124.05

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

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

VOR unusable:

008º–015º byd 10 NM bld 7,000´

018º–050º byd 40 NM

055º–058º byd 40 NM

065º–089º byd 40 NM

075º–089º byd 25 NM bld 3,000´

090º–115º byd 15 NM

116º–175º byd 40 NM

116º–189º byd 25 NM bld 3,000´

188º–207º byd 40 NM

190º–205º byd 10 NM bld 5,000´

206º–220º byd 25 NM bld 3,000´

208º–213º byd 40 NM bld 3,000´

208º–213º byd 49 NM bld 7,000´

208º–213º byd 68 NM

225º–245º byd 40 NM

246º–256º byd 40 NM bld 7,000´

246º–256º byd 53 NM

257º–261º byd 15 NM

271º–275º byd 40 NM

300º–353º byd 40 NM

DME unusable:

010º–070º byd 25 NM bld 7,000´

071º–143º byd 25 NM bld 3,000´

144º–154º byd 25 NM bld 7,000´

155º–189º byd 25 NM bld 3,000´

190º–205º byd 10 NM bld 5,000´

206º–220º byd 25 NM bld 3,000´

221º–285º byd 15 NM bld 6,000´

ILS/DME 108.9 I–LEW Chan 26 Rwy 04. Class IA.

NE, 21 MAR 2024 to 16 MAY 2024
AUGUSTA

AUGUSTA SPB (M00) 3 S UTC–5(–4DT) N44°16.05´ W69°46.90´

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


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

AUGUSTA STATE (AUG)(KAUG) 1 NW UTC–5(–4DT) N44°19.24´ W69°47.84´

352 B TPA—1400(1048) NOTAM FILE AUG
RWY 17–35: H5002X100 (ASPH–GRVD) S–50, D–60 HIRL
0.7% up S
RWY 17: MALSР. PAPI(P4L)—GA 3.0º TCH 53 ´. Treе.
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Road.
RWY 08–26: H2613X75 (ASPH) S–30 MIRL
RWY 08: Trees.
RWY 26: Fence.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–2613 TODA–2613 ASDA–2613 LDA–2613
RWY 17: TORA–5002 TODA–5002 ASDA–5002 LDA–5002
RWY 26: TORA–2613 TODA–2613 ASDA–2613 LDA–2613
RWY 35: TORA–5002 TODA–5002 ASDA–5002 LDA–5002

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

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


AIRPORT MANAGER: 207-626-2306
WEATHER DATA SOURCES: ASOS 118.325 (207) 623–0432.
COMMUNICATIONS: CTAF/UNICOM 122.0
BCO 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) 120.25 (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
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

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

VOR unusable:
- 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´

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

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

NE, 21 MAR 2024 to 16 MAY 2024
BANGOR INTL  (BGR)(KBGR)  P (ANG ARNG)  3 W UTC–5(–4DT)  N44º48.45´  W68º49.69´

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

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

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

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

RUNWAY DECLARED DISTANCE INFORMATION

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

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

SERVICE:  FUEL 100LL, JET A

MILITARY— FUEL A++(Mil), A, A+ (C207–992–4600)

FUEL (NC–100LL)

FLUID SP PRESAIR LPOX LOX –Off–base contracted LOX avbl H24–rqr 24 hr notice.

OIL O–133–148(Mil)

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

CAUTION
Bash Phase II period Sep–Nov, Apr–May. Expect increased bird activity. Ctc Base Ops/Command Post/SOF for current bird watching cond.

MISC

AIRPORT MANAGER:  207-992-4600

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

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

RCO 122.2 (BANGOR RADIO)

APP/DEP CON 118.925 124.5

TOWER 120.7 GND CON 121.9 CLNC DEL 135.9

AIRSPACE: CLASS C svc ctc: APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

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

ILS/DME 109.5 I–JVI  Chan 32  Rwy 15. Class IIIIE. DME also serves Rwy 33.

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

ASR

HELIPAD H1: H100X100 (CONC)

Lucky Landing Marina SPB  (Ø6B)  7 N UTC–5(–4DT)  N44º54.42´  W68º48.30´

115  LRA  NOTAM FILE BGR

WATERWAY 02W–20W:  15000X4000 (WATER)

WATERWAY 02W: Rgt ttc.

SERVICE:  FUEL 100LL


AIRPORT MANAGER:  207-951-2406

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.

BANKS  (See SWANS ISLAND on page 88)
HANCOCK CO/BAR HARBOR (BHB)(KBHB)  8 NW  UTC–5(–4DT)  N44º26.98’ W68º21.69’

RWY 04–22: H5200X100 (ASPH)  D–72, 2S–91, 2D–100
PCN 40 F/D/X/T  HIRL
RWY 22: MALSF, VASH/4L)—GA 3.0º TCH 55’.
RWY 17–35: H3363X75 (ASPH)  S–13, D–20  1.1% up N
RWY 17: Thld dscd 684’. Tree.
RWY 35: Thld dscd 111’.

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

SERVICE: S2  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 rptd by
AWOS or UNICOM, all acft using Rwy 04–22 are reqd to tkof and land
on Rwy 22 for noise abatement procs.

AIRPORT REMARKS:
Attended 1300–2300Z‡. Birds on and invof arpt.
Grass areas unavbl for actv ops. Seaplane ramp unavbl for acft ops exc
PPR 207–667–7329. FICON not mnt Mon–Fri 0200–1230Z‡,
wknds & hols. Rwy 04–22 due to hump at midpoint, opposite ends
of rwy not visible at gnd level. Rwy 17–35 not avbl for sked acr ops
(ldg and 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.
48 hr PPR for unsked acr ops at least 31 px seats. Ctc amgr. PPR for overweight
ldgs. PPR for unsked acr ops rqr 14 CFR 139 ARFF. Ctc amgr. Twy B clsd to all acft greater than 10,000 lbs. Twys F
and Twy G clsd Dec 1–Mar 31 annually.

AIRPORT MANAGER:
207-667-7329

WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM 123.0
® BANGOR APP/DEP CON 119.9
CLNC DEL 119.9

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION:
NOTAM FILE BGR.

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

COMM/NAV/WEATHER REMARKS: If CD freq unavbl ctc Bangor Apch at 207–561–2500 ext 1.
BELFAST MUNI (BST)(KBST) 1 SW UTC–5(–4DT) N44º24.56´ W69º00.71´
198 B NOTAM FILE BGR
RWY 15–33: H4000X100 (ASPH) S–30 MIRL 1.0% up NW
RWY 15: REIL. Tree.
RWY 33: REIL. Tree.
SERVICE: FUEL 100LL, JET A+ LGT ACTIVATE REIL Rwy 15 and Rwy 33 and MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended irregularly. Deer and birds on跑道 or around the airport.
Sfc cond reported daily 1400–2200Z‡ Dec–Mar. 800 ft x 30 ft part turf
lgd area E of rwy and N of Twy B – amgr.
AIRPORT MANAGER: 603-970-1947
WEATHER DATA SOURCES: AWOS–AV 122.975 (207) 930–7071. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.975
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (VH) (H) VORTAC W 114.8 BGR Chan 95 N44º50.51´ W68º52.44´ 212º 26.6 NM to fld. 360/19W.
COMM/NAV/WEATHER REMARKS: AWOS avbl — CTAF–2 clicks or call 207–930–7071.

BETHEL RGNL (Qb1) 2 NW UTC–5(–4DT) N44º25.51´ W70º48.60´
674 B NOTAM FILE BGR
RWY 14–32: H3818X75 (ASPH) MIRL 0.5% up NW
RWY 14: Tree.
RWY 32: REIL. Tree.
SERVICE: FUEL 100LL LGT Lgtd windsock and apron lgts on continuously at night. ACTIVATE REIL 32; MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS: Unattended. Turkeys and geese on or around the airport.
Self-serve avbl 24 hrs with credit card. Unlighted mountainous terrain.
Arpt sfc conditions unmonitored between 0200–1300Z daily. For rwy cond or other info, ctc arpt info line 207–512–5552. Powered parachute activity occasionally in terminal area. Unmanned aircraft within 3 NM radius of arpt sfc–400´ AGL daily SR–SS. No fees for parking, tie down, overnight electrical A/C hook up. Cold temperature airport.
Altitude correction required at or below –23C.
AIRPORT MANAGER: 207-381-0202
COMMUNICATIONS: CTAF 122.9
PORTLAND APP/DEP CON 125.5 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (H) DME 116.5 BML Chan 112(Y) N44º38.01´ W71º11.17´ 128º 20.4 NM to fld. 1730.
DME unusable:
080º–125º blo 10,000´
188º–198º blo 10,000´
275º–292º blo 10,000´
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: Brush.

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–Thur 1500–2100Z‡, Sat–Sun
1400–2100Z‡. Deer and turkeys on and invof arpt. Ultralight and
prcht act on and invof arpt. 24 hr fuel w/major credit card–self svc.
Rwy 24 calm wind rwy.

AIRPORT MANAGER: 207-282-1579

COMMUNICATIONS: CTAF/UNICOM 123.0

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

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (VH) (DH) VOR/DME 117.1 ENE Chan 118
N43°25.54’ W70°36.81’ 086º 6.6 NM to fld. 192/17W.

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

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

BOWDOINHAM

MERRYMEETING FLD (ØBB) 1 SE UTC–5(–4DT) N44°00.00’ W69°53.23’

61 NOTAM FILE BGR
RWY 14–32: 1935X100 (TURF)
RWY 14: Thld dspclcd 425’. Trees.
RWY 32: Thld dspclcd 143’. Trees.

AIRPORT REMARKS: Attended irregularly. Call for rwy conditions prior to ldg. Wildlife on or invof 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 75)

BRADFORD CAMPS SPB (See ASHLAND on page 56)

BRANDY POND SPB (See NAPLES on page 78)
BREWER

2 S UTC-5(-4DT) N44°45.83’ W68°46.07’

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

AIRCRAFT REMARKS: Unattended. +25 ft power line 460ft N of Rwy 19 end. Rwy 01–19 +35 ft trees and brush 30 ft to 125 ft from centerline along east side. Rwy 19 +25 ft house 80 ft from thr, 50 ft right of cntrln. Wildlife on or inv of arpt. Public golf course at EOR 01. During winter ski only ops. Make all apch/deps to east of arpt. Rwy 01–19 cntr 50 ft mowed.

AIRPORT MANAGER: 207-299-4086

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.

BRUNSWICK EXEC

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 51’. Rgt tfc.

RWY 01R–19L: H8000X200 (ASPH–CONC) HIRL

RWY 01R: MAILRS. PAPI(P4L)—GA 3.0º TCH 51’. Rgt tfc.

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

SERVICE: S4 FUEL 100LL, JET A+ 

LGT ACTIVATE MAILSR 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–3PT 134.875 (207) 409–1747. Frequency: 2 clicks to actvt.

COMMUNICATIONS: CTAF/UNICOM 122.725

PORTLAND APP/DEP CON 114.95 (112º–292º) 119.75 (293º–111º) 123.65 0500–1045ZE

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.

VOR/DME

AGUSTA (VL) (DH) VOR/DME 114.95 AUG Chan 96(Y) N44°19.20’ W69°47.79’ 212º 26.4 NM to fld. 349/18W.

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

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

BURNHAM  N44°41.86’ W67°23.70’
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. Rwy 01
   +23’ power pole and trees approximately 950’ from thld across apch.
   Rwy 01–19 obstruction lghts along both sides of primary sfc and tree
   line. Flight Notification Service (ADCUS) available.
AIRPORT MANAGER: 207-493-3324
WEATHER DATA SOURCES: ASOS 135.125 (207) 496–3153.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (BANGOR RADIO)
® BOSTON CENTER APP/DEP CON 124.75  CLNC DEL 124.75 (Boston Center)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston
   ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
PRESQUE ISLE (VH) (DH) VOR/DME 116.4  PQQ Chan 111
   N46°46.45’ W68°05.67’  049° 6.6 NM to fld. 592/21W.
DME unusable:
   180º–200º byd 30 NM blo 3,400’
VOR unusable:
   000º–030º byd 40 NM
   040º–070º byd 40 NM
   080º–090º byd 40 NM
   130º–165º byd 40 NM
   180º–185º byd 40 NM
   200º–210º byd 40 NM
   220º–235º byd 40 NM blo 19,000’
   236º–260º byd 40 NM
   270º–280º byd 40 NM
   286º–296º byd 40 NM blo 8,000’
   286º–296º byd 81 NM
   300º–355º byd 40 NM

NE, 21 MAR 2024 to 16 MAY 2024
CARRABASSET

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: Th/d spld 89’. Bldg.

SERVICE:  FUEL  100LL, MOGAS
AIRPORT REMARKS:  Unattended. VFR ops only. Deer, moose and turkey on
and in/of arpt. Call 207–350–1415 to ck arpt conds. High trrn 4237’
M/s north/east/west of arpt. Rw 17–35 snowmobile/ATV trail 40’
fm west side of rw, north of ramp. Rw 17–35 mkgs faded.
AIRPORT MANAGER:  207-350-1415
WEATHER DATA SOURCES:  AWOS–AV
COMMUNICATIONS:  CTAF/UNICOM  122.8
®  BOSTON CENTER APP/DEP CON  120.25 124.25
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:

   AUGUSTA  (VL)  (DH) VOR/DME  114.95  AUG  Chan 96(Y)
   N44°19.20’ W69º47.79’  357º  49.3 NM to fld. 349/18W.
   VOR unusable:
      005º–015º byd 10 NM bld 7,000’
      018º–050º byd 40 NM
      055º–058º byd 40 NM
      065º–089º byd 40 NM
      075º–089º byd 25 NM bld 3,000’
      090º–115º byd 15 NM
      116º–175º byd 40 NM
      116º–189º byd 25 NM bld 3,000’
      188º–207º byd 40 NM
      190º–205º byd 10 NM bld 5,000’
      206º–220º byd 25 NM bld 3,000’
      208º–213º byd 40 NM bld 3,000’
      208º–213º byd 49 NM bld 7,000’
      208º–213º byd 68 NM
      225º–245º byd 40 NM
      246º–256º byd 40 NM bld 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 bld 7,000’
      071º–143º byd 25 NM bld 3,000’
      144º–154º byd 25 NM bld 7,000’
      155º–189º byd 25 NM bld 3,000’
      190º–205º byd 10 NM bld 5,000’
      206º–220º byd 25 NM bld 6,000’
      221º–285º byd 15 NM bld 6,000’

CENTRAL MAINE/NORRIDGEWOCK  (See NORRIDGEWOCK on page 79)

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’ W69º24.57’
942  NOTAM FILE BGR
WATERWAY ALL–WAY:  1500X1100 (WATER)
SEAPLANE REMARKS:  Attended irregularly. Unattended in Apr. Fuel avbl only in emerg. For svc
AIRPORT MANAGER:  207-745-5330
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
NUGENT CHAMBERLAIN LAKE SPB (39B)  11 NE UTC–5(–4DT)  N46º12.15´ W69º14.42´  MONTREAL

945 NOTAM FILE BGR
WATERWAY 13W–31W: 15000X1100 (WATER)
AIRPORT MANAGER: 207-944-5991
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

CURRIER'S SPB (See GREENVILLE JUNCTION on page 72)

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

55 NOTAM FILE BGR
RWY 09–27: 2950X40 (GRVL)
RWY 09: P–line.
RWY 27: Tree. Rgt tfc.
AIRPORT MANAGER: 207-266-3797
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

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

218 NOTAM FILE BGR
RWY 15–33: H4500X75 (ASPH)  S–84, D–200, 2D–400
AIRPORT REMARKS: Unattended. Clsd winter months except to ski acft. Pavement drop–offs at thlds of Rwy 15 and Rwy 33 in excess of 5´. Rwy could have loose grvl trkd onto sfc by vehicular tfc. Men and equip could be near or on rwy sfc durg summer months. Dalgt use only. Rwy 15 nrs and cntrln faded or misg. Rwy 33 nrs and cntrln faded or misg.
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  N44º50.51´ W68º52.44´  119º 38.3 NM to fld. 360/19W.

DEWITT FLD/OLD TOWN MUNI (See OLD TOWN on page 80)
MAINE

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 07–25: 1249X120 (TURF) 0.6% up W  
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  
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.  
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.  

DOVER/FOXCROFT

CHARLES A CHASE JR MEML FLD (44B) 1 SW UTC–5(–4DT) N45°10.65´ W69°14.68´  
520 NOTAM FILE BGR  
RWY 09–27: 2926X75 (TURF) 1.3% up E  
RWY 09: Trees.  
RWY 27: Trees.  
AIRPORT MANAGER: 207-279-0156  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.  

DUNNS  
N44°24.66´ W69°51.64´ NOTAM FILE AUG.  
NDB (LOMW) 366 AU 171° 6.1 NM to Augusta State. 238/18W.  

EAST WINTHROP  
LAKESIDE LODGE AND MARINA SPB (Ø3M) 4 E UTC–5(–4DT) N44°18.91´ W69°53.22´  
165 NOTAM FILE BGR  
WATERWAY 02W–20W: 3800X200 (WATER)  
SEAPLANE REMARKS: Attended 1200–0200Z‡. Daytime use only. Hvy boat tfc on wkends. For fuel check at motel. Rwy Q2W 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 70)
EASTPORT MUNI  (EPM)(KEPM)  1 W  UTC–5(–4DT)  N44°54.61′ W67°00.76′

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
Activate REIL Rwy 15, Rwy 33, PAPI Rwy 33, MIRL Rwy 15–33—CTAF.


Airport Manager: 207-214-4751

Weather Data Sources: AWOS–AV 122.8 (207) 853–0682. Frequency: 3 clicks to actvt.

Communications: CTAF/UNICOM 122.8

Clearance Delivery Phone: For CD ctc Boston ARTCC at 603-879-6859.

Radio Aids to Navigation: NOTAM FILE BGR.
Princeton (l) DME 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 130º 38.7 NM to fld. 398.
DME unusable: 300º–330º byd 25 NM blo 4,500′

ELLiot

SEACOAST AIRFIELD  (3B4)  2 SE  UTC–5(–4DT)  N43°08.59′ W70°46.41′

Rwy 12–30: H2701X50 (ASPH) S–8  0.7% up NW
Rwy 12: Trees.
Rwy 30: Thld dspcld 86′. Trees.


Airport Manager: 949-378-8405

Communications: CTAF 122.9

Clearance Delivery Phone: For CD ctc Boston Apch at 603-594-5551.

Radio Aids to Navigation: NOTAM FILE BGR.
Rolling NDB (MRW) 260 E5G N43°13.21′ W70°49.70′ 168º 5.2 NM to fld. 72/16W.
FRENCHVILLE

NORTHERN AROOSTOOK RGNL (FVE)(KFVE) 3 E UTC–5(–4DT) N47°17.13′ W68°18.76′

987 B LRA NOTAM FILE FVE
RWY 14–32: H4600X75 (ASPH) 5–25 MIRL
RWY 14: REIL
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 40º.

SERVICE: FUEL 100LL, JET A LGT Actvt 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.

PRESSQUE ISLE (VH) (DH) VOR/DME 116.4 PQI Chan 111
N46°46.45′ W68°05.67′ 005º 32.0 NM to fld. 592/21W.

DME unusable:
180º–200º byd 30 NM blo 3,400′

VOR unusable:
000º–030º byd 40 NM
040º–070º byd 40 NM
080º–090º byd 40 NM
130º–165º byd 40 NM
180º–185º byd 40 NM
200º–210º byd 40 NM
220º–235º byd 40 NM blo 19,000′
236º–260º byd 40 NM
270º–280º byd 40 NM
286º–296º byd 40 NM blo 8,000′
286º–296º byd 81 NM
300º–355º byd 40 NM
FRYEBURG

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

455  B  NOTAM FILE IZG

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

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

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

AIRPORT REMARKS: Attended 1300–2200Z. Birds and deer on and invof arpt. 24 hr credit card fuel: For 100LL, call–out fee, for Jet A after hrs 207–935–4711 (FB0). Lgtd hills in apch to Rwy 14, 4500´ north, 7000´ southwest, 10000´ northwest. Cold temperature airport. Altitude correction required at or below –29C.

AIRPORT MANAGER: 207-890-7636

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

COMMUNICATIONS: CTAF/UNICOM 122.8

FRYEBURG RCO 122.55 (BANGOR RADIO)

BORLAND 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) VORW/DME 117.1  ENE  Chan 118

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

DME unusable:

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

VOR unusable:

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

GILLESPIE FLD  (See MEDDYBEMPS on page 76)

GREATON AIRFIELD  (See SACO on page 87)

NE, 21 MAR 2024 to 16 MAY 2024
GREENVILLE MUNI (3B1)  2 E  UTC–5(–4DT)  N45º27.77´ W69º33.10´

1402  B  NOTAM FILE BGR
RWY 14–32:  H4000X75 (ASPH)  S–12.5  MIRL  0.3% up NW
RWY 14:  REIL, PAPI(P4R)—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
RWY 03:  Tree.

SERVICE:  S4  FUEL  100LL, JET A

AIRPORT REMARKS:  Attended 1300–2200Z‡. Moose, deer & otr wildlife on & invof arpt. 24 hr 100LL fuel avbl with major credit card. Cold temperature airport. Altitude correction required at or below –18C.

AIRPORT MANAGER:  207-695-2421

WEATHER DATA SOURCES:  AWOS–A 124.175 (207) 695–2581. Altim relayed through unicom on request.

COMMUNICATIONS:  CTAF/UNICOM 122.8
BUZZ/RADIO 122.3 (BANGOR RADIO)
CTAF/DEP CON 120.25
CLNC DEL 122.3 (BANGOR RADIO)

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

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

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
BUZZ/RADIO 122.3 (BANGOR RADIO)
CTAF/DEP CON 120.25
CLNC DEL 122.3 (BANGOR RADIO)
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:  NOTAM FILE MLT.

MILLINOCKET (VH) (DH) VOR/DME 117.9  MLT  Chan 126
N45º35.20´ W68º30.93´  282º 46.4 NM to fld. 553/20W.

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

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) O N UTC–5(–4DT) N45°28.70’ W69°37.16’

1029 NOTAM FILE BGR
WATERWAY 18W–36W: 10000X3000 (WATER)
WATERWAY 36W: Rgt tcf.

SEAPLANE REMARKS: Attended May–Oct dalgt hrs. Nov–Apr unattended. SPB may be unusable from mid–Nov to mid–May due to fall ice formation, spring ice break–up and other adverse conditions. Actf may rqr skis during winter months due to frozen sfc conditions. For SPB conditions call 207–679–2778. 150˚ radio twr 200˚ W of sealane and 150˚ radio twr 1000˚ SW of sealane. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert: nearby 52B Moosehead Aero Marine SPB (1.1 mi east) utilize same CTAF 122.9.

AIRPORT MANAGER: 207-695-2778
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

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 ic tcf.

GRIFFIN FLD (See LEVANT on page 74)

HANCOCK CO/BAR HARBOR (See BAR HARBOR on page 50)
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: Thrd dispd 250´. Trees.
RWY 19: Road.
NOISE: Noise abatement mntn rwy hdg to 1000´ AGL.
AIRPORT REMARKS: Unattended. Arpt clsd ngts, daytime use only. Deer on and invof arpt. No touch and go ops. Helipad NW corner of ramp.
AIRPORT MANAGER: 207-734-2253
COMMUNICATIONS: CTAF 122.9
BANGOR APP/DEP CON 118.925
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.

HELIPAD HL: H40X40 (ASPH)

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 (ADCUS) avbl.
AIRPORT MANAGER: (207) 356-8794
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NEWTON FLD (59B) 1 W UTC–5(–4DT) N45°37.95´ W70°14.85´
1178 B LRA NOTAM FILE BGR
RWY 13–31: H3601X75 (ASPH) MIRL
RWY 13: Tree.
RWY 31: REIL. Tree.
SERVICE: FUEL 100LL LGT ACTIVATE REIL Rwy 31 and MIRL Rwy 13–31 —CTAF.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with major credit card. Geese, deer and moose on and invof arpt. Flight Notification Service (ADCUS) available. Cold temperature airport. Altitude correction required at or below –21C.
AIRPORT MANAGER: 207-668-2111
WEATHER DATA SOURCES: AWOS–3 122.9.
COMMUNICATIONS: CTAF 122.9
BOSTON CENTER APP/DEP CON 120.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
COMM/NAV/WEATHER REMARKS: Monitor UNICOM frequency 122.9 within vicinity of arpt.

HELIPAD HL: 125X80 (TURF)

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

**MAINE**

**KNOX CO RGNL**  (See ROCKLAND on page 86)

**LAKESIDE LODGE AND MARINA SPB**  (See EAST WINTHROP on page 67)

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**LEVANT**

**MAINE**

**GRIFFIN FLD (PG1)**  2 E  UTC–5(–4DT)  N44°52.06´ W68°58.63´

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**NOTAM FILE BGR**

**RWY 11–29:**  2440X175 (TURF)  
**RWY 11:**  P–line.  
**RWY 29:**  Trees.  

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**RWY 04–22:**  1800X60 (TURF)  
**LIRL(NSTD)**  
**RWY 04:**  Trees.  
**RWY 22:**  Trees.  

**SERVICE:**  **FUEL**  MOGAS  LGT  ACTIVATE NSTD LIRL Rwy 04–22—CTAF.  
Rwy 04–22 NSTD LIRL 300´ between lgts, single green thld lgt on each side of thld.  

**AIRPORT REMARKS:**  Unattended.  Phone 207–884–8283.  Deer and deer on and inof arpt. Windsock mounted on top of swing set, additional windsock near midpoint of Rwy D4–22.  
Rwy D4 additional 500´ clear area byd thld at NE end.  
Rwy 22 additional 160´ clear area beyond thld lights at SW end.  
Rwy 11 preferred rwy for tkof.  Rwy 04 clnc slope to lgts 5:1 due to 58´ trees 315´ fm end of rwy.  
135´ L of cntrl.  

**AIRPORT MANAGER:**  207-951-2281  

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**COMMUNICATIONS:**  **CTAF**  122.9  
**CLEARANCE DELIVERY PHONE:**  For CD ctc Bangor Apch at 207-561-2500 ext 1.  

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

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**NOTAM FILE BGR**

**RWY 11–29:**  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.  Wildlife on or inof arpt.  24 hr self–serve fuel with major credit card.  
Rwy 11–29 NSTD LIRL.  Rwy 29 has 1 thld lgt 175´ from thld.  
Rwy 11 has 2 thld lgt 320´ from thld.  
Rwy lgts spaced at 400´, many lgts missing.  
Rwy 11 mdk as basic.  
Rwy 29 mdk as basic.  
Rwy lgts dispclcd 145´ fm thld.  
Rwy 29 dispclcd 167´ fm thld, nrs and cntrln faded.  
Rwy 11–29 svrly cracked, shallow potholes, loose aggregate on rwy.  

**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´**  **010º 20.4 NM to fld. 192/17W.**  

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

**VOR unusable:**  
01º–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  

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**NE, 21 MAR 2024 to 16 MAY 2024**
LINCOLN RGNL (LRG) (KLRG) 2 SW UTC–5 (–4DT) N45°21.71´ W68°32.07´
208 B NOTAM FILE BGR
RWY 16–34: H2805X60 (ASPH) S–25 MIRL
RWY 16: REIL. Trees.
RWY 34: REIL. Trees.
SERVICE: FUEL 100LL LGT
ACTVT REIL Rwy 16 and 34; MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. 24 hr fuel with major credit card.
AIRPORT MANAGER: 207-794-3372
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
MILLINOCKET (VH) (DH) 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´
34º–343º byd 40 NM
349º–355º byd 40 NM
WATERWAY 06W–24W: 2400X100 (WATER)
WATERWAY 06W: P–line.
WATERWAY 24W: Trees.
SEAPLANE REMARKS: Rwy 06W–24W follow buoys under bridge during low water in summer. 40´ bridge at S end water ldg area.

LIVERMORE FALLS

BOWMAN FLD (B10) 4 SE UTC–5 (–4DT) N44°24.60´ W70º08.77´
324 TPA—1674(1350) NOTAM FILE BGR
RWY 02–20: 2201X120 (TURF) 0.3% up N
RWY 02: Tree.
RWY 20: Tree.
AIRPORT REMARKS: Unattended. Rwy not plowed in winter, no ngt ops except in emerg. Rwy 02–20 soft in places aft rain, call arpt manager for rwy conds. Rwy 02–20 190´ x 200´ clear area byd thr to the NE. Rwy 02–20 800´ x 160´ clear area byd thr to Rwy 02 SW. Rwy 02 40´ x 70´ trees first 800´ fm thld, both sides. Rwy 02–20 ends marked with yellow barrels at thr, white 2´ x 2´ mkrs alg sides.
AIRPORT MANAGER: 207-897-5104
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

LONG LAKE SPB

See SINCLAIR on page 88

LONG LAKE SPB

See NAPLES on page 78

LUBEC MUNI (65B) 2 W UTC–5 (–4DT) N44°50.19´ W67°01.62´
85 B LRA NOTAM FILE BGR
RWY 08–26: 2024X100 (TURF–GRVL) LIRL
RWY 08: Trees.
RWY 26: Tree.
SERVICE: LGT ACTVT LIRL Rwy 08–26 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. 24 hr emerg calls to fire stn 733–4641. Customs on req 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 SPB  (See BANGOR on page 59)

MACHIAS VALLEY  (MV)(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:  FUEL  100LL  LGT  ACTVT REIL Rwy 36; MIRL Rwy 18–36—CTAF.  
AIRPORT REMARKS:  Unattended. Deer and wildlife on and inof arpt. 100LL fuel 24 hr self svc with major credit card.  
AIRPORT MANAGER:  207-271-0808  
WEATHER DATA SOURCES:  AWOS–AV 122.8 (207) 255–2511.  
COMMUNICATIONS:  CTAF/UNICOM 122.8  
® BOSTON CENTER APP/DEP CON 124.25  
CLNC DEL 122.5 (BANGOR RADIO)  
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE BGR.  
BANGOR  (VH) (H) VORTACW 114.8  BGR Chan 95  N44º50.51´ W68º52.44´  
116º 60.2 NM to fld. 360/19W.

MEDDYBEMPS  
GILLESPIE FLD  (66B)  1 W  UTC–5(–4DT)  N45º01.78´ W67º21.96´  
200  NOTAM FILE BGR  
RWY 16–34:  1635X50 (TURF)  
RWY 16:  Trees.  
RWY 34:  Trees.  
AIRPORT REMARKS:  Unattended. Rwy 16–34 temporarily CLOSED and not being mntnd. Rwy not plowed winter months. 36´ pwr in 280° N of Rwy 16 mkd with balls.  
AIRPORT MANAGER:  603-726-6587  
COMMUNICATIONS:  CTAF 122.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.

MERRymeeting FLD  (See BOWDOINHAM on page 62)

MILLINOCKET  
MILLINOCKET SPB  (70B)  7 NW  UTC–5(–4DT)  N45º43.70´ W68º50.67´  
492  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 (–4 DT) N45°38.87’ W68°41.13’
408 B NOTAM FILE MLT MON Airport
RWY 11: Bldg.
RWY 29: REL. VASI(V4R)—GA 3.0º TCH 51’. Trees.
RWY 16–34: H4000X100 (ASPH) S–30, D–44 0.5% up NW
RWY 16: Trees.
RWY 34: Road.
SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 29, VASI Rwy 29 and MIRL Rwy 11–29—CTAF.
AIRPORT MANAGER: 207-723-6649
WEATHER DATA SOURCES: ASOS 135.225 (207) 723–8396.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 117.9T 122.6 (BANGOR RADIO)
® BOSTON CENTER APP/DEP CON 120.25
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT
(VH) (DMO) 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.
DME unusable:
Byd 15 NM
DME unusable:
L 108.9 I–MLT Rwy 29.
MILLINOCKET N45°35.20’ W68°30.93’ NOTAM FILE MLT.
(VH) (DMO) VOR/DME 117.9 MLT Chan 126 N45°35.20’ W68°30.93’ 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
RCO 122.6 (BANGOR RADIO)
RCO 122.1R 117.9T (BANGOR RADIO)
MILNOT NDB (H) 344 LNT N45°38.92’ W68°33.02’ 287º 5.7 NM to Millinocket Muni. 277/17W. NDB unmonitored.
DME unusable:
Byd 15 NM
NDB unusable:
Byd 15 NM
RCO 122.6 (BANGOR RADIO)
RCO 122.1R 117.9T (BANGOR RADIO)
MOOSE RIVER SPB (See JACKMAN on page 73)
MOOSEHEAD AERO MARINE SPB (See GREENVILLE on page 71)

NE, 21 MAR 2024 to 16 MAY 2024
NAPLES
BRANDY POND SPB  (5ME)  1 SE  UTC–5(–4DT)  N43º57.23´ W70º35.25´
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)  N43º59.22´ W70º37.11´
268  NOTAM FILE: BGR
WATERWAY 16W–34W:  15000X3960 (WATER)
SERVICE:  FUEL  100LL
AIRPORT MANAGER:  207-232-2594
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 73)

NORCROSS MILLOINET)
BUCKHORN CAMPS SPB  (78B)  0 NE  UTC–5(–4DT)  N45º39.25´ W68º56.97´
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’. Tree.
RWY 33: REIL. Trees.
RWY 03–21: H3998X80 (ASPH) S–30, D–60
RWY 03: Trees.
RWY 21: Trees.
SERVICE: 54 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
⑥ PORTLAND APP/DEP CON 128.35 (1045–0500Z‡)
⑦ 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) (DH) 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 69)

NUGENT CHAMBERLAIN LAKE SPB (See CHESUNCOOK on page 66)
OLD TOWN

DEWITT FLD/OLD TOWN MUNI (OLD)(KOLD) 2 NW UTC–5(–4DT) N44°57.14′ W68°40.47′

127 B 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, turkey and deer on and inv of arpt. 24 hr fuel self-svc with major credit card. Credit card also avbl at dock. FBO clsd Sun. Flight Notification Svc (ADCUS) avbl.

AIRPORT MANAGER: 207-827-7175

COMMUNICATION: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (VH) (H) VORTAC 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 071º 10.8 NM to fld. 360/19W.

WATERWAY 17W–35W: 8400X100 (WATER)

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

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

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


AIRPORT MANAGER: 207-461-5040

COMMUNICATION: CTAF/UNICOM 122.8
PORTLAND APP/DEP CON 125.5 (1045–0500Z)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z)

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

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MAINE

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RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (VL) (DH) VOR/DME 114.95  AUG  Chan 96(Y)  N44°49.20′ W69°47.79′  270° 31.1 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
229°–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’

PATTEN

SHIN POND SPB (85B)  8 NW  UTC–5(–4DT)  N46°05.60′ W68°33.86′

778  NOTAM FILE BGR

WATERWAY 02W–20W: 6000X200 (WATER)

SERVICE: FUEL  100LL


AIRPORT MANAGER: 207-528-2626

COMMUNICATIONS: CTAF  122.9

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

PITTSFIELD MUNI (2B7)  1 SE  UTC–5(–4DT)  N44°46.11′ W69°22.47′

197  B  NOTAM FILE BGR

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

RWY 18: REIL. Pole.

RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Brush.

SERVICE: S4  FUEL  100LL, JET A+  LGT ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.


AIRPORT MANAGER: 207-487-3136

COMMUNICATIONS: CTAF/UNICOM  122.8

© BANGOR APP/DEP CON  118.925

CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (VH) (H) VORTACW  114.8  BGR  Chan 95  N44°50.51′ W68°52.44′  278° 21.8 NM to fld. 360/19W.

BURNHAM NDB (MHW)  348  BUP  N44°41.86′ W69°21.52′ 009° 4.3 NM to fld. 195/18W.

NDB unusable:
Byd 20 NM

NE, 21 MAR 2024 to 16 MAY 2024
PORTAGE LAKE MUNI SPB (87B) 1 W UTC–5 (–4DT) N46°45.62´ W68°28.85´

MAINE

WATERWAY 02W–20W: 5000X500 (WATER)
WATERWAY 15W–33W: 5000X500 (WATER)

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

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

76 B LRA Class I, ARFF Index C NOTAM FILE PWM MON Airport
RWY 11–29: H7200X150 (ASPH–GRVD) S–75, D–169, 2S–175, 2D–300 PCN 96 F/C/TX HIRL CL 0.5% up W
  RWY 11: ALSF2. TDZL PAPI(P4R)—GA 3.0º TCH 52´. RVR–TMR Trees.
  RWY 29: MALSR. PAPI(P4R)—GA 3.0º TCH 50´. RVR–TMR Tree.
RWY 18–36: H6100X150 (ASPH–GRVD) S–75, D–165, 2D–300 PCN 91 F/C/TX MIRL

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

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

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT Rwy 11 ALSF–II becomes SSALS when ATCT clsd. When twr clsd ACTVT MALSR Rwy 29; REIL Rwy 18 and 36; TDZL Rwy 11; Centerline Rwy 11–29; PAPI Rwy 11, 29, 18 and 36; HIRL Rwy 11–29; MIRL Rwy 18–36—CTAF.

NOISE: For noise abatement info, ctc the arpt ops cntr on freq 129.95 or call 207–756–8310. Prior to any run–up ctc the arpt ops on freq 129.95 or call 207–756–8310. Noise abatement procs in afct for ldg Rwy 11 and dep Rwy 29.

AIRPORT REMARKS: Attended 1100–0300Z‡. Birds only on and Inv of arpt. For fuel aft hrs call 207–774–6318 or 207–523–0988. Actv emergs bfn 0500–1045Z clsl Portland Air Rescue 207–874–8576. No touch and go ldgs during snow removal. PAEW adj to rwy gvs; gns 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 rnd fm trml Gates 1–8, Twy C rnd fm trml Gate 1A. Actv may not push short of Twy A fm Gates 1–8 nor short of Twy C fm Gate 1A. Ctc Gnd 121.9. Adz pushback opr you have Alpha or Charlie prior to push. Landing rights arpt (LRA): GA cust/Img fac ltd at cargo apron. Actv arpt cust must use extreme ctn when navigating on the cargo apron to minimize jet blast exposure to hngs and acft. Flight Notification Svc (ADCUS) avbl.

AIRPORT MANAGER: 207-756-8310

VOR TEST FACILITY (VOT) 111.0

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**PRESQUE ISLE**

**PRESQUE ISLE INTL**

(PQI)(KPQI) 1 NW UTC–5(–4DT) N46º41.34´ W68º02.69´

<table>
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<tr>
<th>Runway</th>
<th>Type</th>
<th>Length</th>
<th>PCN</th>
<th>Fuel</th>
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<tr>
<td>Rwy 01–19</td>
<td>H7441X150 (ASPH)</td>
<td>534 B LRA</td>
<td>94 F/A/W/T</td>
<td>100LL, JET A</td>
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<tr>
<td>Rwy 010–28</td>
<td>H6000X100 (ASPH)</td>
<td>534 B LRA</td>
<td>94 F/A/W/T</td>
<td>100LL, JET A</td>
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</table>

**Runway Declared Distance Information**

- Rwy 01: TORA–7441 TOWA–7441 ASDA–7441 LDA–7441
- Rwy 10: TORA–6000 TOWA–6000 ASDA–6000 LDA–6000
- Rwy 28: TORA–6000 TOWA–6000 ASDA–6000 LDA–6000

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

**Airport Remarks:** Attended 1100–0000Z†. Csd to unskd ACR ops with more than 30 px seats, exc PPR call arpt manager 207–764–2550. PAEW adjacent to rws and twys (mowing) May 1 thru Nov 1. Ctn small UAS act fm sfc to 400´ AGL (1040´ MSL) 3.5 NM S of arpt 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.

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**PRESQUE ISLE**

PRESQUE ISLE SPB (83B) 2 NW UTC–5(–4DT) N46º42.36´ W68º03.64´

<table>
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<th>Runway</th>
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<tr>
<td>Rwy 01–19</td>
<td>H7441X300 (WATER)</td>
<td>500 TPA—1800(1300)</td>
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</tbody>
</table>

**Waterway 01W:** Trees.

**Waterway 19W:** Trees. Rgt tfc.

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

**Airport Manager:** 207-764-2550

**Communications:** CTAF/UNICOM 122.8

**Clearance Delivery Phone:** For CD ctc Boston ARTCC at 603-879-6859.

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**HALIFAX**

**PRESQUE ISLE**

(PQI)(KPQI) 1 NW UTC–5(–4DT) N46º41.34´ W68º02.69´

<table>
<thead>
<tr>
<th>Runway</th>
<th>Type</th>
<th>Length</th>
<th>PCN</th>
<th>Fuel</th>
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<tr>
<td>Rwy 01–19</td>
<td>H7441X150 (ASPH)</td>
<td>534 B LRA</td>
<td>94 F/A/W/T</td>
<td>100LL, JET A</td>
</tr>
<tr>
<td>Rwy 010–28</td>
<td>H6000X100 (ASPH)</td>
<td>534 B LRA</td>
<td>94 F/A/W/T</td>
<td>100LL, JET A</td>
</tr>
</tbody>
</table>

**Runway Declared Distance Information**

- Rwy 01: TORA–7441 TOWA–7441 ASDA–7441 LDA–7441
- Rwy 10: TORA–6000 TOWA–6000 ASDA–6000 LDA–6000
- Rwy 28: TORA–6000 TOWA–6000 ASDA–6000 LDA–6000

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

**Airport Remarks:** Attended 1100–0000Z†. Csd to unskd ACR ops with more than 30 px seats, exc PPR call arpt manager 207–764–2550. PAEW adjacent to rws and twys (mowing) May 1 thru Nov 1. Ctn small UAS act fm sfc to 400´ AGL (1040´ MSL) 3.5 NM S of arpt 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.

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**CONTINUED ON NEXT PAGE**
CONTINUED FROM PRECEDING PAGE

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

RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.

(VH) (DH) VOR/DME 116.4 Pqi Chan 111 N46°46.45′ W68°05.67′ 179° 5.5 NM to fld. 592/21W.

DME unusable:
180°–200° byd 30 NM blo 3,400´
VOR unusable:
000°–030° byd 40 NM
040°–070° byd 40 NM
080°–090° byd 40 NM
130°–165° byd 40 NM
180°–185° byd 40 NM
200°–210° byd 40 NM
220°–235° byd 40 NM blo 19,000´
236°–260° byd 40 NM
270°–280° byd 40 NM
286°–296° byd 40 NM blo 8,000´
286°–296° byd 81 NM
300°–355° byd 40 NM

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

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

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

DME unusable:
180°–200° byd 30 NM blo 3,400´
VOR unusable:
000°–030° byd 40 NM
040°–070° byd 40 NM
080°–090° byd 40 NM
130°–165° byd 40 NM
180°–185° byd 40 NM
200°–210° byd 40 NM
220°–235° byd 40 NM blo 19,000´
236°–260° byd 40 NM
270°–280° byd 40 NM
286°–296° byd 40 NM blo 8,000´
286°–296° byd 81 NM
300°–355° byd 40 NM

PRINCETON MUNI (PNN)(KPNN) 2 S UTC–5(–4DT) N45°12.04′ W67º33.86′

265 B LRA NOTAM FILE BGR

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

RWY 15: PAPI(P4L)—QA 3.5ˇ TCH 44 ′. Tree.

RWY 06–24: H3998X150 (ASPH)

RWY 06: Trees.

RWY 24: Thld dsplcd 503 ′. Trees.

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


AIRPORT MANAGER: 207-214-5144

WEATHER DATA SOURCES: AWOS–AV 122.7.

COMMUNICATIONS: CTAF/AUNICOM 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′ W67º42.25′ 142º 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(–DT) N44°57.20’ W70°39.78’
1518 NOTAM FILE BGR
WATERWAY DOT–24W: 7000X1000 (WATER)
SERVICE: FUEL 100LL
SEAPLANE REMARKS: Attended May–Oct. Sgfnt boat act 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’

STEPHEN A BEAN MUNI (8B0) 2 NW UTC–5(–DT) N44°59.53’ W70°39.91’
1821 NOTAM FILE BGR
RWY 14–32: H4299X75 (ASPH) S–13 MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 40°.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 40°. Tree.
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 14–32—CTAF. Rwy 14 VGSI unusbl byd 3 NM.
AIRPORT MANAGER: 207-864-3326
WEATHER DATA SOURCES: AWOS–3PT 118.000 (207) 864–5250.
COMMUNICATIONS: CTAF/UNICOM 122.8
© BOSTON CENTER APP/DEP CON 124.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (H) DME 116.55 BML Chan 112(Y) N44°38.01’ W71°11.17’ 046° 31.0 NM to fld. 1730.
DME unusable:
080°–125° blo 10,000’
188°–198° blo 10,000’
275°–292° blo 10,000’

NE, 21 MAR 2024 to 16 MAY 2024
ROCKLAND

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

RUNWAY DECLARED DISTANCE INFORMATION

<table>
<thead>
<tr>
<th>Runway</th>
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<th>TODA</th>
<th>ASDA</th>
<th>LDA</th>
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<tr>
<td>RWY 03</td>
<td>4000</td>
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<tr>
<td>RWY 13</td>
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<tr>
<td>RWY 21</td>
<td>5412</td>
<td>5412</td>
<td>5412</td>
<td>5412</td>
</tr>
</tbody>
</table>

FUEL: 100LL, JET A

NOISE: Noise abatement proc in effect, call 207–596–0617 or visit website for specific instructions.

AIRPORT REMARKS: Attended Mon–Fri 1100–2200Z‡. Arpt may be unatndd fm 0300–1100Z‡. Seagulls and deer on and inv of arpt. Rwys 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 (293º–111º) (0500–1045Z‡)

CLNC DEL 123.8

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

RADIO AIDS TO NAVIGATION:

VOR unusable:

005º–015º byd 10 NM bl 7,000’
018º–050º byd 40 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM bl 3,000’
090º–115º byd 15 NM
116º–176º byd 40 NM
116º–189º byd 25 NM bl 3,000’
188º–207º byd 40 NM
190º–205º byd 10 NM bl 5,000’
206º–220º byd 25 NM bl 3,000’
208º–213º byd 40 NM bl 3,000’
208º–213º byd 49 NM bl 7,000’
208º–213º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM bl 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 bl 7,000’
071º–143º byd 25 NM bl 3,000’
144º–154º byd 25 NM bl 7,000’
155º–189º byd 25 NM bl 3,000’
190º–205º byd 10 NM bl 5,000’
206º–220º byd 25 NM bl 3,000’
221º–285º byd 15 NM bl 6,000’

ILS/DME 111.7 I–RMZ Chan 54 Rwys 13, 31. Class IT.
SAVO
GREATON AIRFIELD (98M)  6 NW UTC–5(–4DT) N43°34.54′ W70°31.13′
170  NOTAM FILE BGR
Rwy 06–24: 2200X50 (TURF)
Rwy 06: Trees.
Rwy 24: Trees.
Airport Remarks: Unattended. Rwy not plowed during winter months. Tiedowns not supplied. Wildlife inv of 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
Clearance Delivery Phone: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

SANFORD SEACOAST RGNL (SFM)(KSFM)  4 SE UTC–5(–4DT) N43°23.63′ W70°42.48′
244  B  NOTAM FILE SFM
Rwy 07–25: H6389X100 (ASPH–GRVD) S–65, D–100 HIRL
Rwy 07: RFL. PAPI(P4L)—GA 3.0′ TCH 53′. Tree.
Rwy 25: ODALS. PAPI(P4L)—GA 3.0′ TCH 47′. Thld dsplcd 388′.
P–line.
Rwy 14–32: H4999X100 (ASPH) D–72, 25–91 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  OK 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
Weather Data Sources: AWOS–3PT 120.025 (207) 324–1958.
Communications: CTAF/UNICOM 123.075
Clnc Del: 121.725
Clearance Delivery Phone: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
Radio Aids to Navigation: NOTAM FILE BGR.
Kennedy (VH) VOR/W 119.75  NE, 21 MAR 2024 to 16 MAY 2024
DMC 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
ILS 111.5  I–SFM  Rwy 07. Class IB.

SEACOAST AIRFIELD (See ELIOT on page 68)

SHIN POND SPB (See PATTEN on page 81)
MAINE

LON@L€ SPB (92B) 3 NE UTC–5(–4DT) N47º11.59´ W68º13.89´

581 B NOTAM FILE BGR
WATERWAY 15W–33W: 25000X4000 (WATER)
WATERWAY 07W–25W: 15800X2640 (WATER)

SERVICE: FUEL MOGAS

AIRPORT MANAGER: 207-543-7584
COMMUNICATIONS: CTAF 122.9

STEPHEN A BEAN MUNI (See RANGELLEY on page 85)

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

32 NOTAM FILE BGR
RWY 07–25: H2099X60 (ASPH) 0.3% up W
RWY 07: Trees.

AIRPORT REMARKS: Unattended. Daylight use only. Use extreme care seagulls and deer on and invof arpt. Trees and brush in pri sfc some as close as 50 ft fm cntrln. Rwy 07 nrs and cntrln non–std and faded. Rwy 25 nrs and cntrln non–std.

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

SWANS ISLAND

BANKS (ME5) 5 N UTC–5(–4DT) N44º09.92´ W68º25.69´

100 NOTAM FILE BGR
RWY 10–28: 1500X30 (GRVL) 2.0% up W
RWY 10: Tree.
RWY 28: Thld dspcld 300´. Bldg.


AIRPORT MANAGER: 207-460-1113
COMMUNICATIONS: CTAF 122.9
BANGOR APP/DEP CON 133.6

HELIPAD H1: H40X40 (ASPH)

SUGARLOAF RGNL (See CARRABASSET on page 65)
MAINE

TURNER

Twitchell (3B5) 4 S UTC–5 (–4DT) N44º11.34’ W70º13.97’

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: 84 FUEL 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 89)

VAN BUREN SPB (Ø5B) 0 N UTC–5 (–4DT) N47º09.54’ W67º55.92’

440 LRA NOTAM FILE BGR

WATERWAY NW–SE: 4000X200 (WATER)

WATERWAY SE: Bridge.


AIRPORT MANAGER: 207-868-2886

COMMUNICATIONS: CTAF 122.9

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

WALES (ME6) 2 SSW UTC–5 (–4DT) N44º10.47’ W70º01.14’

210 NOTAM FILE BGR

RWY 04–22: 2100X80 (TURF)

RWY 04: Ground.

RWY 22: Tree.


Rwy 04 nstd markings, has white plastic barrel markers along side of rwy with thld marked with single plastic white barrel.

Rwy 22 nstd markings, has white plastic barrel markers along side of rwy with thld marked with single plastic white barrel.

FCLP equipment directly adjacent to left side of Rwy 10 1335–1725’ approach end. FCLP equipment directly adjacent to left side of Rwy 28 1340–1725’ from approach end.

AIRPORT MANAGER: 207-754-6322

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
WATERVILLE ROBERT LAFLEUR (WVL)(KWVL) 2 SW UTC–5(–4DT) N44°32.00´ W69°40.53´

333 B NOTAM FILE WVL MON Airport

RWY 05–23: H5500X100 (ASPH–GRVD) S–40, D–60, 2D–105
  HIRL 1.2% up NE
  RWY 05: MALSF. VASI(V4L)—GA 3.0º TCH 51 ´.
  RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40 ´.

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

RWY 14: Trees.

SERVICE: FUEL 100LL, JET A+ LGT ACTVT MALSF Rwy 05; REIL Rwy 23; HIRL Rwy 05–23—CTAF.


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) N44°19.20´ W69°47.79´ 040º 13.8 NM to fld. 349/18W.

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

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

ILS/DME 110.5 I–RLU Chan 42 Rwy 05. Class IB. Glideslope unusable byd 9 NM and unusable byd 5º left and right side of course.
WISCASSET (IWI) (KIWI) 3 SW UTC–5(–4DT) N43º57.69´ W69º42.75´
70  B  NOTAM FILE IWI
RWY 07–25: H3397X75 (ASPH) S–22  MIRL  0.4% up W
RWY 07: PAPI(P4R)—GA 4.0º TCH 40’. Pole.
RWY 25: REIL, PAPI(P4L)—GA 3.5º TCH 40’. Tree. Rgt tfc.
SERVICE: FUEL 100LL, JET A1+
LGT ACTIVATE REIL Rwy 25, PAPI Rwyn 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 invol of arpt. 24 hr credit card fuel opr. Rwy 7 apch obstn lgts on 60´ poles along right side of apch lctd in 60´ to 70´ tall trees.
AIRPORT MANAGER: (207) 882-5475
WEATHER DATA SOURCES: ASOS 135.725 (207) 882–8094.
COMMUNICATIONS: CTAF/UNICOM 122.8
PORTLAND APP/DEP CON 120.4 (293º–111º) 119.75 (112º–292º)
(Mon–Fri 1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 124.25 (293º–111º)
(Mon–Fri 0500–1045Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320.
when Portland Apch clsd, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (VL) (DH) VOR/DME 114.95  AUG Chan 96(Y)  N44º19.20´ W69º47.79´  188º 21.8 NM to fld. 349/18W.
VOR unusable:
005º–015º byd 10 NM blo 7,000´
018º–050º byd 40 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM blo 3,000´
090º–115º byd 15 NM
116º–175º byd 40 NM
116º–189º byd 25 NM blo 3,000´
188º–207º byd 40 NM
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´
208º–213º byd 40 NM blo 3,000´
208º–213º byd 49 NM blo 7,000´
208º–213º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM blo 7,000´
246º–256º byd 53 NM
257º–261º byd 40 NM
271º–275º byd 40 NM
300º–353º byd 40 NM
DME unusable:
010º–070º byd 25 NM blo 7,000´
071º–143º byd 25 NM blo 3,000´
144º–154º byd 25 NM blo 7,000´
155º–189º byd 25 NM blo 3,000´
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´
221º–285º byd 15 NM blo 6,000´
ANDREWS  N38º48.43´ W76º51.98´ NOTAM FILE ADW.
(L) (L) VORTACW 113.1 ADW Chan 78 at Joint Base Andrews. 263/10W.
VOR unusable:
035º–045º blo 2,500´
089º–182º
183º–227º blo 4,000´
230º–236º byd 20 NM
237º–270º
333º–048º
TACAN AZIMUTH unusable:
035º–045º blo 2,500´
220º–280º
295º–310º
DME unusable:
035º–045º blo 2,500´
220º–280º

ANNAPOLIS
LEE (ANP)(KANP) 5 SW UTC–5(–4DT) N38º56.57´ W76º34.10´ NOTAM FILE DCA
Rwy 12–30: H2505X48 (ASPH) LIRL
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.

WASHINGTON
COPTER
H–10H, 12I, L–29E, 34F, 36I, A
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)(KBWI)  9  S  UTC–5(–4DT)

MARYLAND

NE, 21 MAR 2024 to 16 MAY 2024
WEATHER DATA SOURCES: ASOS (410) 691–1278 TDWR.
COMMUNICATIONS: D–ATIS 115.1 127.8 UNICOM 119.4
Baltimore RCO 122.2 (LEESBURG RADIO)
® Potomac App Con 119.0 (020°–130°) 119.7 (131°–180°) 124.55 (101°–130°) 128.7 (181°–019°) 119.0 (131°–180°) 119.7 (020°–130°) 125.525 (181°–019°)
Baltimore Tower 119.4 GND CON 121.9 CLNC DEL 118.05
® Potomac Dep Con 124.55 (East) 128.7 (West)
CPOLC (LOGON KUSA)

COMM/NAV/WEATHER REMARKS:
During ATC zero events, UNICOM 119.4.
<table>
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<tr>
<th>SECTION</th>
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<th>TOWER FREQUENCY (MHz)</th>
<th>COMMUNICATIONS</th>
<th>CLEARANCE DELIVERY PHONE</th>
<th>WEATHER DATA SOURCES</th>
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<th>RADIO AIDS TO NAVIGATION</th>
<th>AIRPORT MANAGER</th>
<th>AIRPORT REMARKS</th>
</tr>
</thead>
</table>
BOWIE

FREEWAY (W00)  2 NW  UTC–5(–4DT)  N38°56.48′ W76°46.34′

168  B  TPA—See Remarks  NOTAM FILE DCA

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

RWY 18:  PAPI(P2R)—GA 6.0º TCH 47’. Trees.


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. Uplgd 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 CD ctc Potomac Apch at 866-599-3874.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

NOTTINGHAM (L) TACAN  Chan 84  OTT (113.7)  N38º42.35′

W76º44.68′  005º 14.2 NM to fld. 210/10W.

TACAN AZIMUTH unusable:

006º–194º blo 12,500′

DME 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–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′

WASHINGTON COPTER

L–29E, 34F, 36I, A

IAP

NE, 21 MAR 2024 to 16 MAY 2024
CAMBRIDGE–DORCHESTER RGNL (CGE)(KCGE)  3 SE  UTC–5(–4DT)  N38°32.36’ W76°01.82’  
20  B  NOTAM FILE DCA  
RWY 16–34: H4477X75 (ASPH–GRVD)  S–14  MIRL  
RWY 16: REIL. PAPI(P2L)—GA 3.5º TCH 46’. Trees.  
RWY 34: REIL. PAPI(P2L)—GA 3.25º TCH 35’. Road.  
SERVICE:  FUEL  100LL, JET A  LGT  Actvt REIL Rwy 16 & 34; PAPI Rwy 16 & 34; MIRL Rwy 16–34—121.9.  
AIRPORT REMARKS:  Attended 1300–2200Z‡. Unattended Thanksgiving, Christmas and New Years day.  
AIRPORT MANAGER:  410-228-4571  
WEATHER DATA SOURCES:  AWOS–3  120.675 (410) 228–7559.  
COMMUNICATIONS:  CTAF/UNICOM 122.7  
® PATUXENT APP/DEP CON 121.0 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc  
® POTOMAC APP/DEP CON 135.625  
CLEARANCE DELIVERY PHONE:  For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE SBY.  
SALISBURY (L) (L) VORTACW 111.2  SBY  Chan 49  N38º20.70’ W75º30.63’ 308º 27.1 NM to fld. 48/12W.  
VOR unusable:  007º–026º byd 20 NM blo 7,000’  
027º–088º 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:  095º–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’  
CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER on page 118)  
CHURCHVILLE  
HARFORD CO (ØW3)  3 E  UTC–5(–4DT)  N39°34.09’ W76°12.18’  
412  B  NOTAM FILE DCA  
RWY 01–19: H2850X75 (ASPH)  MIRL  0.5% up S  
RWY 01: REIL. PAPI(P2L)—GA 3.5º TCH 26’. P–line.  
RWY 10–28: H2015X40 (ASPH)  LIRL(NSTD)  1.4% up W  
SERVICE:  S4  FUEL  100LL, JET A  LGT  Arpt bcn sked: dusk–0600Z‡.  
ACTVT REIL Rwy 01 and Rwy 19; PAPI Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF. Rwy 10–28 LIRL nstd; no dsplcd thr lgts.  
AIRPORT MANAGER:  410-836-2828  
COMMUNICATIONS:  CTAF/UNICOM 122.8  
® POTOMAC APP/DEP CON 125.525  
CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-429-5882.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.  
DUPONT (L) (L) VORTAC 114.0  DQO  Chan 87  N39º40.69’ W75º36.43’ 267º 28.4 NM to fld. 70/10W.  
VOR unusable:  230º–265º byd 20 NM  
TACAN AZIMUTH unusable:  230º–265º byd 20 NM  
DME unusable:  230º–265º byd 20 NM  
Washington, D.C. NE, 21 Mar 2024 to 16 May 2024
CLAREMONT (See ELKTON on page 101)

CLEARVIEW AIRPARK (See WESTMINSTER on page 118)

COLLEGE PARK (CGS)(KCGS) 1 SE UTC–5(–4DT) N38°58.83’ W76°55.33’

B NOTAM FILE CGS

RWY 15–33: H2980X60 (ASPH) MIRL 0.3% up NW

RWY 15: REIL. PAPI(P2L)—GA 4.0º TCH 27’. Thld dsplcd 564’. Trees.

RWY 33: REIL. PAPI(P2R)—GA 4.0º TCH 27’. Thld dsplcd 171’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15:
TORA–2980
TODA–2980
ASDA–2740
LDA–2176

RWY 33:
TORA–2980
TODA–2980
ASDA–2846
LDA–2675

SERVICE: FUEL 100LL, JET A1+ LGT

ACTVT REIL Rwy 15 and 33; PAPI Rwy 15 and 33; MIRL Rwy 15–33—CTAF.

AIRPORT REMARKS:
Attended 1200–0300Z‡. Deer and other wildlife on and inv of arpt.
Compliance with 14 CFR Section 93.335 is rqr before pilots may opc 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 rqd by arpt pers.

AIRPORT MANAGER: 301-864-5844

COMMUNICATIONS: CTAF/UNICOM

® POTOMAC APP/DEP CON 125.65 124.7

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

RADIO AIDS TO NAVIGATION:

BALTIMORE (L) (L) VORTACW 115.1 BAL Chan 98 N39º10.26´ W76º39.68´ 238º 16.7 NM to fld. 150/11W.

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

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

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

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

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38º03.40´ W75º27.83´ 270º 17.4 NM to fld. 34/8W.

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

TACAN AZIMUTH OTS

CUMBERLAND

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

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

RWY 05: Trees. Rgt tcf.

RWY 23: REIL. PAPI(P4L)—GA 3.59º TCH 29´.

RWY 11–29: H3000X150 (ASPH) S–12 LIRL(NSTD)

RWY 11: Thld dsplcd 560´. Hill.

SERVICE: 100LL, JET A

LGT Actvt REIL Rwy 23; HIRL Rwy 05–23; LIRL Rwy 11–29; and tway lgts—CTAF. Rwy 11 nstd LIRL fr Rwy 11 thr to Rwy 11 dsplcd thr, due to improper lens colors and spacing.


AIRPORT MANAGER: 304-738-0002

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

COMMUNICATIONS: CTAF/UNICOM 122.8

CUMBERLAND RC 122.35 (ELKINS 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.

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: 2120X75 (TURF)
RWY 09: 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.

DAVIS. (See LAYTONSVILLE on page 109)

EASTON/NEWNAM FLD (ESN)(KESN) 2 N UTC–5(–4DT) N38º48.25´ W76º04.14´

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5175 TODA–5500 ASDA–4775 LDA–4775
SERVICE: S4 FUEL 100LL, JET A OX LIT 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 overflight of the town of Easton. Departures should avoid overflight of the town of Easton below 2000´. Aircraft should avoid overflight of the Town of Easton and residential areas near 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 MIV.
WATERLOO (L) (L) VOR/DME 112.6 ATR Chan 73 N38º48.59´ W75º12.68´ 279º 40.2 NM to fld. 5/9W.
DME unusable: 179º–293º byd 30 NM bzo 2,000´
VOR unusable: 345º–010º

NE, 21 MAR 2024 to 16 MAY 2024
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


SERVICE: S2  FUEL  100LL  LGT Actv rotg bcn—123.0. Actv 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’  330° 26.3 NM to fld. 15/9W.

TACAN AZIMUTH unusable:

140°–150° byd 36 NM bld 2,000’

200°–300° byd 36 NM bld 3,000’

VOR unusable:

159°–169° byd 3,000 . 325–335 byd 15NM bld 4,900’

DME unusable:

140°–150° byd 36 NM bld 2,000’

200°–300° byd 36 NM bld 3,000’

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


NDB unusable:

140°–320° byd 12 NM bld 10,500’

ESSEX SKYPARK  (See BALTIMORE on page 94)

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 dpvlcd 315’. Trees.


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


For fuel, if no one present during dalgt hrs call 410–877–9889. Arpt unattended major holidays. Deer and wildlife on and invof arpt. Rwy 04–22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based actf with prior notice.

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** (KFME) 1 SW UTC–5(–4DT) N39º05.12´ W76º45.56´

150 B TPA—1000(850) NOTAM FILE FME

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

Rwy 10: REIL PAPI(P2L)—GA 4.0º TCH 51´. Trees. Rgt tfc.

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

**Service:** S2 FUEL 100LL JET A+ LGT

**Pilots:**

**Rwy 10:** REIL MIRL on photocell during dalgft hrs. Rwy 10 PAPI unusbl byd left and right of crs. Rwy 28 PAPI unusbl byd 5 degs left of crs (trees), and 8 degs right of crs.

**Airport Remarks:** Attended 1330–2300Z1. Deer on rws and twys. PAEW adj all twys and Rwy 10–28 indefly. Be alert for nmrs BWI tbt ar/dp in the area. Fly ttc pattern south of the field to avoid BWI Class B Asp. Remain clear of BWI Class B Asp until cntl is obtained.

**Airport Manager:** 410-222-6815

**Weather Data Sources:** AWOS–3 123.925.

**Communications:** CTAF/UNICOM 123.05

**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 N39º10.26´ W76º39.68´ 233º 6.9 NM to fld. 150/11W.

**Tacan Azimuth & DME unusable:**

- 133º–155º byd 20 NM blo 10,000´
- 300º–349º byd 35 NM

**Tacan DME unusable:**

- 133º–155º byd 36 NM

**Vor unusable:**

- 133º–155º byd 20 NM blo 10,000´
- 197º–217º byd 17 NM

**Tacan Azimuth unusable:**

- 282º–292º

**Tacan Azimuth unusable:**

- 029º–042º byd 30 NM

- 180º–190º byd 17 NM

FREDERICK MUNI (FDK)(KFDK) 0 E UTC–5(–4DT) N39º25.02´ W77º22.48´

309 B TPA—See Remarks NOTAM FILE FDK MON Airport

**Rwy 05–23:** H5819X100 (ASPH–GRVD) S–60 PCN 30 F/C/X/T

HIRL 0.5% up SW

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

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

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


Rwy 30: REIL PAPI(P2L)—GA 4.0º TCH 37´. Trees.

**Service:** S4 FUEL 100LL JET A+ LGT

**Pilots:**

**Rwy 12:** REIL MIRL on photocell during dalgft hrs. Rwy 12 PAPI unusbl byd left and right of crs. Rwy 23 PAPI unusbl byd 8 degs right of crs.

**Airport Remarks:** Attended 1200–0200Z1. 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—1100 (800) helicopters, 1300 (1000) single and lg twins, 1800 (1500) large twins and jets.

**Airport Manager:** 301-600-2201

CONTINUED ON NEXT PAGE
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 127.425 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.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (WH) (H) VORTAC 117.9 EMI Chan 126 N39º29.70ˇ W76º58.71ˇ 264º 19.0 NM to fld. 820/8W.
VOR unusable: 009º–055º byd 40 NM 128º–161º byd 20 NM blo 6,500´ 221º–231º blo 4,500´ 221º–231º byd 13 NM blo 16,000´ 284º–294º blo 40 NM 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´
(T) VOR/W 109.0 FDK N39º24.73˚ W77º22.51˚ at fld. 303/8W. NOTAM FILE FDK.
VOR unusable: 150º–160º byd 10 NM blo 3,000´ 180º–190º
ILS 110.3 I–FDK Rwy 23. Class IT.

FRIENDLY

POTOMAC AIRFIELD (VKX)(KVXX) 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 24: REIL. PAP(P2L)—GA 5.5º TCH 20´. Thld dsplcd 90´. Trees.
SERVICE: S4 FUEL 100LL LGT MIRL Rwy 06–24 opr SS–SR; To ACTVT otr times and ACTVT PAPI Rwy 06 and 24—CTAF. Rwy 06 PAPI cntrln use only. Rotating bcn located 1000´ north of arpt.
NOISE: Noise abatement procedures: avoid takeoff 0300–1200Z‡.
AIRPORT REMARKS: Attended 1200–0300Z‡. Expect 24 hr surveillance: civil and mil, ground and air. Arpt within Flt Rstrd Zone (FRZ). FRZ pilots must file FRZ scy FP thru 703–771–3476. SFRA or IFR FP does not grant FRZ asp aces. For aces pilot must be pre-apvd thru TSA MD3 program. To apply for FRZ access, see arpt website. Unlimited vehicle access to acft movement areas.
AIRPORT MANAGER: 301-248-5720
COMMUNICATIONS: CTAF/AUNICOM 122.8
© POTOMAC APP/DEP CON 124.7 125.65 (DC–FRZ)
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (LI) (H) VORTACW 113.1 ADW Chan 78 N38º48.43˚ W76º51.98˚ 204º 5.5 NM to 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
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, 21 MAR 2024 to 16 MAY 2024
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
LGT Acvt 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 Apc at 866-429-5882.
RADIO AIDS TO NAVIGATION:
ARMEL (L) (L) VOR/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´ 053º 19.8 NM to fld. 296/BW.
VOR unusable:
055º–092º byd 4,500´
093º–115º
116º–210º byd 4,500´
DME unusable:
055º–210º byd 28 NM bilo 2,500´
211º–230º byd 30 NM bilo 3,000´
FREDERICK (T) VORW 109.0 FDK N39º24.73´ W77º22.51´ 154º 17.6 NM to fld. 303/BW. NOTAM FILE FDK.
VOR unusable:
150º–160º byd 10 NM bilo 3,000´
180º–190º

GARRET Co (See OAKLAND on page 111)

GOODEN AIRPARK (See RIDGELEY on page 114)

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 bilo 6,000´
108º–113º byd 38 NM
307º–070º byd 20 NM bilo 5,000´
325º–345º byd 35 NM

GREATER CUMBERLAND RGNL (See CUMBERLAND on page 99)
MARYLAND

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)(KHGR) (AR)

N39º42.51´ W77º43.59´

703 B ARFF Index—See Remarks 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:

RWY 09:

AIRPORT REMARKS:


AIRPORT MANAGER:

240-313-2764

COMMUNICATIONS:

CTAF 120.3

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.

COMMUNICATIONS: CTAF 120.3 UNICOM 122.95

® POTOMAC APP/DEP CON 126.825

TOWER 120.3 (1200–0300Z) GND CON 120.8

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

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE HGR.

(L) VOR/DME 109.8 HGR N39º41.86´ W77º51.34´ 091º 6.0 NM to fld. 563/7W.

VOR unusable:

251º–280º byd 16 NM blo 4,000´
281º–300º byd 24 NM blo 8,000´
351º–360º byd 24 NM blo 8,000´

ST THOMAS (L) TACAN Chan 97 THS (115.0) N39º55.99´ W77º57.06´ 149º 17.0 NM to fld.

233/1W NOTAM FILE AOO.

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

ILS/DME 111.9 H–I–GR Chan 56 Rwy 27. Class IE. OM/LOM OTS indef.

HARFORD CO

(Harford Co) See CHURCHVILLE on page 97

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

00 NOTAM FILE DCA

WATERWAY E–W 8000X200 (WATER)

WATERWAY E Bridge.

WATERWAY N–S 8000X200 (WATER)

WATERWAY S Bridge.


AIRPORT MANAGER: (410) 258-9648

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIAN HEAD

MARYLAND (2W5) 4 E UTC–5(–4DT) N38º35.82´ W77º04.35´
175 B TPA—1005(830) NOTAM FILE DCA
RWY 02–20: H3740X75 (ASPH) MIRL 0.4% up N
RWY 02: REIL PAPI(P4L)—GA 3.0º TCH 40´. Trees.
RWY 20: Trees.

SERVICE: S2 FUEL 100LL, JET A LGT Actvl 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 1400–2300Z‡. Unatndd
Thanksgiving, Christmas and New Year’s Days. Birds and wildlife on
and inv of 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) TACAN Chan 84 OTT (113.7) N38º42.35´
W76º44.68´ 257º 16.7 NM to fid. 210/10W.

TACAN AZIMUTH unusable:
006º–194º blo 12,500´
DME 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´

NE, 21 MAR 2024 to 16 MAY 2024
JOINT BASE ANDREWS (ADW)(KADW)(AF ANG AFRC DOE MC NAF) 3 E UTC–5(–4DT) N38°48.65’ W76°52.02’

280 B NOTAM FILE ADW Not insp.

RWY 01R–19L: H9756X150 (ASPH–CONC–GRVD) PCN 54 R/B/W/T HIRL

RWY 01R: ALSF1. PAPI(P4L)—GA 3.0º TCH 63’. RVR–T

RWY 19L: ALSF1. PAPI(P4L)—GA 3.0º TCH 57’. 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 FT). BAK–14 BAK–12B(B) (1537 FT). RWY 19L

RWY 01L BAK–14 BAK–12B(B) (2240 FT). BAK–14 BAK–12B(B) (2240 FT). RWY 19R


FUEL A++. Exp 30 min delay. Aircrew of tran acft rqr pwr on refuel must assist in refuel. FLUID SP PRESAIR De–Ice LPOX HPOX LOX SOAP

NOISE: Noise Abatement: No practice apch btn 0300–1100Z‡, all acr acft 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 rqrd. 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.

CONTINUED ON NEXT PAGE
MARYLAND

CONTINUED FROM PRECEDING 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. Eff Rwy 01L–19R (btn dsplcd thr) avbl for tkf and ldg is 9318’. Do not land prior to mkd rwy thr; dsplcd thrr may not be used for tkf or ldg roll out. Off TERPS end of rwy for obst protection is mrdk thld. Do not use opposite end dspld thld for tkf computations or tkf roll. Rwy 01L–19R len of 11318’ is for Presidential Airlift Group (PAG), 459 ARW acft, and 1 ACCS and other 89 OG/CC apv acft ops. OG/CC apvl rqr for use of the displd thlds for tkof or ldgs. Rwy 01L–19R Acft RSTD Len of 11318’ is for Presidential Airlift Group (PAG), 459 ARW acft and 1 ACCS acft and other 89 OG/CC apvd acft ops. Apvl for use of the displd thlds for tkof or ldgs rqr OG/CC apvl. Ctc 89 OSS AM Ops for waiver DSN 858–3411. Rwy 01L–19R avi tkof dist incl hardened ovm is 10918’ X 200’. Opr use of Rwy 01L–19R dsplcd thr areas for tkof and/or ldg rollout specifically auth for Presidential Airlift Group (PAG), 459 ARW acft, and 1 ACCS and other 89 OG/CC apvd acft. Northernmost 900’ of ovm displaced threshold areas can accommodate only idle thrust jet blast. Only southernmost 600’ of Rwy 19R displaced threshold areas (North end of Rwy 01L–19R) is usable for tkof (i.e. point at which tkf power can be applied) due to proximity of LOC ant array install 1200’ fm Rwy 19R ldg thrd. PPR must be req 72 hr prior to arr, DSN 858–3411–442. Rwy 01R–19L due to weak feature at apch end Rwy 01R. Rwy 01L–19R South end unundered/overnrun unusbl due to pavement degradation. No arr/dep of tran fighter acft with live forward firing munitions. All lnbd acft ctc Andrews Comd Post (316 WG comd Post) 1 hr out with DV codes, load msg, blocktime, ETD and rqr. AMC acft opra rstd dbr bird watch condition moderate (tkof or ldg perms only when dep/arr rtt ore ident bird act, no lcl IFR/VFR tcf pat act) and severe (tkof or ldg proh wo OG/CC), ctc baseops for current bird watch cond. Current bird watch cond. L–4 acft req afid mprv to use. Twy E bnb Twys E1 and E4 are only 50’ wide. All bns rre 75’ wide exc Twy E1 and Twy E2.Twy E, N, of E3 clsd to act with wg span greater than 165’ (C5, B747, C17 KC10, etc). For RON svc call 316 WG Comd Post DSN 858–5058 or C301–981–5058.ASDE in use. Opr transponders with alt reporting mode and ADS–B (if equipped) enable in ctl movement area. Rwy 01R–19L B–747/AN–124 opr proh, exc 89AW acft, due foreign object damage potential; waiver authority is 316 OG/CC. PPR exc AMC, SAM, DOD courier svc, and evac MSN DSN 858–3411. All acft filing to ADW must call for ramp freeze info, ramp freezes close afld up to 30 min, delays are possible. CAUTION Extremely heavy VFR conflicting tfc North and South quadrants. Visibility byd 3 miles rstd by trees. Wind PPR for svg and use of prk ramps. No AVGAS or reciprocating eng oil rreq. Because of extremely hvy air tfc to the W, all acft on overhead pat will enter fm the east, regardless of ldg rwy.

TFC PAT

Because of extremely hvy air tcf to the W, all acft on overhead pat will enter fm the east, regardless of ldg rwy. Overhead pat 2000’, rectangular pat 1500’, lgt act 1000’ copter 800’. Acft req VFR multi patterns must use twr VHF freq. MISC All tran acft will hold on Twy W for flw me veh prior to entering prk ramp. First 4300’ and last 325’ of Rwy 01R concrete. Flt/brng act brng eng covers. Acft with VIP exp transfer to AF ctp ctp mct ctc Mussel OPS (141.7 292.2) 15 min out if arr will be different than sked. For flt planning, use DCA preferred IFR routes lctd at http://www.fly.faa.gov/rmt/fdc–preferred–routes–database.jsp. Rwy 01L–19R grooved. Rwy 01R–19L grooved. West ramp rows 2, 3, and 4 closed when DV movement aircraft present on row 5. Rwy 01L–19R mandatory rwy hold signs at end intersections of Twys N, S and W contain incorrect legend. Rwy 01L–19R and Rwy 01R–19L hold signs at instrument critical areas on Twys W, N, S, and E contain incorrect legend. During winter weather events aircrew may receive airfield status information at HTTP://RT3GRIP.COM/ANDREWS/LOGIN.PHP after retrieving the login information from AM ops at DSN 858–9442 or C301–981–9442. CTSMS/AG/IMG Customs Border Protection Hrs 1100–2300Z‡, after 2300Z‡ ctc baseops for current bird watch cond. Current and rqr. AMC acft opr rstd dur bird watch condition moderate (tkof or ldg perms only when dep/arr rtt ore ident bird act, no lcl IFR/VFR tcf pat act) and severe (tkof or ldg proh wo OG/CC), ctc baseops for current bird watch cond. Current bird watch cond. L–4 acft req afid mprv to use. Twy E bnb Twys E1 and E4 are only 50’ wide. All bns rre 75’ wide exc Twy E1 and Twy E2.Twy E, N, of E3 clsd to act with wg span greater than 165’ (C5, B747, C17 KC10, etc). For RON svc call 316 WG Comd Post DSN 858–5058 or C301–981–5058. Rwy 01R–19L due to weak feature at apch end Rwy 01R. Rwy 01L–19R

Continued on Next Page
WEATHER DATA SOURCES: TDWR.
COMMUNICATIONS: D–ATIS 133.675 251.05 D
★ POTOMAC APP CON 128.0 335.5
★ TOWER 118.4 349.0 GND CON 121.8 275.8 CLNC DEL 127.55 285.475
★ POTOMAC DEP CON 118.95 257.2 (West) 125.65 348.725 (East)
PDC (LOGON KUSA)
ANDREWS COMM POST 141.55 378.1 (VHS O/S UFN) PMSV METRO 344.6 H24 wx svc avbl at DSN 858–2840,
C301–981–2840/5826. AN/FMQ–19 automated observing sys in use; augmented by human obsn when nec. If wx flt
unavbl, remote svc able from 15th Opr Wx Squadron DSN 576–9755 C618–256–9755. AFRIC OPS 143.8 351.2 A/G See
Global HF Systems list in FIH.
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) (L) VORTACW 113.1 ADW Chan 78 N38º48.43´ W76º51.98´ at fld. 263/10W.
VOR unusable:
035º–045º blo 2,500´
089º–182º
183º–227º blo 4,000´
230º–236º byd 20 NM
237º–270º
333º–048º
TACAN AZIMUTH unusable:
035º–045º blo 2,500´
220º–280º
295º–310º
DME unusable:
035º–045º blo 2,500´
220º–280º
ILS 111.5 I–RWS Rwy 01L. Class IIIE.
ILS 110.5 I–VJM Rwy 01R. Class IE.
ILS 110.5 I–GQZ Rwy 19L. Class IE.
ILS 111.5 I–MXK Rwy 19R. Class IIIE. LOC unusable 25º right of course.

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: HZ000X50 (ASPH) 0.7% up E
RWY 08: Trees.
RWY 26: Trees.
SERVICE: S2 FUEL 100LL
ops NA. Rwy 26, pond 80 ft R of thr.
AIRPORT MANAGER: 301-253-2897
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
COMM/NAV/WEATHER REMARKS: UNICOM unmon.

LEE (See ANNAPOLIS on page 92)
LEONARDTOWN

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

142  B  NOTAM FILE DCA

RWY 11–29:  H4150X75 (ASPH)  S–12.5  MIRL  0.4% up W

RWY 11:  REIL  PAPI(P2L)—GA 3.0º TCH 37º. Hill.

RWY 28:  REIL  PAPI(P2L)—GA 3.0º TCH 32º. 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, UAS, and ultralight activity on and inv of arpt. Mil acft
on instr apch to Pax River NAS may overfly arpt at 1600’ MSL & not
mon CTAF. When Pax Rwy 14 in use, 2W6 acft cross apch path at or
blw 1000’ or above 3000’. 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. Rwy 11–29 unfilled cracks, vegetative growth,
oxidation, ravelling. Rwy 29 markings faded. When R–4007 in effect,
acft operating VFR at arpt must remain within 1.5 NM of arpt, at or
blw 1500 MSL, and above 700’ AGL. All VFR flt ops conducted
within R–4007 shall be at or blw 1000’ MSL. IFR and VFR apchs
within R–4077 will be coordinated with Patuxent Apch on 121.0 or
by phone 301–342–3740.

AIRPORT MANAGER:  (301) 475-4200

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

COMMUNICATIONS:  CTAF/UNICOM 123.0

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

POTOMAC APP/DEP CON 135.625

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE SBY.

SALISBURY (L) (L) VORTACW 111.2  SBY  Chan 49  N38º20.70’ W75º30.63’  280º 49.1 NM to
fld. 48/12W.

VOR unusable:

007º–026º byd 20 NM blw 7,000’
027º–089º byd 13 NM blw 5,000’
090º–110º byd 20 NM blw 5,000’
111º–113º byd 19 NM blw 5,000’
114º–120º byd 16 NM blw 5,000’
261º–285º blw 6,000’
294º–007º blw 5,000’

TACAN AZIMUTH unusable:

009º–055º byd 20 NM
261º–285º blw 6,000’
294º–007º blw 5,000’

DME unusable:

009º–055º byd 20 NM
261º–285º blw 6,000’
294º–007º blw 5,000’

MARTIN STATE (See BALTIMORE on page 95)

MARYLAND (See INDIAN HEAD on page 106)

MASSEY AERODROME  (MD1)  2 E  UTC–5(–4DT)  N39º17.96’ W75º47.96’

73  NOTAM FILE DCA

RWY 02–20:  3000X100 (TURF)

RWY 26:  Thid dsplcd 120’. P–line.

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 100)

MONTGOMERY CO AIRPARK (See GAITHERSBURG on page 104)

NE, 21 MAR 2024 to 16 MAY 2024
**NOTTINGHAM**

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

TACAN AZIMUTH unusable:
- 006°–194° blo 12,500’
DME 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°–30° byd 20 NM blo 3,000’

**OAKLAND**

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

2933  B  TPA—3733(800)  NOTAM FILE EKN

RWY 09–27: H5000X75 (ASPH–GRVD)  MIRL  1.1% up W

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 44’.

RWY 27: REIL. PAPI(P4R)—GA 3.0° 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: CTAF/UNICOM 123.0

© CLARKSVILLE APP/DEP CON 119.425 (1200–0400Z‡)

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

GRANTSVILLE  (L) DME 112.3  GRV  Chan 70  N39°38.10’

W79°03.03’  13.6 NM to fld.

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–5(–4DT) N38°18.63´ W75°07.44´

16  B  NOTAM FILE OXB

RWY 14–32: H4074X75 (ASPH) S–20 MIRL
RWY 14: REIL. PAPI(P2L)—GA 4.0º TCH 48´. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 35´.

RWY 02–20: H3204X75 (ASPH) MIRL
RWY 02: REIL. PAPI(P2L)—GA 4.0º TCH 40´.
RWY 20: REIL. PAPI(P2L)—GA 4.0º TCH 42´.

SERVICE: S4 FUEL 100LL, JET A

LGT ACTVT REIL Rwy 14 and Rwy 32—CTAF. REIL Rwy 02 and Rwy 20; PAPI Rwy 02, Rwy 14, Rwy 20 and Rwy 32; MIRL Rwy 14–32 and Rwy 02–20 opr consly. Rwy 02 PAPI unusbl 6 deg left of cntrln.

AIRPORT REMARKS: Attended 1300–2200Z. Parachute Jumping. Deer and birds on and inv of 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 ctc Potomac)

PATUXENT RIVER NAS (TRAPNELL FLD) (NHK)(KNHK) N N UTC–5(–4DT) N38°17.18´ W76°24.60´

39  B  L–36J, A

INSP.

RWY 06–24: H11799X200 (ASPH) PCN 70 R/B/W/T HIRL CL
RWY 06: ALSF1. OLS. TDZL.
RWY 24: OLS.

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

RWY 02–20: H5021X75 (ASPH) PCN 59 R/B/W/T

ARRESTING GEAR/SYSTEM

RWY 06 HOOK E28(B) (2180 FT).
RWY 14 HOOK E28(B) (1280 FT).

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

TRAN ALERT Avbl 1200–2300Z† Mon–Fri exc hol. No base transportation avbl.

CONTINUED ON NEXT PAGE
PHILLIPS AAF (APG)(KAPG) A 2 S UTC–5(–4DT) N39°27.93’ W76°10.10’

SERVICE. MILITARY—LGT When twr clsd, ACTIVATE HIRL Rwy 04–22, REIL Rwy 22; Twy A lgt—CTAF. PAPI Rwy 22 opr H24. FUEL J8 0L Q–0–113–156(MI)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

GRIFFIN  (L) (L) 113.5

SMYRNA  (L) (L) VORTACW

Smyrna (L) (L) VORTACW

POTOMAC AIRFIELD (See FRIENDLY on page 103)

POTOMAC APP/DEP CON 124.425 124.425 (Mon–Fri 1100–2300Z‡)

COMMUNICATIONS: CTAF 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) (L) VORTAC

DUPONT (L) (L) VORTAC

POTOMAC APP/DEP CON 124.425 124.425

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) (L) VORTACW

SMYRNA (L) (L) VORTACW

POTOMAC AIRFIELD (See FRIENDLY on page 103)
MARYLAND

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

SALISBURY
BENNETT  (1N5)  4 NW UTC-5(–4DT)  N38º24.77´ W75º37.02´

46  B  NOTAM FILE DCA

RWY 17–35: 3171X95 (TURF)  LIRL

RWY 17: APAP(PNIL)—GA 4.0º TCH 23´. Thld dsplcd 240´. Road.

RWY 35: APAP(PNIL)—GA 5.0º. Thld dsplcd 941´. 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 Apcn at 301-342-3740, when Patuxent Apcn is clsd ctc Potomac Apcn at 866-640-4124.

WASHINGTON

NE, 21 MAR 2024 to 16 MAY 2024
SALISBURY–OCEAN CITY WICOMICO RGNL (SBY)(KSBY) 4 SE UTC–5(–4DT) N38°20.41’

MARYLAND

W75°30.57’

53  B  Class I, ARFF Index B  NOTAM FILE SBY

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

Rwy 14: REIL PAPI(P4L)—GA 3.0° TCH 45’.

Rwy 32: MALS. PAPI(P4L)—GA 3.0° TCH 54’.


Rwy 05: REIL PAPI(P4L)—GA 3.0° TCH 45’. Tree.

Rwy 23: REIL PAPI(P4L)—GA 3.0° TCH 45’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

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

Rwy 14: TORA–6400 TODA–6400 ASDA–6400 LDA–6400

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

Rwy 32: TORA–6400 TODA–6400 ASDA–6400 LDA–6400

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd ACTVT MALS Rwy 32; REIL Rwy 05, 14, and 23; MIRL Rwy 05–23; HIRL Rwy 14–32; Tvy lghts—CTAF, PAPI Rwy 05, 14, 23, and 32 op consly.

AIRPORT REMARKS: Attended 1030–0500Z‡. Mil trng act, deer and birds on and inv of arpt. FBO hrs 1200–0000Z‡. For services after hrs call 410–749–0323. 24 PPR hr req for unskd acr ops ctc amgr. Tvy E clsd to acft wingspan more than 79 ft. Tvy G south 950 ft clsd to acft wingspan more than 49 ft.

AIRPORT MANAGER: 410-548-4827

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

COMMUNICATIONS: CTAF 119.425 UNICOM 122.95 RCO 122.3 (LEESBURG RADIO)

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

® POTOMAC APP/DEP CON 127.2

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

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

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

VOR unusable:

007°–026° byd 20 NM blo 7,000’

027°–089° byd 13 NM blo 5,000’

090°–110° byd 20 NM blo 5,000’

111°–113° byd 19 NM blo 5,000’

114°–120° byd 16 NM blo 5,000’

261°–285° blo 6,000’

294°–007° blo 5,000’

TACAN AZIMUTH unusable:

009°–055° byd 20 NM

261°–285° blo 6,000’

294°–007° blo 5,000’

DME unusable:

009°–055° byd 20 NM

261°–285° blo 6,000’

294°–007° blo 5,000’

ILS 108.7 I–SBY  Rwy 32.  Class IA.

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

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

VOR unusable:

005°–020° byd 25 NM blo 1,500’

020°–040° byd 20 NM blo 1,700’

040°–045° byd 10 NM blo 2,000’

210°–225° byd 13 NM blo 4,000’

210°–225° byd 18 NM blo 6,000’

210°–225° byd 37 NM

225°–265° byd 10 NM blo 2,500’

225°–265° byd 30 NM blo 9,000’

265°–005° byd 20 NM blo 1,500’

TACAN AZIMUTH OTS
MARYLAND

STEVENSVILLE (W29)  1 W UTC–5(–4DT)  N38º58.59´ W76º19.80´
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 invof arpt. Self serve fuel avbl H24 with credit card.
Tgl ops NA. Alert heli 8 NM east of arpt. Rotor craft: Use rgt tfc pat for
Rwy 29. At all other times, use left tfc pat. Prkg fee.
AIRPORT MANAGER: 410-643-4364
COMMUNICATIONS: CTAF/UNICOM 122.725
® POTOMAC APP/DEP CON 119.0
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) (L) VORTAC W BAL Chan 98 N39º10.26´ W76º39.68´
138º 19.4 NM to fld. 150/11W.
TACAN AZIMUTH & DME unusable:
133º–155º byd 20 NM blo 10,000´
300º–349º byd 35 NM
TACAN DME unusable:
133º–155º byd 36 NM
VOR unusable:
133º–155º byd 20 NM blo 10,000´
197º–217º byd 17 NM
282º–292º
TACAN AZIMUTH unusable:
029º–042º byd 30 NM
180º–190º byd 17 NM

KENMORR AIRPARK (3W3)  5 SW UTC–5(–4DT)  N38º55.09´ W76º21.53´
10  TPA—1000(990) NOTAM FILE DCA
RWY 10–28: 2400X75 (TURF)
RWY 10: Thld dsplcd 200´. Road.
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 invof arpt. No ngt ops. Unlimited vehicle access
to acft movement areas. Rwy 10–28 may be soft and wet. Rwy 10–28 dsplcd thrs mkd with orange cones. Helicopters
requested to use standard tfc pattern. Taxi and park on north side of rwy.
AIRPORT MANAGER: 301-456-0566
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

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

WASHINGTON

COPERT L–29E, 34F, 36I, A IAP

WASHINGTON

NE, 21 MAR 2024 to 16 MAY 2024
MARYLAND

WESTMINSTER  (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 45´.

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

SERVICE:  Fuel 100LL, JET A


Wildlife on and infl 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.

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  (VH) (H) VORTAC  117.9  EMI  Chan 126  N39°29.70´

W76°58.71´  357º 6.9 NM to fld. 820/8W.

VOR unusable:
009º–056º byd 40 NM
128º–161º byd 20 NM blo 6,500´
221º–231º blo 4,500´
221º–231º byd 13 NM blo 16,000´
284º–294º byd 40 NM
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:  APAPI(PNIL)—GA 4.0º TCH 20´. Trees.

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

SERVICE:  Fuel 100LL

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. Ultralight act on and infl of arpt.

AIRPORT MANAGER:  410-795-1176

COMMUNICATIONS: CTAF/UNICOM 122.8

WESTMINSTER RCO  122.1R 117.9T (LEESBURG RADIO)

® POTOMAC APP/DEP CON 125.525

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

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (VH) (H) VORTAC  117.9  EMI  Chan 126  N39°29.70´

W76°58.71´  235º 2.5 NM to fld. 820/8W.

VOR unusable:
009º–056º byd 40 NM
128º–161º byd 20 NM blo 6,500´
221º–231º blo 4,500´
221º–231º byd 13 NM blo 16,000´
284º–294º byd 40 NM
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´

NE, 21 MAR 2024 to 16 MAY 2024
MARYLAND

WESTMINSTER N39°29.70’ W76°58.71’ NOTAM FILE DCA.

(VH) (H) VORTAC 117.9 EMI Chan 126 235º 2.5 NM to Clearview Airpark. 820/8W.

VOR unusable:
- 009º–056º byd 40 NM
- 128º–161º byd 20 NM blo 6,500’
- 221º–231º blo 4,000’
- 221º–231º blo 13 NM blo 16,000’
- 284º–294º byd 40 NM
- 295º–334º blo 5,000’

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

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

RCO 122.1R 117.9T (LEESBURG RADIO)

WASHINGTON

COPTER

H–10H, 12I, L–29E, 34F, 36J, A

NE, 21 MAR 2024 to 16 MAY 2024
BARRE/BARRE PLAINS

TANNER–HILLER (BB5) 4 SW UTC–5(–4DT) N42º21.38´ W72º07.81´

589 NOTAM FILE BDR

Rwy 06–24: H3027X40 (ASPH) S–9
Rwy 06: Thld dsplcd 150 ´. Trees.

SERVICE: S2

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

AIRPORT MANAGER: (609) 923-3228

COMMUNICATIONS: CTAF/UNICOM 123.0

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

GARDNER (L) (L) VOR/DME 116.95 GDM Chan 116(Y) N42º32.76´ W72º03.49´ 210º 11.8 NM to fld.

BEDFORD

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

W71º17.34´ 1132 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE BED

Rwy 11: MALSR. PAPI(P4L)—GA 3.0º TCH 67´. RVR–T Hill.
Rwy 29: MALSR. PAPI(P4R)—GA 3.0º TCH 52´. RVR–R

Rwy 05–23: H5107X150 (ASPH–GRVD) —S–120, D–250, 2S–149, 2D–436 PCN 79 F/C/W/T MIRL
Rwy 05: REIL. 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

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT Actvt 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. Mil acft must arng for prkg on east ramp with tran alert or vendor.

NOISE: Noise rules in effect, helicopters opr within controlled airspace are rqrd to maintain highest possible alt. Voluntary noise abatement procs in efct ctc amgr 671–212–6592. Noise sensitive historic area S of arpt; for Rwy 23 dep cont rwy hdg to 1000 ft AGL, turning crosswind ovr Rte 2.


User fee arpt. NOTE: See Special Notices—Arrival Alert.

AIRPORT MANAGER: 617-212-6592

WEATHER DATA SOURCES: ASOS 124.6 (781) 372–5512. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 124.6 (781) 372–5509 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.

CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 110.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.

BOSTON (VH) (DH) VOR/DME 112.7 BOS Chan 74 N42º21.45´ W70º59.37´ 313º 14.9 NM to fld. 18/16W.

VOR unusable:
043º–053º byd 40 NM blo 5,000´
043º–053º byd 74 NM
055º–065º byd 40 NM blo 5,000´
055º–065º byd 47 NM
061º–104º byd 18 NM blo 2,000´
070º–108º byd 40 NM
109º–119º byd 40 NM blo 6,000´
109º–119º byd 58 NM
120º–148º byd 40 NM
149º–167º byd 40 NM blo 2,100´
149º–167º byd 83 NM
168º–177º byd 40 NM
178º–188º byd 40 NM blo 11,000´
178º–188º byd 50 NM
204º–262º byd 40 NM
263º–273º byd 40 NM blo 4,000´
263º–273º byd 54 NM
271º–060º byd 25 NM blo 3,500´
274º–337º byd 40 NM
360º–042º byd 40 NM

DME unusable:
061º–104º byd 18 NM blo 2,000´
271º–060º byd 25 NM blo 3,500´

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

DME unusable:
160º–195º byd 23 NM blo 2,500´

ILS/DME 111.15 I–BED Chan 48(Y) Rwy 11. Class IA. Unmonitored when ATCT clsd.
ILS/DME 111.15 I–ULJ Chan 48(Y) Rwy 29. Class IA. Unmonitored when ATCT clsd.

BERKLEY MYRICKS (1M8) 3 SE UTC–5(–4DT) N41º50.34´ W71º01.59´

3 SE UTC–5(–4DT) N41º50.34´ W71º01.59´

RWY 09–27: 2466X50 (TURF) 0.3% up NE
RWY 09: Tree.
RWY 27: Trees.

SERVICE: 52 FUEL 100LL
AIRPORT REMARKS: Attended dalgt hrs. Wildlife on and invof arpt. Aerial banner pickup and drop ops on and invof arpt.
AIRPORT MANAGER: 508-822-2457
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.
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 act exceeding 75 db to not land/depart arpt 0400–1200Z‡. Noise abatement procedures in effect ctc arpt manager 978–921–6072. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Noise sensitive area off the DER 27 to the W, SW, & S and off the DER 34 to the NW.


COMMUNICATIONS: CTAF 125.2 ATIS 119.2 UNICOM 122.95

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. When twr not opn, close flight plan with Boston apch—121.6.

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

NDK IAP 362 235° 5.7 NM to Cape Cod Coast Guard Air Station.
MASSACHUSETTS

BOSTON

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

N42º21.78´  W71º00.38´

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

RWY 15R–33L: H10083X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T  HIRL  CL


RWY 33L: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 68´. RVR–TMR Boat.

RWY 04R–22L: H10006X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T  HIRL  CL


RWY 04L–22R: H7864X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T  HIRL  CL

RWY 04L: REIL. PAPI(P4L)—GA 3.0º TCH 67´. RVR–TR Boat.


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

RWY 09: RVR–TR Boat.

RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TR Boat.

RWY 14–32: H5000X100 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–490 PCN 85 F/C/W/T  HIRL

RWY 14: Bldg.

RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 45´.

RWY 15L–33R: H2557X100 (ASPH) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T  MIRL

RWY 15L: Bldg.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST

RWY 04L: 15L–33R  5250

RWY 15R: 09–27  6800

RWY 22L: 09–27  6400

RWY 27: 04R–22L  5650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA–7864  TODA–7864  ASDA–7864  LDA–7864

RWY 04R: TORA–10006  TODA–10006  ASDA–10006  LDA–8851

RWY 09: TORA–7001  TODA–7001  ASDA–7001  LDA–7001

RWY 14: TORA–5000  TODA–5000  ASDA–5000  LDA–5000

RWY 15L: TORA–2557  TODA–2557  ASDA–2557  LDA–2557

RWY 15R: TORA–10083  TODA–10083  ASDA–10083  LDA–9202

RWY 22L: TORA–10006  TODA–10006  ASDA–10006  LDA–8806

RWY 22R: TORA–7864  TODA–7864  ASDA–7864  LDA–7046


RWY 32: TORA–5000  TODA–5000  ASDA–5000  LDA–5000

RWY 33L: TORA–10083  TODA–10083  ASDA–10083  LDA–10083

RWY 33R: TORA–2557  TODA–2557  ASDA–2557  LDA–2557

ARRESTING GEAR/SYSTEM

RWY 04L: EMAS

RWY 15R: EMAS

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

NOISE: Noise sensitive area; Hel op wi czl are reqd to maint the highest psbl alt. 0500–1100Z‡ Rwy 15R preferred for tkof; Rwy 33L preferred for lndg. Noise abatement proc Mon–Fri 1400–2200Z‡—–617–561–1636.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt. Rwy 14–32 undirectional, no ldgs Rwy 14, no tkfs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non–tenant charter act without prior Massport permission. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Terminal E, North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. Ldg fee. Flight Notification Service (ADCUS) available.

CONTINUED ON NEXT PAGE

NEW YORK

COPTER

H–10J, 11D, 12K, L–33D, 34J

IAP, AD

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT MANAGER: 617-567-5400  
WEATHER DATA SOURCES: ASOS 135.0 (617) 567-5762. TDWR.
COMMUNICATIONS: D–ATIS APP 135.0 D–ATIS DEP 135.0 (617) 455–3003 UNICOM 122.95
BOSTON RCO 122.4 122.1R 112.77 (BRIDGEPORT RADIO)
® BOSTON APP/DEP CON 127.2 (South) 120.6 (West) 118.25 (North)
® BOSTON DEP CON 133.0
BOSTON TOWER 128.8 (West) 132.225 (East) 124.725 (Helicopters)
GND CON 121.9 121.75 CLNC DEL 121.65
PRE TAXI CLNC 121.65 RAMP CTL 134.05
CPDLC (LOGON KUSA)

POC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

COMM/NAV/WEATHER REMARKS:

DME Channel 40 located 2171´ from stop end Rwy 04R and 260´ left of centerline is common to Rwy 22L.

CAPE COD (See MARSTON MILLS on page 133)
MASSACHUSETTS

CAPE COD COAST GUARD AIR STATION (FMH)(KFMH) CG UTC–5 (–4 DT) N41°39.55’ W70°31.37’

130 B TPA—1100(970) NOTAM FILE FMH Not insp.

RWY 14–32: H9501X150 (ASPH–CONC) PCN 26 F/A/W/T HIRL

RWY 14: REIL, PAPI(P4L)—GA 3.0º TCH 47’. RVR–R

RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 50’. RVR–T

RWY 05–23: H8000X150 (ASPH–CONC) PCN 33 F/A/W/T HIRL

RWY 05: REIL, PAPI(P4L)—GA 3.0º TCH 51’. RVR–R

RWY 23: MALSR. PAPI(P4L)—GA 3.0º TCH 53’. RVR–T

SERVICE: FUEL, J5 OX 2 LGT Apt bcn sked: dusk–0400Z‡.


AIRPORT MANAGER: 508-986-6674

WEATHER DATA SOURCES: ASOS 968–6563 AFMQ–23 owned by Coast Guard.

COMMUNICATIONS: ATIS 120.475 236.825 (508) 968–6673

BOSTON APP/DEP CON 118.2 1000–0500Z‡, other times ctc

BOSTON CENTER APP/DEP CON 128.75 920.3

COAST GUARD TOWER 128.425 291.1 GND CON 124.15 275.8

ARNG 46.85 341.657

CG CAPE COD AIR 122.975 164.55 (VHF–FM) 345.0 (Opr Mon–Fri 1230–2100Z‡ exc hol)

AIRSPACE: CLASS D

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

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

BOMDE NDB (LOM) 362 FM N41°43.93’ W70°26.48’ 235º 5.7 NM to fld.

BOMDE NDB (LOM) 109.55 I–FMH Chan 32(Y) Rwy 23. Class IT. USCG BOMDE NDB.

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

CAPE COD GATEWAY (See HYANNIS on page 130)
CHATHAM MUNI (CQX)(KCQX) 2 NW UTC–5(–4DT) N41º41.30´ W69º59.38´

NOTAM FILE CQX

RWY 06–24: H3001X100 (ASPH) S–30 MIRL 0.5% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.5º TCH 39´. Trees.

RWY 24: REIL. PAPI(P2R)—GA 3.5º TCH 39´. Tank.

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

NOISE: Noise abatement Rwy 06–24. Use full rwy and avoid intersection departures. Minimize/avoid touch and go ldg ops. Climb out on rwy heading until 1000´ over water then proceed on course. Reduce power as soon as practical. Rwy 06–24, fly pattern downwind leg 1/2 to 1 mile out from rwy as practicable.

AIRPORT REMARKS: Attended 1300Z–dusk. Birds, primarily gulls and wildlife on or invof 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 clsd perm.

AIRPORT MANAGER: 508-945-9000

COMMUNICATIONS: CTAF/UNICOM 122.8 BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z‡)

WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (VH) (DH) VOR/DME 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 190º 19.8 NM to fld. 151/16W. VOR unusable:

245º–250º byd 40 NM

NAUSET NDB (MHW) 279 CQX N41º41.52´ W69º59.26´ at fld. 56/16W. NOTAM FILE CQX.

NDB unusable:

220º–280º byd 20 NM

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

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

VOR unusable:

248º–274º

CRANLAND (See HANSON on page 129)

EDGARTOWN

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

18 NOTAM FILE BDR

RWY 03–21: 3700X50 (TURF)

RWY 03: Thld dsplcd 245´. Road.

RWY 21: Thld dsplcd 300´. Pole.

RWY 06–24: 2700X50 (TURF)

RWY 06: Thld dsplcd 300´. Road.

RWY 24: Road.

RWY 17–35: 2600X50 (TURF)


SERVICE: 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′

41 B NOTAM FILE BDR
RWY 07–25: H2298X40 (ASPH) S–4 LIRL
RWY 07: Trees. Rgt tfc.
RWY 25: Trees.


AIRPORT REMARKS: Attended 1300–2100Z‡. Wildlife invof arpt. Watch for pedestrians or animals invof rwy. Self svc 100LL and UL94 avbl with credit card. Turf around Rwy 07–25 soft aft rain. Be aware of hi–speed mil jet and heavy helicopter tfc invof of Cape Cod CGAS. Airport clsd to acft exceeding 5000 lbs publd max GWT. Non–std yellow chevrons at apch end. Tie downs avbl in fuel shed. Tsnt ops daytime only. No ngt tsnt tkofs or lndgs. No tsnt student acts, solo or dual at 5B6. Full stops only. TGL ops prohibited. Lndg fee arpt. Ldg fee for coml ops. Fee for ovngt prkg.

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.

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

345 B TPA—1347(1002) NOTAM FILE FIT
RWY 14–32: H5001X100 (ASPH) S–30, D–41 MIRL 0.3% up NW
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 40′. Thld dsplcd 163′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.5º TCH 46′. Thld dsplcd 300′. Trees.

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

SERVICE: S4 FUEL 100LL, JET A, A+ LGT Actvt REIL Rwy 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 14–32—123.0. Rotg bcn not avbl during dalgt IFR conds. Rwy 14 PAPI unusbl byd 5 degs L and R of cntrln.

AIRPORT REMARKS: Attended 1300–2200Z‡. Wildlife on and invof arpt. Ldg fee for corporate and commercial flts only. Cold temperature airport. Altitude correction required at or below –22C.

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 BDR.

GARDNER (L) (L) VOR/DME 116.95 GDM Chan 116(Y) N42°32.76′ W72°03.49′ 102º 13.3 NM to fld. 1280/14W.
GARDNER MUNI  (GDM)(KGDM)  2 SW  UTC–(–4DT)  N42°32.99′ W72°00.96′

954  B  NOTAM FILE BDR
RWY 18–36: H3000X75 (ASPH)  S–25  MIRL  1.0% up N
RWY 18: Trees.
RWY 36: Trees.

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

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

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
(L) (L) VOR/DME 116.95  GDM  Chan 116(Y)  N42°32.76′
W72°03.49′  097° 1.9 NM to fld. 1280/14W.

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

GREAT BARRINGTON

WALTER J KOLADZA  (GBR)(KGBR)  2 W  UTC–(–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, UL94  OX 3  LGT Activ REIL Rwy 11; LIRL
Rwy 11–29—121.6.

AIRPORT REMARKS: Attended 1300–2200Z‡. Wildlife on and inv of arpt.
Practice VFR GPS Rwy 11 not authorized when Rwy 29 is in use for
student tfc. Touch and go ldg not authorized. Rwy 11 lgd thr relctd
170’, 2409’ of usbl for ngt ops. Compass rose adzy only, not crtfd.
Cold temperature airport. Altitude correction required at or below –20C.
Landing fee, AVcard not acptd.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALBANY APP/DEP CON 132.825

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CHESTER  (L) (L) VOR/DME 115.1  CTR  Chan 98  N42°17.48′
W72°56.96′  266° 21.2 NM to fld. 1600/13W.
VOR unusable:
248°–274°
HALIFAX

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

WATERWAY 17W–35W: 4600X500 (WATER)
WATERWAY 17W: Trees.
WATERWAY 10W–28W: 3200X300 (WATER)
WATERWAY 10W: P–line.
WATERWAY 28W: Trees.

SERVICE: S2

SEAPLAIN 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′

RWY 18–36: H1760X60 (ASPH) S–8
RWY 18: Trees.
RWY 36: Trees.

AIRPORT REMARKS: Attended Mon–Fri irregularly. Parachute Jumping. Wildlife on and invof arpt. TGL training not adzd. Avoid tax ops on grass when gnd is saturated.
AIRPORT MANAGER: 508-378-7134
COMMUNICATIONS: CTAF/UNICOM 122.9 Clnc del thru Bridgeport Radio (BDR) 1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

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

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

RWY 18–36: H3172X90 (ASPH) S–12 LIRL 1.0% up N
RWY 18: Trees.
RWY 36: Thld dspcld 110′. Trees.

SERVICE: LGT Rwy lgts opr dusk–0300Z‡.

AIRPORT MANAGER: 508-478-1726
COMMUNICATIONS: CTAF/UNICOM 122.8 BRADLEY APP/DEP CON 119.0 Clnc del thru Bridgeport Radio (BDR) 1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) (H) VORW/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 073° 17.5 NM to fld. 652/14W.
DME unusable: 265°–301° byd 36 NM blo 3,000′
HYANNIS

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

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

NOISE: Arpt has noise abatement ctc arpt manager 508–778–7765. Tgl opns prohibited btn 0200–1059Z‡ PPR by AMGR.

AIRPORT REMARKS: Attended continuously. Birds, coyotes on and inv of arpt. AVGAS unavailable btn 0000Z‡ and 1100Z‡ daily.

Call Griffin aft hrs 508–367–2140. Clsd to unsked acr ops with more than 9 pax seats 0500–1100Z‡ excp 1 hr PPR AMGR 508–778–7770. Be aware of high–spd mil jet & hvy hel tfc vcnty of Joint Base Cape Cod. Do not confuse Joint Base Cape Cod, 10 NM W with Cape Cod Gateway. Ant on tank 4,600’ SE elev 208’; standpipe 7.050’ N 236’. Obstn lghtd. Class I, ARFF Index A. Index B ARFF equip avbl durg all sked acr ops. Twy B clsd to acft with wingspan gtr than 118’. Twy B btt Twy D and Rwy 06–24 clsd to actft with wingspan gtr than 78’.

AIRPORT MANAGER: 508-775-2020

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

RADIO AIDS TO NAVIGATION:

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

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


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

KATAMA AIRPARK (See EDGARTOWN on page 126)

LAURENCE G HANSCOM FLD (See BEDFORD on page 120)

NE, 21 MAR 2024 to 16 MAY 2024
LAWRENCE MUNI  (LWM)(KLWM)  2 E  UTC–5(–4DT)  N42º43.02´ W71º07.41´

RWY 05–23: H5001X100 (ASPH)  S–45, D–62, 2D–110  HIRL
RWY 05: REIL. PAPI(P4R)—GA 3.0º TCH 55´.
RWY 23: REIL. PAPI(P4L)—GA 3.7º TCH 55´. Trees.
RWY 14–32: H3654X100 (ASPH)  S–30, D–34, 2D–53  MIRL  0.7% up SE
RWY 32: REIL. PAPI(P4L)—GA 4.0º TCH 32´. Thld 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 Rwy 05–23, MIRL Rwy 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. Csd tfc pat initiate turn out at 700´ AGL. Lgtd stack 296´ MSL 1/2 mile NW AER 23. Hill 5400´ SE and standpipe 7200´ NE; lgtd. Ldg Fee for acft registered to corporation only. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER:  978-794-5880

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

COMMUNICATIONS:  CTAF  119.25 ATIS  126.75 UNICOM  122.8

BOSTON APP/DEP CON 124.4

TOWER  119.25 (1200–0300Z‡) GND CON 124.3 CLNC DEL 124.3 126.15 (When twr clsd)

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE LWM.

(L) DME 112.5 LWM Chan 72  N42º44.43´ W71º05.69´ 222º 1.9 NM to fld. 306.
DME unusable:  160º–195º byd 23 NM blo 2,500´

MLS 111.7 1–LWM Rwy 05. Class IB. MLS unmndt when ATCT clsd.

MANSFIELD MUNI  (1B9)  2 SE  UTC–5(–4DT)  N42º00.05´ W71º11.88´

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

SERVICE:  S4  FUEL  100LL  LGT ACTVT PAPI Rwy 32, MIRL Rwy 14–32—CTAF. Rwy 14–32 lgts OTS.

AIRPORT REMARKS:  Attended Apr–Nov 1300Z‡–dusk, Dec–Mar 1400–2200Z‡. Wildlife on and 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:  508-930-1121

COMMUNICATIONS:  CTAF/UNICOM  123.0

RCO  122.5 (BRIDGEPORT RADIO)

BOSTON APP/DEP CON 124.1 Clnc dl thru Bridgeport Radio (BDR) 1–866–293–5149.

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

AIRSPACE:  NOTAM FILE BDR.

RCO  122.5 (/git) VOR(DME) 117.4 PUT Chan 121  N41º57.33´ W71º50.65´ 098º 29.0 NM to fld. 652/14W.
DME unusable:  265º–301º byd 36 NM blo 3,000´

MARCONI  N42º01.03´ W70º02.23´ NOTAM FILE BDR.

(V) COPTER IAP  AD

NEW YORK

RCO  122.2 (BRIDGEPORT RADIO)
MARSHFIELD MUNI – GEORGE HARLOW FLD  
(GHG)(KGHG)  2 E  UTC–5(–4DT)  N42°05.85´
W70°40.38´
9  B  NOTAM FILE BDR
Rwy 06–24: H3900X100 (ASPH–GRVD)  S–12.5  MIRL
  Rwy 06: REIL. PAPI(P4R)—GA 3.0º TCH 43´. Thld dsplcd 300´. Trees.
  Rwy 24: REIL. PAPI(P4R)—GA 3.0º TCH 40´. Thld dsplcd 300´. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
  Rwy 06: TORA–3900  TODA–3900  ASDA–3600  LDA–3300
  Rwy 24: TORA–3900  TODA–3900  ASDA–3600  LDA–3300
SERVICE: S4  FUEL  100LL, JET A, A+  OX 1, 3  LGT ACTVT PAPI
  Rwy 06 and 24—CTAF.
NOISE: Voluntary noise abatement procs in effect, no touch and go ldgs between 2100–0730 local. All engine runups at midfield ramp.
AIRPORT MANAGER: 781-834-4928
WEATHER DATA SOURCES: AWOS–3 120.0 (781) 837–0555. LAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
®BOSTON APP/DEP CON 124.1 Cncl del thru Bridgeport Radio (BDR)
  1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
  BOSTON (VH) (DH) VOR/DME 112.7  BOS  Chan 74  N42°21.45´ W70°59.37´
  154° 21.0 NM to fld. 18/16W.
VOR unusable:
  043º–053º byd 40 NM blo 5,000´
  043º–053º byd 74 NM
  055º–065º byd 40 NM blo 5,000´
  055º–065º byd 47 NM
  061º–104º byd 18 NM blo 2,000´
  070º–108º byd 40 NM
  109º–119º byd 40 NM blo 6,000´
  109º–119º byd 58 NM
  120º–148º byd 40 NM
  149º–167º byd 40 NM blo 2,100´
  149º–167º byd 83 NM
  168º–177º byd 40 NM
  178º–188º byd 40 NM blo 11,000´
  178º–188º byd 50 NM
  204º–262º byd 40 NM
  263º–273º byd 40 NM blo 4,000´
  263º–273º byd 54 NM
  271º–060º byd 25 NM blo 3,500´
  274º–337º byd 40 NM
  350º–042º byd 40 NM
DME unusable:
  061º–104º byd 18 NM blo 2,000´
  271º–060º byd 25 NM blo 3,500´
MARSTON MILLS
CAPE COD (2B1) 5 SE UTC–5(–4DT) N41º41.12’ W70º24.14’
103 TPA—803(700) NOTAM FILE BDR
RWY 09–27: 2700X60 (TURF)
RWY 09: Trees.
RWY 27: Trees.
RWY 17–35: 2060X60 (TURF) 0.7% up N
RWY 17: Trees.
RWY 35: P–line.
RWY 05–23: 2035X50 (TURF)
RWY 05: Trees.
RWY 23: Trees.
SERVICE: S2 FUEL 100LL
AIRPORT MANAGER: 508-428-8732
COMMUNICATIONS: CTAF 122.9
© 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.

MARTHA’S VINEYARD (See VINEYARD HAVEN on page 142)

MINUTE MAN AIR FLD (See STOW on page 141)

MONPONSET POND SPB (See HALIFAX on page 129)

MONTAUGE
TURNERS FALLS (0B5) 3 N UTC–5(–4DT) N42º35.50’ W72º31.38’
359 B NOTAM FILE BTV
RWY 16–34: 3200X75 (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, JET A1 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 116.95 GDM Chan 116(Y) 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–S(–4DT) N41°15.20’ W70°03.63’

47  B  ARFF Index—See Remarks  NOTAM FILE ACK

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

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

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


RWY 15: REIL. Bldg.

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

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy  HOLD–SHORT POINT  AVBL LDG DIST

RWY 06  15–33  4316

RWY 33  06–24  3650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–6303 TODA–6303 ASDA–6303 LDA–5766

RWY 15: TORA–4500 TODA–4500 ASDA–4500 LDA–4500

RWY 24: TORA–6303 TODA–6303 ASDA–6303 LDA–6303

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 lghts—CTAF. PAPI Rwy 06, 24 and 33 opr 24 hrs.


AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Be aware of hi–speed mil jet and heavy helicopter tfc vicinity Air Station Cape Cod. Class I, ARFF Index B. ARFF Index B svcs prvd twb 1100Z‡ and 0300Z‡. For Index B svcs 0301Z‡ and 1059Z‡, 2 hr PPR at 508–325–7569 to Nantucket Airport Ops. PPR 2 hrs for unsked acft ops with more than 9 pax seats; call amgr 508–325–5300. Twy F rstrd to sml acft 12,500 lbs or less. Txy F btn Twy B and Twy H clsd to acft with wingspan more than 79 ft. Fee for non–commercial acft parking.

AIRPORT MANAGER: 508-325-7531

WEATHER DATA SOURCES: ASOS (508) 325–6082 LAWRS.

COMMUNICATIONS: CTAF 118.3 ATIS 127.5 (508) 228–5375 UNICOM 122.95

® BOSTON CONSOLIDATED TRACON APP/DEP CON 126.1 (1000–0500Z‡)

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

RCO 122.1 R 116.2T (BRIDGEPORT RADIO)

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

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.

AIRPORT AIDS TO NAVIGATION: NOTAM FILE ACK.

(WH) (H) VOR/DME 116.2 ACK Chan 109 N41°16.91’ W70°01.60’ 237º 2.3 NM to fld. 99/15W.

VOR unusable:

110º–120º byd 40 NM

ILS/DME 109.1 I–RNE Chan 28 Rwy 06. Class IE. LOC unusable byd 28º right of course.


NAUSET N41°41.52’ W69°59.26’ NOTAM FILE CQX.

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

AIRSPACE: CLASS D svc 1100–0300Z‡ May 15–Sept 30, 1100–0200Z‡ Oct 1–May 14; other times CLASS G.

AIRPORT AIDS TO NAVIGATION: NOTAM FILE ACK.

(WH) (H) VOR/DME 116.2 ACK Chan 109 N41°16.91’ W70°01.60’ 237º 2.3 NM to fld. 99/15W.

VOR unusable:

110º–120º byd 40 NM

ILS/DME 109.1 I–RNE Chan 28 Rwy 06. Class IE. LOC unusable byd 28º right of course.

NEW BEDFORD RGNL  (EWB)(KEWB)  2 NW UTC–5(–4DT)  N41º40.59´ W70º57.47´
79  B  LRA  Class IV, ARFF Index A  NOTAM FILE EWB
RWY 05–23: H5400X150 (ASPH–GRVD)  S–30, D–108, 2S–137,
2D–195  HIRL  0.3% up NE
RWY 05: MALSR. RVR–T Tree.
RWY 23: MALSR. PAPI(P4L)—GA 3.0º TCH 46´. RVR–R Thld dsplcd
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: REIL. PAPI(P4L)—GA 3.5º TCH 50´. Trees.
SERVICE: S4  FUEL  100LL, JET A
OX 3, 4  LGT When twr clsd
ACTIVATE MALSR Rwys 05 and Rwy 23, REIL Rwy 32, HIRL Rwy
05–23, MIRL Rwy 14–32—CTAF. PAPI Rwy 14, Rwy 23 and Rwy 32
ops 24 hrs.
AIRPORT REMARKS: Attended 1100–0400Z‡. Birds and wildlife on and
invof arpt. Arpt clsd to non sked acr acft with more than 31 pax exc 48 hr
PPR 508–991–6161. Twys A1 and A2 for air carrier acft only. Ldg fees
for acft ovr 3,000 lbs. Flight Notification Service (ADCUS) available.
AIRPORT MANAGER: 508-991-6161
WEATHER DATA SOURCES: ASOS 126.85 (508) 992–0195. LAWRS.
COMMUNICATIONS: CTAF 118.1
ATIS 126.85 (508) 994–6277  UNICOM 122.95
®
PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85
TOWER 118.1  (1130–0300Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS D svc 1130–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.
PROVIDENCE (RI) (DHO) VOR/DME 115.6  PVD  Chan 103  N41º43.46´ W71º25.78´  112º 21.4 NM to fld. 49/14W.
VOR unusable:
085º–105º byd 12 NM b1o 5,500´
085º–105º byd 8 NM b1o 3,000´
106º–294º byd 30 NM b1o 3,000´
295º–330º byd 30 NM b1o 6,000´
331º–084º byd 30 NM b1o 3,000´
DME unusable:
085º–105º byd 12 NM b1o 5,500´
085º–105º byd 8 NM b1o 3,000´
106º–152º byd 11 NM b1o 2,000´
106º–152º byd 20 NM b1o 4,000´
153º–294º byd 30 NM b1o 3,000´
295º–330º byd 30 NM b1o 6,000´
331º–084º byd 30 NM b1o 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)  N42º47.72´ W70º50.37´
11  NOTAM FILE BDR
RWY 14–32: 2300X100 (TURF)
RWY 14: Trees.
RWY 32: Trees.
RWY 10–28: H2105X50 (ASPH)  S–B
RWY 10: Trees.
RWY 28: Thld dsplcd 300´. Fence.
SERVICE: S4  FUEL  100LL
allowed. Ctc mgr for all arpt use reqs. Owner does not oversee ops.
AIRPORT MANAGER: 978-463-4222
COMMUNICATIONS: CTAF/UNICOM 123.0
®
BOSTON APP/DEP CON 124.4 Clnc del thru Bridgeport Radio (BDR) 1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.

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

NE, 21 MAR 2024 to 16 MAY 2024
NORTH ADAMS


RWY 11–29: H4300X100 (ASPH) S–25 MIRL
RWY 11: Thld dsplcd 500´. Trees.
RWY 29: Thld dsplcd 100´. Bldg. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A 0X LGT ACTIVATE MIRL Rwy 11–29—CTAF.

NOISE: Pilots ldg on Rwy 29 are encouraged to avoid low apchs, if safe to do so, over the res nbrhd just E of the arpt.


AIRPORT MANAGER: 413-652-7587

WEATHER DATA SOURCES: ASOS 134.775 (413) 664–6658.

COMMUNICATIONS: CTAF/UNICOM 122.8

®ALBANY APP/DEP CON 132.825

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42°59.66´ W73°20.64´ 171º 19.4 NM to fld. 1490/14W.

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

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

121 B NOTAM FILE BTV

RWY 14–32: H3335X50 (ASPH) S–7.5 MIRL
RWY 14: PAPI(P4L)—GA 4.5º TCH 60´. Trees.
RWY 32: Thld dsplcd 220´. Trees.

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


AIRPORT MANAGER: 860-833-7602

COMMUNICATIONS: CTAF/UNICOM 122.7

®BRADLEY APP/DEP CON 125.35

CLNC DEL 133.6

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BAF.

BARNES (VL) VORTAC 113.0 BAF Chan 77 N42°09.72´ W72°42.97´ 039º 11.0 NM to fld. 267/14W.

TACAN AZIMUTH unusable:
310º–340º byd 25 NM blo 6,500´

VOR unusable:
000º–030º byd 40 NM
030º–050º byd 30 NM
040º–089º byd 40 NM
090º–100º byd 40 NM blo 4,000´
090º–100º byd 46 NM
101º–112º byd 40 NM blo 18,000´
113º–205º byd 40 NM
216º–240º byd 40 NM
241º–251º byd 40 NM blo 18,000´
249º–260º byd 10 NM blo 10,000´
252º–360º byd 40 NM
310º–340º byd 25 NM blo 6,500´

DME unusable:
310º–340º byd 25 NM blo 6,500´

MASSACHUSETTS
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 tfc.
RWY 10–28: H3995X75 (ASPH) S–58, D–69, 2S–88

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 35 10–28 3320

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–3995 TODA–3995 ASDA–3782 LDA–2795
RWY 28: TORA–3995 TODA–3995 ASDA–3808 LDA–3595

SERVICE: S4 FUEL 100LL, JET A, A+ OX 4 LGT When ATCT clsd actvr 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 tfc 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 tog, as well as transient hels regardless of weight.

AIRPORT MANAGER: 781-255-5615

WEATHER DATA SOURCES: AGOS 119.95 (781) 762–4314. LAWRS.

COMMUNICATIONS: CTA F 126.0
ATS 119.95 (781–769–3825)

BOSTON APP/DEP CON 124.1
TOWER 126.0 (Nov 1–Apr 30 1200–0100Z‡, May 1–Oct 31 1200–0300Z‡) GND CON 121.8 CLNC DEL 121.8

AIRSPACE: CLASS D svc 1200–0100Z‡ 1 Nov–30 Apr, 1200–0300Z‡ 1 May–31 Oct; other times CLASS G.

RADIO AIDS TO NAVIGATION:

NOTAM FILE BOS.

BOSTON (VH) (DH) VOR/DME 112.7 BOS Chan 74 N42°21.45’ W70°59.37’ 235° 12.9 NM to fld. 18/16W.

VOR unusable:
043°–053° byd 40 NM blo 5,000’
043°–053° byd 74 NM
055°–065° byd 40 NM blo 5,000’
055°–065° byd 47 NM
061°–104° byd 18 NM blo 2,000’
070°–108° byd 40 NM
109°–119° byd 40 NM blo 6,000’
109°–119° byd 58 NM
120°–148° byd 40 NM
149°–167° byd 40 NM b2,100’
149°–167° byd 83 NM
168°–177° byd 40 NM
178°–188° byd 40 NM b11,000’
178°–188° byd 50 NM
204°–262° byd 40 NM
263°–273° byd 40 NM b4,000’
263°–273° byd 54 NM
271°–060° byd 25 NM b3,500’
274°–337° byd 40 NM
350°–042° byd 40 NM

DME unusable:
061°–104° byd 18 NM b2,000’
271°–060° byd 25 NM b3,500’

STOGE NDB (LONRW) 397 OW N42°07.18’ W71°07.71’ 350° 4.7 NM to fld. 181/15W. NOTAM FILE OWD.
LOC/DME 108.3 1–OWD Chan 20 Rwy 35.

LON RWY OWD

NEW YORK COPTER
L–33D, 34J
IAP, AD
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: PAPI(P4L)—GA 3.4º TCH 45´. 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.
AIRPORT MANAGER: 978-544-8189
WEATHER DATA SOURCES: ASOS 135.675 (978) 544–6774.
COMMUNICATIONS: CTAF/UNICOM 122.8
®BOSTON CENTER APP/DEP CON 123.75 Cnc del thru Bridgeport Radio (BDR)
1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) (L) VOR/DME 116.95 GDM Chan 116(Y) N42º32.76´ W72º03.49´ 292º 10.3 NM to fld. 1280/14W.

PITTSFIELD MUNI (PSF) (KPSF) 2 W UTC–5(–4DT) N42º25.66´ W73º17.45´
1188 B LRA NOTAM FILE PSF
RWY 08–26: H5791X100 (ASPH–GRVD) S–44, D–54 PCN 43 F/D/X/T
MIRL 1.0% up W
RWY 08: Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 50´. 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+ LGT ACTVT REIL Rwy 26; PAPI Rwy 26; MIRL Rwys 08–26 and 14–32—CTAF.
NOISE: Noise abatement procs in efct 0400–1200Zt.
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
CNC DEL 128.6
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER (L) (L) VORW/DME 115.1 CTR Chan 98 N42º17.48´ W72º56.96´ 311º 17.2 NM to fld. 1600/13W. VOR unusable: 248º–274º.
LOC/DME 108.3 I–EIF Chan 20 Rwy 26. LOC unmonitored.

PLUM ISLAND (See NEWBURYPORT on page 135)
PLYMOUTH MUNI (PYM)(KPYM) 4 SW UTC–5(–4DT) N41°54.53’ W70°43.66’

148 B NOTAM FILE PYM
RWY 06–24: H4650X75 (ASPH) S–25, D–64 MIRL
RWY 06: MALSF. PAPI(P4L)—GA 3.0’ TCH 40’. Trees.
RWY 24: REIL. PAPI(P4L)—GA 4.0’ TCH 40’. Thld dispcld 300’. 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 TOLA–4350 ASDA–4350 LDA–4350
RWY 33: TORA–4350 TOLA–4350 ASDA–4650 LDA–4350

SERVICE: S4 FUEL 100LL, JET A 0X 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 MANAGER: 508-746-2020

WEATHER DATA SOURCES: ASOS 135.625 (508) 732–8358.

COMMUNICATIONS: CTAF/UNICOM 122.725

® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z1)
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z1)

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.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MARCONI (WV) (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
NDB/DME 109.35 I–PYM Chan 30(Y) Rwy 06. Class IT.

PROVINCETOWN MUNI (PVC)(KPVC) 2 NW UTC–5(–4DT) N42°04.34’ W70°13.24’

8 B NOTAM FILE PVC
RWY 07–25: H3502X100 (ASPH) S–25 HIWL
RWY 07: MALSF. PAPI(P4R)—GA 3.0’ TCH 40’. Trees.

SERVICE: FUEL 100LL LGT Actvt MALSF Rwy 07; REIL Rwy 25; PAPI Rwy 07 & 25; HIWL Rwy 07–25—122.85.


AIRPORT MANAGER: 508-487-0241


COMMUNICATIONS: CTAF/UNICOM 122.8

® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z1)
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z1)

CLNC DEL 120.65

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554. When Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MARCONI (WV) (DH) VOR/DME 114.7 LFV Chan 94 N42°01.03’ W70°02.23’ 308° 8.8 NM to fld. 151/16W. VOR unusable; 245°–250° byd 40 NM
NDB (MHW) 308° 389 PM 0X N42°04.13’ W70°13.41’ at fld. 9/16W. NOTAM FILE PVC.
ILS/DME 111.1 I–VQO Chan 48 Rwy 07. Class IB. Unmonitored.
SOUTHBRIDGE MUNI (3B0) 2 N UTC–5(–4DT) N42°06.07´ W72°02.33´
699 B NOTAM FILE BDR
RWY 02–20: H3501X75 (ASPH) S–28 MIRL 0.3% up N
RWY 02: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Trees.
RWY 20: REIL. PAPI(P4L)—GA 3.5º TCH 45’. Trees.
SERVICE: S4 FUEL 100LL LGT ACTIVATE REIL Rwy 02 and 20; PAPI Rwy 02 and 20; MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Attended 1300Z–dusk.
AIRPORT MANAGER: 508-764-2155
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
PUTNAM (H) (H) VOR/DME 117.4 PUT Chan 121 N41°57.33´ W71°50.65´ 329º 12.3 NM to fld. 652/14W.
DME unusable:
265º–301º byd 36 NM blo 3,000´

SPENCER (G60M) 2 NE UTC–5(–4DT) N42°17.43´ W71°57.88´
1043 TPA—1843(800) NOTAM FILE BDR
RWY 01–19: H1898X50 (ASPH)
RWY 01: Trees.
RWY 19: Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z†. Ctc amgr PPR for tsnt acft. Rwy 01–19 sfc cond poor. Ruts and bumps on rwy and tway may create a haz cond to certain types of acft.
AIRPORT MANAGER: 508-344-8930
COMMUNICATIONS: CTAF/UNICOM 123.0 Cnc del thru Bridgeport Radio (BDR) 1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

STERLING (3B3) 2 SW UTC–5(–4DT) N42°25.56´ W71°47.57´
459 B NOTAM FILE BDR
RWY 16–34: H3086X40 (ASPH) S–8 LIRL(NSTD) 0.3% up N
RWY 16: Thld dsplcd 150´. Trees.
RWY 34: Thld dsplcd 500´. Tree.
SERVICE: S2 FUEL 100LL LGT ACTIVATE LIRL Rwy 16–34 and rotating bcn—CTAF. Rwy 16–34 NSTD LIRL; first 190´ Rwy 16 unlgtd; first 240´ Rwy 34 unlgtd.
AIRPORT MANAGER: 978-422-8860
COMMUNICATIONS: CTAF 122.9 Cnc del thru Bridgeport Radio (BDR) 1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) (L) VOR/DME 116.95 GDM Chan 116(Y) N42°32.76´ W72°03.49´ 135º 13.8 NM to fld. 1280/14W.
HELIPAD H1: H50X50 (ASPH)

STOGE N42°07.18´ W71°07.71´ NOTAM FILE OWD.
NDB (LOMW) 397 OW 350º 4.7 NM to Norwood Meml. 181/15W.

NEW YORK
L–333, 3A4
IAP

NE, 21 MAR 2024 to 16 MAY 2024
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 REMARKS: Attended 1400–2100Z‡. Before using Rwy 12–30 call
aprt mgr to determine rwy conds. Tree obstruction in apch, primary
and transition surfaces Rwy 03 and Rwy 12–30. TPA—for light acft
1032’ AGL.
AIRPORT MANAGER: 978-897-3933
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON APP/DEP CON 124.4 Clnc del thru Bridgeport Radio (BDR)
1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
MANCHESTER (L) (L) VORW/DME 114.4 MHT Chan 91
N42º52.11’ W71º22.17’ 210º 25.3 NM to fld. 470/15W.

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 45’. Trees.
RWY 04–22: 1900X60 (TURF–GRVL)
RWY 04: Trees.
RWY 22: Trees.
SERVICE: S4 FUEL 100LL JET A+ 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 rwys. Rwy 04–22 surface
rough and loose stones. Avoid flying over the elementary school at DER
30. Helicopters avoid overflight of densely populated areas west and
south of arpt.
AIRPORT MANAGER: 508-821-2973
WEATHER DATA SOURCES: ASOS 132.675 (508) 824–5005.
COMMUNICATIONS: CTAF/UNICOM 122.7
® PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat
1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85
CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945,
when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.
PROVIDENCE (H) (DH) VORW/DME 115.6 PVD Chan 103
N41º43.46’ W71º25.78’ 078º 20.6 NM to fld. 49/14W.
VOR unusable:
085º–105º byd 12 NM blo 5,500’
085º–105º byd 8 NM blo 3,000’
106º–294º byd 30 NM blo 6,000’
331º–084º byd 30 NM blo 3,000’
DME unusable:
085º–105º byd 12 NM blo 5,500’
085º–105º byd 8 NM blo 3,000’
106º–152º byd 11 NM blo 2,000’
106º–152º byd 20 NM blo 4,000’
153º–294º byd 30 NM blo 6,000’
295º–330º byd 30 NM blo 6,000’
331º–084º byd 30 NM blo 3,000’
TURNERS FALLS  (See MONTAUGE on page 133)

VINEYARD HAVEN

MARThA’S VINeYARD  (MVY/KMVY)  3 S  UTC–5(–4DT)  N41°23.61´  W70°36.83´

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: MALSr. PAPI(P4R)—GA 3.0º TCH 52’. RVR–T Rgt tfc.
RWY 15–33: H3327X75 (ASPH)  S–31, D–45, 2D–61 PCN 16 F/A/X/T
MIrL  0.3% up NW
RWY 15: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

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

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

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

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index B. 24 hr
PPR for unsked acr ops with more than 9 px seats call AMGR
508–693–7022. Rwy 15–33 not avbl for skedd acr ops more than 9
px seats or unsked acr ops at least 31 px 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.

MARTHA’S VINeYARD (L) (L) VOR/W/DME 114.5  MVY Chan 92  N41°23.77´  W70°36.76´  at fld. 62/15W.

ILS/DME 108.7  I–MVY  Chan 24  Rwy 24.  Class IE.  Unmonitored when ATCT clsd. autopilot cpd apchs NA blw
300’ MSL.

WALTER J KOLADZa  (See GREAT BARRINGTON on page 128)

WESTFIELD–BARNES RGNL  (See WESTFIELD/SPRINGFIELD on page 143)
WESTFIELD–SPRINGFIELD

MASSACHUSETTS

WESTFIELD–BARNES RGNL (BAF)(KBAF) P (ANG ARNG) 3 N UTC–5(–4DT)

N42º09.48´ W72º41.95´

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: MALS R. PAPI(P4L)—GA 3.0º TCH 50´. RVR T Trees.

RWY 15–33: H5000X75 (ASPH–GRVD) S–51, D–60, 2D–155 PCN 26 F/A/X/U MIRL 0.3% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.5º TCH 41´. Thld dsplcd 490´. Trees.

RWY 33: PAPI(P4L)—GA 4.0º TCH 42´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA 9000 TODA 9000 ASDA 9000 LDA 9000

RWY 15: TORA 5000 TODA 5000 ASDA 4508 LDA 4510

RWY 20: TORA 9000 TODA 9000 ASDA 4508 LDA 4510

RWY 33: TORA 5000 TODA 5000 ASDA 5000 LDA 5000

ARRESTING GEAR/SYSTEM

RWY 02: BAK–14 BAK–12B(B) (1420 FT).

SERVICE:

S4 FUEL 100LL, JET A OX 1, 2 LGT Dusk–Dawn; When ATCT clsd ACTVT MALS Rwy 20; PAPI Rwy 15; HIRL Rwy 02–20; MIRL Rwy 15–33—CTAF. PAPI Rwy 33 opr consly. Rwy 15 VGSI unusbl byd 4 NM.

AIRPORT REMARKS:

Attended 1200–0000Z‡. Birds and other wildlife on and inv of arpt. Fuel avbl 1200–0000Z‡; svc aft 0000Z‡ PPR 413–485–0078. Severe downdraft AER 33 when wind NW in excess of 15 kts. Birds and other wildlife on and inv of arpt. Rwy 15–33 not avbl for sked acr ops more than 9 pax seats or unsked acr ops at least 31 pax seats. Twp G clsd to cív ops. Be aware wing tip clearance south runup/D–arm pad twy centerline markings for F–15 acft only. TPA–1300 (1029) lgt acft; 1800 (1529) hvy and mil acft. Expc mil ovhd and clsd pat tfc. PPR 24 hr for acr ops with more than 9 pax–AMGR. Jet acft starting units avbl. Rwy 02–20 military acft arst barriers may fail in the up posn. Verify status of barriers prior to ldg. Hvy acft should avoid ldg drctly on arst barrier. Rwy grooving for sfc drainage wi 10 ft N and S of both arst syss.

NOISE:

Acft and hel noise abatement pros in effect–AMGR.

AIRPORT MANAGER: 413-572-6275

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

COMMUNICATIONS:

© BRADLEY APP/DEP CON 125.35 CLNC DEL 121.7 (0300–1200Z‡)

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BAF.

BARNES (VL) (L) VORTAC 113.0 BAF Chan 77 N42º09.72´ W72º42.97´ at fld. 267/14W.

TACAN AZIMUTH unusable: 310º–340º byd 25 NM blw 6,500´

VOR unusable:

000º–030º byd 40 NM

030º–050º byd 30 NM

040º–088º byd 40 NM

O90º–100º byd 40 NM blw 4,000´

O90º–100º byd 40 NM

101º–112º byd 40 NM blw 18,000´

113º–205º byd 40 NM blw 18,000´

215º–240º byd 40 NM

241º–251º byd 40 NM blw 18,000´

249º–260º byd 10 NM blw 10,000´

252º–360º byd 40 NM

310º–340º byd 25 NM blw 6,500´

DME unusable:

310º–340º byd 25 NM blw 6,500´

ILS 111.9 I–BAF Rwy 20. Class IA. Unmonitored when ATCT clsd. LOC unusable byd 25º left and r of course
Rwy 05–23: H11597X300 (ASPH) 25–175, C5–840 PCN 56 R/B/W/T HIRL
Rwy 05: ALSF1, PAPI(P4L)—GA 3.0° TCH 72´. RVR–T Thld dispcld 1202´. Rgt tfc.
Rwy 23: ALSF1, PAPI(P4L)—GA 3.0° TCH 64´. RVR–T
Rwy 15–33: H7085X150 (ASPH) PCN 28 R/C/W/T HIRL
Rwy 15: PAPI(P4L)—GA 3.0° TCH 77´.
Rwy 33: PAPI(P4L)—GA 3.0° TCH 75´. RVR–T Rgt tfc.

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 cntrl rwy hrs 0400–1200Z‡. Clear side is split. 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 оф dur opn hr periods of no tfc. Rwy 05 ALSF–1 SFL portion OTS UFN. TRAN ALERT Fleet svc for tran acft unavbl wknds and M–F 2030–0400Z‡ without prior aprvl fr AMOPS DSN 589–2951. CTC DSN 589–2951 for availability.

AIRPORT REMARKS: Attended Mon–Fri 1300–0400Z‡ Sat–Sun 1400–2200Z‡. Fuel opr hrs 1200–0400Z‡ wkdays, 1200–2000Z‡ Sat–Sun exc hol. VMC dep acft remain at or blo 1000´ until past dep end of rwy to ensure separation from VFR overhead and clsd pat tfc. Strobe lgt located atop stacks 4000´ left Rwy 23 thld; occasional steam cloud. Uncontrolled vehicle tfc on ramps and twy. Rwy 05–23 1000´ ovwn both ends of rwy. Heavy VFR tfc blo 10,000’ along river and highway 5 NM southwest of afld. Lgt actf tfc, hang glider ops and hot air ballooning activity along river west and northwest of arpt. CEF is a joint–use afld. IFR tkof & ldg as prescribed by USAF reg apply call afld mgr C413–557–2944 for clarification. Civ tmg ltd to low apchs only; TGL not auth. TSA rectangular tfc pat: 1000’ AGL lgtd acft, 2000’ AGL large/heavy acft; overhead: 2500’ AGL. Rwy 15 wind data est avbl at all times. Rwy 15 no RVR avbl. Assault strip mrk painted 3000 ft x 60 ft on Rwy 15–33. Ldg fee.

MILITARY REMARKS: Opr 1300–0400Z‡ Mon–Fri; 1400–2200Z‡ Sat; 1800–0200Z‡ Sun; clsd hol. Actf on a JA/ATT, JCS, tactical exer, mil chtr mission ctc 439 LRS/LGRDX DSN 589–3138/3125 to coord support rqsmts. Lgtrx will mng all rqr support. SAAM Missions CDN will be with airfield mgr DSN 589–2944. RSTD Westover ARB is a joint–use afld. IFR tfc 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 ext 2156. AMC, AMC–GAINED and AFRC actf opr rstd dur Bird Watch. Conditions Moderate (tkf or ldg permissions only when dep/arr rte avoid identified bird activity, no lcl tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC aprvl), ctc PTD/ATIS for current Bird Watch Cond Code. Civ tmg ltd to low apchs only. Civ pilots are reminded to check mil NOTAMS by visiting the Federal NOTAM System (FNS) Website (https://NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/) or contacting flight service. Aff hrs dep/arr 24 hr PPR notice. 313–593–5543. CAUTION VMC departing acft remain at or blo 1000’ until past departure end of rwy to ensure separation from VFR overhead and clsd pat tfc. Strobe lgt lctd atop stacks 4000´ left Rwy 23 thld; ocnl steam cloud. Undctl vehicular tfc on ramps and twy. Potential for hydroplaning after any precipitation. Ponding at int Rwy 05–23 and Rwy 15–33 measured in 1/10th inches. See NOTAMS for hydroplaning after any precipitation. Ponding at int Rwy 05–23 and Rwy 15–33 measured in 1/10th inches. See NOTAMS for hydroplaning after any precipitation. Heavy VFR tfc blo 10,000’ along river and highway 5 NM SW afld. Lgt actf tfc, hang glider ops and hot air ballooning activity along river West and NW of arpt. Extv hang glider and glider in the Mt. Greylock area approx 45 NM NW of fld. Unlighted obst west side Rwy 05 clearance zone. Eastside pad 19, pad 33 and Twy L do not have paved shoulders. TFC PAT TPA rectangular lgt acft 1000’ large/heavy acft 2000’, overhead 2500’. CSM/AG/IMG Pilot must arrng cust 860–292–1314.

AIRPORT MANAGER: 413-593-5543

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 134.85 ATIS 127.525 (1200–0400Z‡) UNICOM 122.95 PTD 372.2
BRADLEY APP/DEP CON 125.35 281.5
TOWER 134.85 348.75 (1200–0400Z‡) GND CON 118.35 275.8
COMO POST 439 AW (CASINO ROYALE) 252.1 (Opr 24 hrs)
PMVS METRO 274.75 Full svc 1100–0400Z‡ Mon–Fri; 1100–2200Z‡ Sat; 1500–0200Z‡ Sun; clsd hol; DSN 589–2879, OT ctc 15th OWS DSN 576–9755. Ngt obsn ltd due to hi intst scty lgts. Alfd wx is mnt by AN/FMQ–19. Automated obs are qly ctd 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.
RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.
(L) TACAN Chan 87 CEF (114.0) N42º11.85´ W72º31.58´ at fld. 240/14W.
No NOTAM MP 1600–1900Z‡ Wed and Fri
TACAN AZIMUTH unusable:
  001º–089º byd 35 NM blo 7,000´
  090º–110º blo 8,000´
  111º–180º byd 20 NM blo 7,000´
  220º–240º byd 24 NM blo 4,000´
  305º–320º byd 15 NM blo 4,000´
DME unusable:
  001º–089º byd 20 NM blo 7,000´
  090º–110º blo 8,000´
  111º–180º byd 20 NM blo 7,000´
  220º–240º byd 24 NM blo 4,000´
  305º–320º byd 15 NM blo 4,000´
BARNES (VL) (L) VORTACW 113.0 BAF Chan 77 N42º09.72´ W72º42.97´ 091º 8.3 NM to fld.
  267/14W. NOTAM FILE BAF.
TACAN AZIMUTH unusable:
  310º–340º byd 25 NM blo 6,500´
VOR unusable:
  000º–030º byd 40 NM
  030º–050º byd 30 NM
  040º–089º byd 40 NM
  090º–100º byd 40 NM blo 4,000´
  090º–100º byd 46 NM
  101º–112º byd 40 NM blo 18,000´
  113º–205º byd 40 NM
  215º–240º byd 40 NM
  241º–251º byd 40 NM blo 18,000´
  249º–260º byd 10 NM blo 10,000´
  252º–360º byd 40 NM
  310º–340º byd 25 NM blo 6,500´
DME unusable:
  310º–340º byd 25 NM blo 6,500´
ILS 109.9 I–GWJ Rwy 05. Class IE. Unmonitored when ATCT clsd. No NOTAM MP 1100–1600Z‡ Mon and Wed.
COMM/NAV/WEATHER REMARKS: ATCT ops extra/irreg hrs by NOTAM. ATIS No NOTAM MP Thu 1400–1600Z‡.
Worcester Rgnl (ORH)(KORH)  3 W  UTC–5(–4DT)  N42º16.03´ W71º52.54´


RWY 11:  ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 55´. RVR–TR HIRL.

RWY 29:  REIL. PAPI(P4L)—GA 3.0º TCH 54’. RVR–TR.

RWY 15–33:  H5000X100 (ASPH–GRVD)  S–85, D–120, 2S–138, 2D–210 PCN 35 F/C/W/T MIRL

RWY 15:  REIL. VASI(V4L)—GA 3.6º TCH 42’. Antenna.

RWY 33:  REIL. PAPI(P4L)—GA 3.0º TCH 40’.

Runway Declared Distance Information

RWY 11:  TORA–7001  TODA–7001  ASDA–7001  LDA–7001

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

RWY 29:  TORA–7001  TODA–5000  ASDA–5000  LDA–5000

RWY 33:  TORA–5000  TODA–7001  ASDA–5000  LDA–5000

Arresting Gear/System

RWY 11:  EMAS

RWY 29:  EMAS

Service:  S4  Fuel  100LL, JET A  LGT  Actvt REIL Rwy 15, 29 and 33; HIRL Rwy 11–29; MIRL Rwy 15–33—CTAF. Rwy 11 ALSF–2 becomes SSALS preset on med inst only when twr clsd. Rwy 15 VASI unusbl byd 9º left of crs.

Airport Remarks:  Attended continuously. Wildlife and birds on and inovf arpt. Use ctn for arpt vehicles mnt CTAF and operg on arpt durg non twr hrs. Rwy guard ligts installed on all twy to rwy intersections, Rwy 11–29 only. EMAS 170’ wide, 154’ length located at DER 11. EMAS 170’ wide, 300’ length located at DER 29. Ldg fee for multi-eng acft and lrgr. Flight Notification Service (ADCUS) available. 2 hours advance notice for customs.

Airport Manager:  508-849-5550

Weather Data Sources:  ASOS (508) 795–7546

Communications:  CTAF 120.5  ATIS 126.55 (508) 757–0962 UNICOM 122.95

RCO 122.2 (BRIDGEPORT RADIO)

Bradley App/Dep Con 119.0 CLNC DEL 119.0 (0200–1130Z‡)

Tower 120.5 (1130–0200Z‡) GND Con 123.85 CLNC Del 128.65

Airspace:  Class D svc 1130–0200Z‡; other times CLASS E.

VOR Test Facility (VOT) 108.2

Radio Aids to Navigation:  NOTAM FILE BDR.

Gardner (L L) VOR/DME 116.95 GDM  Chan 116(Y)  N42º32.76´ W72º03.49´ 168º 18.6 NM to fld. 120/14W.

ILS/DME 110.9 I–RSR  Chan 46  Rwy 11. Class III/E. Unmonitored when ATCT closed. DME unusable byd 12º left of course; byd 13 NM; byd 25º right of course.

ILS/DME 110.9 I–EKW  Chan 46  Rwy 29. Class IB. Unmonitored when ATCT clsd. Glidepath unusable for coupled apchs bto 1,266’ MSL. LOC unusable byd 25º left and byd 25º right of course.

Comm/Nav/Weather Remarks:  Durg sn removal ops, 30 min PPR, freq 120.50 durg twr hrs, freq 119.0 durg non twr hrs or call 508–799–1325. Tsnt acft ctc FBO on 122.95 for svc.
NEW HAMPSHIRE

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 aprxly 2730’. Ck NOTAMS for ice rwy conds. Tkof and ldg using Rwy 19W prohibited Jan–Mar. Rwy 01W thld aprxly 100 ft NE of floating bandstand. All seaplane tkofs and lds 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) 545–2315.

AIRPORT MANAGER: 603-545-2315
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch 603-594-5552.

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

1161 B NOTAM FILE BML
RWY 18–36: H5200X100 (ASPH) S–53, D–82, 25–104, 2D–140
HIRL 0.5% up N
RWY 18: REIL. PAPI(P4L)—GA 3.5º TCH 65′. Trees.
RWY 36: REIL. Trees.

SERVICE: 52 FUEL 100LL, JET A LGT ACTVT REIL Rwy 18 and 36, PAPI Rwy 18, HIRL Rwy 18–36—CTAF.


AIRPORT MANAGER: 603-449-2168
WEATHER DATA SOURCES: ASOS 135.175 (603) 449–3328.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.5 (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 BML.

(4) DME 116.55 BML Chan 112(Y) N44°38.01′ W71°11.17′ 173º 3.5 NM to fld. 1730.

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

BOIRE FLD (See NASHUA on page 156)

BRISTOL

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

510 NOTAM FILE BGR
RWY 03–21: H1900X40 (ASPH)
RWY 03: Trees.
RWY 21: Trees.


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´
543  B  NOTAM FILE BGR
RWY 11–29: H3098X75 (ASPH)  S–30 PCR 383 F/A/X/T  MIRL
0.3% up E
RWY 29: REIL, PAPI(P2L)—GA 4.0º TCH 31´.
SERVICE:  S2 FUEL 100LL  LGT Rotg bcn dfclt to see fm the N when foliage is on the trees. Actvl REIL Rwy 29; MIRL Rwy 11–29—CTAF.
AIRPORT MANAGER: (603) 542-5156
COMMUNICATIONS: CTAF/UNICOM 122.7

COLEBROOK  GIFFORD FLD  (4C4)  1 SW UTC–5(–4DT)  N44º53.25´ W71º30.46´
1017  NOTAM FILE BGR
RWY 04–22: 2423X60 (TURF)  0.5% up NE
RWY 04: Thld dsplcd 433´. Trees.
RWY 22: Road.
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May exc ski acft. Call 603–237–4914 for afld conditions. Rwy 04–22 strip soft in spring. DT wet areas all year. Road traverses rwy 425´ from Rwy 04 thld. Rwy 04 edges and ends marked with yellow cones. Rwy 04 dsplcd thld marked with three yellow cones aligned perpendicular to each rwy edge. 7´ crops immediately west of rwy dur summer. Rwy 22 edges and ends marked with yellow cones.
AIRPORT MANAGER: 603 237-4914
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
CONCORD MUNI (CON)(KCON) P (ARNG) 2 E UTC–5(–4DT) N43º12.16’ W71º30.14’
342 B NOTAM FILE CON
RWY 17–35: H6005X100 (ASPH) S–43, D–60 HIRL
RWY 17: PAPI(P4L)—GA 3.0º TCH 50’. Thld dsplcd 641’. Tree.
RWY 35: MALSR, VASI(V4L)—GA 3.0º TCH 50’. Trees.
RWY 12–30: H3200X75 (ASPH) S–30 MIRL
RWY 12: Trees.
RWY 30: Trees.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 35, HIRL Rwy 17–35, MIRL Rwy 12–30—CTAF. MILITARY—FUEL J8(Mil)—PPR (NC–100LL – Avbl H24 with credit card; A – Avbl 1230–2200Z‡, OT fone C603–228–2267 and flw prompts.)
AIRPORT MANAGER: 603-228-2267
WEATHER DATA SOURCES: ASOS 132.325 (603) 224–6558.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.2 (BANGOR RADIO)
BOSTON APP/DEP CON 127.35
CLNC DEL 133.65
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
AIRSPACE: CLASS E
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
(L) (L) VOR/DME 112.9 CON Chan 76 N43º13.19’ W71º34.53’ 123º 3.4 NM to fld. 715/15W.
VOR unusable:
022º–032º byd 20 NM b/o 8,000’
190º–210º byd 12 NM b/o 4,000’
318º–326º byd 30 NM b/o 12,000’
DME unusable:
022º–032º byd 20 NM b/o 8,000’
082º–110º byd 30 NM b/o 5,000’
190º–210º byd 12 NM b/o 4,000’
290º–300º byd 30 NM b/o 7,000’
318º–326º byd 30 NM b/o 12,000’
EPSOM NDB (LOM) 216 CO N43º07.13’ W71º27.16’ 353º 5.5 NM to fld. NDB unusable byd 20 NM.
ILS 108.7 I–CON Rwy 35. Class IA. LOM EPSOM NDB. NDB unusable byd 20 NM.

DEAN MEML (See HAVERHILL on page 151)

DILLANT/HOPKINS (See KEENE on page 152)

EPSOM N43º07.13’ W71º27.15’ NOTAM FILE CON.
NDB (MHW/LOM) 216 CO 353º 5.5 NM to Concord Muni. 355/16W.
NDB unusable:
Byd 20 NM.
ERROL  (ERR)(KERR)  1 NW  UTC–(–4DT)  N44º47.53´ W71º09.87´
1248  TPA—2048(800)  NOTAM FILE BGR
RWY 15–33: 3600X60 (GRVL)  0.3% up SE
RWY 15:  Trees.
AIRPORT MANAGER: 603-616-8602
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
HELIPAD H1: H61X61 (ASPH)
HELIPORT REMARKS: ACTIVATE helipad flood lgt and lighted windcone—CTAF.

FITZY  N42º51.85´ W71º31.73´  NOTAM FILE MHT.
NDB (LOMW)  209  MJ  060º 5.8 NM to Manchester Boston Rgnl. 234/15W.

FRANCONIA  (1B5)  2 S  UTC–(–4DT)  N44º11.76´ W71º45.04´
975  NOTAM FILE BGR
RWY 18–36: 2300X150 (TURF)  0.9% up S
RWY 18:  Trees.
RWY 36:  Pole. Rgt tfc.
NOISE: Tkofs and ldgs not adzd fm dusk to 1400Z‡ for voluntary noise abatement.
AIRPORT MANAGER: 603-921-1588
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

GIFFORD FLD  (See COLEBROOK on page 148)

GORHAM  (2GB)  1 NW  UTC–(–4DT)  N44º23.61´ W71º11.89´
835  NOTAM FILE BGR
RWY 12–30: 2828X60 (TURF)  1.2% up SE
AIRPORT MANAGER: 603-466-5065
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

HAMPTON AIRFIELD  (7B3)  2 N  UTC–(–4DT)  N42º57.68´ W70º49.81´
93  NOTAM FILE BGR
RWY 02–20: H2105X121 (ASPH–TURF)  LIRL(NSTD)  0.3% up N
RWY 02:  Trees.
SERVICE: S3 FUEL 100LL, MOGAS LGT Rwy 02–20 NSTD LIRL. CTC AMGR at 603–817–6617 for activation instructions.
AIRPORT MANAGER: 603-964-6749
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
**NEW HAMPSHIRE**

**HANOVER** N43°42.14’ W72°10.65’ NOTAM FILE LEB.
NDB (MHV) 276 LAH 245° 7.2 NM to Lebanon Muni. 1190/15W.
NDB unusable:
Byd 20 NM

**HOWERHILL**

DEAN MEML (589) 3 NE UTC–5(–4DT) N44°04.81’ W72°00.47’
NDB unusable:
Byd 20 NM

**HAZWORNE–FEATHER AIRPARK** (See HILLSBORO on page 151)

**HILLSBORO**

HAWTHORNE–FEATHER AIRPARK (8B1) 3 S UTC–5(–4DT) N43°03.68’ W71°54.32’

**NEW YORK**

L–32H

L–32H

L–32H

L–32H

L–32H

L–32H

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L–32H

L–32H

L–32H

L–32H
JAFFREY AIRFIELD SILVER RANCH  (AFN)(KAFN)  1 SE UTC–5(–4DT)  N42°48.31´ W72°00.18´  NEW YORK L–32G, 33C  IAP

Rwy 16: Trees.

AIRPORT MANAGER: 603-532-8870
Weather Data Sources: ASOS 135.875 (603) 532–6195.
Communications: CTAF/UNICOM 123.8


Rwy 02–20: H6201X100 (ASPH) D–60 PCN 40 F/C/X/T HIRL
Rwy 02: 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 proc: hel tfc avoid residential areas drcly N of Rwy 02–20 and SW of arpt. Hel tfc limit mult clsd pat ops.
Airport Remarks: Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡, Wildlife on and invof arpt. 100LL avbl 24 hrs with credit card. For jet fuel aft hrs call 603–357–7600. No eng run–ups on trml NW apn. Ldg fee for all turbine powered acft. Grass tkofs and ldgs prohibited. Cold temperature airport. Altitude correction required at or below –21C.
Airport Manager: 603-357-9835
Weather Data Sources: AWOS–3PT 119.025 (603) 358–6424.
Communications: CTAF/UNICOM 123.0

NE, 21 MAR 2024 to 16 MAY 2024
NEWTOWN

\[\text{NEW HAMPSHIRE} \]

LACONIA MUNI (LCI/KLCI) 3 NE UTC–5(–4DT) N43°34.38´ W71°25.07´

545 B NOTAM FILE LCI

RWY 08–26: H5890X100 (ASPH–GRVD) S–85, D–110, 2D–175
PCN 35 F/D/X/T HIRL 0.5% UP W
RWY 08: MALSR. PAPI(P4L)—GA 3.0º TCH 44´. Trees.
RWY 26: REIL. PAPI(P4R)—GA 4.0º TCH 55´. Thld dsplcd 244´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–5890 TODA–5890 ASDA–5646 LDA–5646
RWY 26: TORA–5890 TODA–5890 ASDA–5530 LDA–5286

SERVICE: S4 FUEL 100LL, JET A, A+ 
OX 1, 2, 3, 4 LGT Actvt MALSR
Rwy 08; REIL Rwy 26; HIRL Rwy 08–26; windsock lghts—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 dts.


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) VOR/DME 112.9 CON Chan 76 N43°13.19´ W71°34.53´ 033º 22.3 NM to fld. 715/15W.

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

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

ILS/DME 108.5 I–LCI Chan 22 Rwy 08. Class IB. DME unusable byd 25º right of course.
LEBANON MUNI (LEB)(KLEB) 3 W UTC–5(–4DT) N43°37.57’ W72°18.25’

603 B NOTAM FILE LEB

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

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

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

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

0.8% up S

RWY 18: REIL. Trees.

RWY 36: PAPI(P4L)—GA 3.75º TCH 34.’

SERVICE: S4 FUEL 100LL, JET A OK LGT Actvt REIL Rwy 07 & 25; PAPI Rwy 07, 25 and 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.

RAADIO AIDS TO NAVIGATION: NOTAM FILE LEB.

HANOVER NDB (MHW) 276 LAH N43°42.14’ W72°10.65’ 245º 7.2 NM to fld. 1190/15W.

NDB unusable: Byd 20 NM

(L) DME 113.7 LEB Chan 84 N43°40.73’ W72°12.96’ 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 20º 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 N44°21.74’ W71°41.15’ 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’
NEW HAMPSHIRE

MANCHESTER BOSTON RGNL  (MHT)(KMHT)  3 S  UTC–5(–4DT)  N42°55.97′ W71°26.15′

266  B  Class I, ARFF  Index C  NOTAM FILE MHT

RWY 17–35: H9250X150 (ASPH–GRVD)  S–200, D–300, 2S–175, 2D–350 PCN 90 F/C/W/T

HIRL  CL

RWY 17: MALSR. TDZL. PAPI(P4R)—GA 3.1º TCH 67’. RVR–TMR Thld dsplcd 336’. Pole. 0.3% up.


RWY DECLARED DISTANCE INFORMATION

RWY 06: TORA–9250  TODA–9250  ASDA–9250  LDA–8914

RWY 17: TORA–7650  TODA–7650  ASDA–7650  LDA–7208

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 cntrln.

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 acct taxing wb acrs Rwy 17–35 at Twy E must use ctn and low settings due to lgts prkg on the E ramp. No taxing between pushed back acct and the airline terminal or cargo ramps. Acct not permitted to taxi between airline terminal and Twy G or Twy N. Air carriers only permitted to opr on airline terminal ramp. Air carriers excluded from Twy L. Acct with wingspan greater than 145` rstd from Twy G and Twy N. AMMON ramp rstd to acft with wingspan less than 118`.

AIRPORT MANAGER:  603-624-6539

MOUNT WASHINGTON RGNL  (See WHITEFIELD on page 159)

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 rotg bcn—CTAF. 5 clicks on, 3 clicks off. ACTVT non–std LIRL. Rwy 02–20—CTAF. 5 clicks on, 3 clicks off. Rwy 02–20 non–std LIRL, lgts are 4 ft high. Lgts only btn dthrs, vrb spacing, 2890 ft of rwy lgtd. Wind indcr cont lgtd dusk–dawn.


AIRPORT MANAGER:  603-845-8253

COMMUNICATIONS:  CTAF/UNICOM  122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-8659.
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: MALS. PAPI(P4R)—GA 3.0º TCH 45´. Tree.
RWY 32: RERL. PAPI(P4L)—GA 3.0º TCH 45´. Thld dsplcd 350´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14:
– TORA–6000
– TODA–6000
– ASDA–5650
– LDA–5650

RWY 32:
– TORA–6000
– TODA–6000
– ASDA–6000
– LDA–5650

SERVICE: S4  FUEL  100LL, JET A1+  OX

LGT When twr clsd

AIRPORT REMARKS:

Attended 1200–0200Z. Migratory birds and wildlife on and inv of arpt. Ramp btwn Twy D & Twy E clsd to acft with wingspan gt than 48 ft unless azd by ATCT. Ldg fee for acft ovr 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´

NEWPORT

PARLIN FLD  (2B3)  2 N  UTC–5(–4DT)  N43°22.32´ W72°11.26´

785 B  NOTAM FILE BGR

RWY 18–36: H3448X50 (ASPH)  S–12  LIRL  0.4% up N


RWY 36: Thld dsplcd 300´. Trees.

RWY 12–30: 1981X60 (TURF)  0.4% up SE


RWY 36: Hill.

SERVICE: S4  FUEL  100LL  OX 1, 2, 3, 4  LGT Rotating bcn OTS indef.


AIRPORT REMARKS:


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´

PARLIN FLD  (See NEWPORT on page 156)
NEW HAMPSHIRE

PEASE

(P)L DME 116.5 PSM Chan 112 at Portsmouth Intl at Pease. 108.

DME unusable:
029°–071° byd 35 NM b/w 2,500’
080°–085° byd 35 NM b/w 2,500’
115°–120° byd 37 NM b/w 2,500’
190°–205° byd 35 NM b/w 2,500’
225°–240° byd 25 NM b/w 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 603–536–5818. Wildlife on and inv of arpt. Ultralight and paraglider act on and inv of arpt. Rwy 12–30 strip soft in spring, not maintained in winter but open to ski craft. Please call ahead. Nmrs non–radio equipment actf operating fm arpt. Hvy pwdr prch and wt shift clt act only in R tcf blw 400’ AGL for Rwy 12. 1161´ MSL mountain 1.5 NM N of Rw 12 L of cntrln. Rw 12–30 edges and ends mkd by yellow cones. Rw 30 dthr mkd by 3 yellow cones aligned perpendicular to each rw edge. +3’ drainage swales lctd 15’ from rwy edge, both sides of rwy bgn at midfield then W for 700’.

AIRPORT MANAGER:
603-536-5818

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS:
CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:
For CD ctc Boston ARTCC at 603-879-6859.

PORTSMOUTH INTL AT PEASE

(P) KPSM P (ANG) 1 W UTC–5(–4DT) N43º46.70´ W71º45.23´

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

RWY 16–34: H11322X150 (ASPH–CONC–GRVD) S–120, D–250, 
2D–550, 2D/2D–1120 PCN 82 F/A/W/T HIRL

RWY 16:
MALSR. PAPI(P4L)—GA 3.0º TCH 72’. RVR–T Thld dsplcd 
803’. Trees. Rgt tfc. 0.3% down.

RWY 34:
MALSR. PAPI(P4L)—GA 3.0º TCH 80’. RVR–T

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16:
TORA–11321 TODA–11321 ASDA–11321 LDA–10518

RWY 34:
TORA–11321 TODA–11321 ASDA–11321 LDA–11321

SERVICE:
S4 FUEL 100LL, JET A, J8 OK 3, 4 JASU (A/M 32A–86) 

FLUID PRESAIR De–Ice LH0X OIL 0–148 SOAP; RQR 48 HR processing time. TRAN ALERT Maint and parts support extremely ltd. No drag chute repack. Nmnl hr 1200–2100Z‡ Mon–Fri, exc hol.

NOISE:
Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy hgd 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. Rw 34 is preferred when tail wind component is less than 5 kts. Rw 16 is preferred for tkf btn 0300–1159Z‡, when tail wind component is 5 kts or less. All inbnd actf with hazardous cargo info call twr 60 NM out. Customs 24x7x365 customs clearing availability. Stnd 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 603–430–1118/1288. ARINC. No practice low apch or touch and go Idg 0400–1200Z‡ for Icl based actf and 0200–1200Z‡ for tran actf or before 1700Z‡ Sun for all actf. Dur snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go Idg. On other than a published IAP arr actf should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700’ MSL. Littlebrook Airpark lctd 052º 4.4 NM, TPA—1130’ MSL. Fly downwind leg no closer than 1/2 mile from rwy. Rectangular TPA—1600(1500), overhead TPA—2100(2000), lgt actf 1100(1000). Rw 16 fst 600’ conc–grooved. No 180º turns for actf over 12,500 lbs GWT on asph portion of Rw 16–34. Rw 16–34 double faced distance markers both sides of rwy at 1000’ intervals. Rw 16–34 edge lgt 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
SKYHAVEN (DAW)(KDAW) 3 SE UTC–5(–4DT) N43°17.05’ W70°55.77’
322 B TPA—1122(800) NOTAM FILE DAW
RWY 15–33: H4201X75 (ASPH) S–30 MIRL 0.5% up SE
RWY 15: REIL. Trees.
RWY 33: ODALS. PAPI(P4L)—GA 3.0º TCH 43’. Rgt tfc.
SERVICE: S4 FUEL 100LL LGT Bcn lctd 3000 ft NW of arpt. Actvt ODALS Rwy 33; REIL Rwy 15; PAPI Rwy 33; MIRL Rwy 15–33; wind cone lgt—CTAF.
AIRPORT MANAGER: 603-433-6536
WEATHER DATA SOURCES: ASOS 135.275 (603) 332–7814.
COMMUNICATIONS: CTAF/UNICOM 122.7
® BOSTON APP/DEP CON 125.05
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
ROLLINS NDB (MHW) 260 ESG N43°13.21’ W7°049.70’ 327º 5.9 NM to fld. 72/16W.

ROLLINS N43°13.21’ W7°049.70’ NOTAM FILE BGR.
NDB (MHW) 260 ESG 168º 5.2 NM to Seacoast Airfield. 72/16W.

SKYHAVEN (See ROCHESTER on page 158)
NEW HAMPSHIRE

TWIN MOUNTAIN (8B2)  1 SW  UTC–5(–4DT)  N44°15.84’ W71°32.80’
1459  NOTAM FILE BGR
RWY 09–27:  H2660X60 (ASPH)  S–8.5  LIRL
RWY 09:  Trees.
RWY 27:  Trees.
SERVICE:  LGT
Wildlife on and inof arpt. Rwy markings faded. No centerline markings. Acft are requested to stay on paved surfaces only.
Ctc arpt mgr for ngt opn instrns. Rwy 09–27 nmrs alligator cracking. Cntr 800´ x 30´ of rwy excellent cond. Western 800’ to 1900’ x 30’ of rwy good cond.
AIRPORT MANAGER:  603-846-5505
COMMUNICATIONS:  CTAF/UNICOM
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE MPV.
MONTPELIER (VL) (DH) VOR/DME  116.9  MPV  Chan 116  N44°05.13’ W72°26.96’ 090º 40.4 NM to fld. 2086/16W.
VOR unusable:
010º–020º byd 25 NM bly blo 7,500’
015º–031º byd 40 NM
032º–042º byd 40 NM blo 5,000’
032º–042º byd 65 NM
043º–060º byd 40 NM
045º–060º byd 24 NM blo 8,500’
170º–182º byd 40 NM
210º–275º byd 40 NM
DME unusable:
045º–060º byd 24 NM blo 8,500’

WHITEFIELD

MOUNT WASHINGTON RGNL  (HIE)(KHIE)  3 E  UTC–5(–4DT)  N44°22.05’ W71°32.75’
1072 8 TPA—3072(2000)  NOTAM FILE HIE
RWY 10–28:  H4001X75 (ASPH)  S–30  MIRL  0.6% up E
RWY 10:  REIL. PAPI(P4L)—GA 3.5º TCH 45˚.
SERVICE:  S4  FUEL  100LL  LGT
AIRPORT REMARKS:  Attended irregularly. Wildlife on and inof arpt. Arpt conds not rglrly mnt. 100LL self svc avbl 24 hrs with credit card. Cold temperature airport. Altitude correction required at or below –29C. Rwy 28 trans line across apch 20:1+ and marked with day glow balls. Rising trrn lctd 3NM SE of arpt.
AIRPORT MANAGER:  603-837-9532
WEATHER DATA SOURCES:  ASOS
COMMUNICATIONS:  CTAF/UNICOM
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 (VL) (DH) VOR/DME  116.9  MPV  Chan 116  N44°05.13’ W72°26.96’ 082º 42.5 NM to fld. 2086/16W.
VOR unusable:
010º–020º byd 25 NM bly blo 7,500’
015º–031º byd 40 NM
032º–042º byd 40 NM blo 5,000’
032º–042º byd 65 NM
043º–060º byd 40 NM
045º–060º byd 24 NM blo 8,500’
170º–182º byd 40 NM
210º–275º byd 40 NM
DME unusable:
045º–060º byd 24 NM blo 8,500’
MAHN NDB  (MHW)  386  GMA  N44°21.74’ W71°41.15’ 104º 6.0 NM to fld. 1425/17W.  NOTAM FILE HIE. NDB unmonitored.
NDB unusable:
Byd 15 NM blo 9,000’

NE, 21 MAR 2024 to 16 MAY 2024
NEW JERSEY

AEROFLEX/ANDOVER  (See ANDOVER on page 160)

ALEXANDRIA  (See PITTSTOWN on page 175)

ANDOVER

AEROFLEX/ANDOVER  (12N)  3 N  UTC–5(–4DT)  N41º00.52´ W74º44.28´

583  B  NOTAM FILE 12N

RWY 03–21:  H1981X50  (ASPH)  MIRL

RWY 03:  Trees. Rgt ttc.

RWY 21:  Tree.

SERVICE:  FUEL  100LL  LGT  Actvt MIRL Rwy 03–21—CTAF.

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

AIRPORT REMARKS:  Attended 1400–2200Z. Parallel turf rwy restricted use only. No touch and go ldgs. PPR required for night transients ctc AMGR 973–786–5100. Avoid overflying Lake Lenape while on downwind. Arpt rstd to apch category A acft only. Rwy 03–21 lakes at both apch ends. Dirt svc road to trml area in front of Rwy 03 thld.

AIRPORT MANAGER:  973-786-5100

WEATHER DATA SOURCES:  ASOS (917) 786–7221

COMMUNICATIONS:  CTAF/UNICOM 122.8

NEW YORK APP/DEP CON 127.6

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE MIV.

STILLWATER  (L) (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´

ATLANTIC CITY INTL  (ACY) (KACY) (P) (ANG)  9 NW  UTC–5(–4DT)  N39º27.46´ W74º34.63´

75  B  Class I, ARFF Index C  NOTAM FILE ACY

RWY 13–31:  H10000X150  (ASPH–GRVD)  S–85, D–120, 2S–152, 2D–400, 2D/2D2–900 PCN 62 R/A/W/T

RWY 13:  MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TR Road.

RWY 31:  REIL. PAPI(P4L)—GA 3.0º TCH 69´. RVR–TR Antenna.

RWY 22:  VASI(V4L)—GA 3.0º TCH 51´. Tree.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  ABL LDG DIST

RWY 04  13–31  3550

RWY 13  04–22  3600

RWY 31  04–22  5750

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:  TORA–6144  TODA–6144  ASDA–6144  LDA–6144


RWY 31:  TORA–10000  TODA–10000  ASDA–10000  LDA–10000

ARRESTING GEAR/SYSTEM

RWY 13  BAK–14 BAK–12B (B) (1600)  BAK–14 BAK–12B (B) (1600)

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) OIL JOAP(Mil) TRAN ALERT Ltd maint and prk.


MILITARY REMARKS:  ANG BASH Phase II in effect Apr thru Oct, ctc base ops on 261.0 or 140.7 for current BASH condition. PPR, ctc ANG base ops C609–761–6009, command post C609–761–6001. Ltd tran svc avbl 1100–2030Z Tue–Fri, ctc base ops on 261.0 or 140.7 for current BASH condition. PPR, ctc ANG base ops C609–761–6009, command post C609–761–6001. Ltd tran svc avbl 1100–2030Z Tue–Fri, ctc base ops on 261.0 or 140.7 for current BASH condition. PPR, ctc ANG base ops C609–761–6009, command post C609–761–6001. Ltd tran svc avbl 1100–2030Z Tue–Fri, ctc base ops on 261.0 or 140.7 for current BASH condition. PPR, ctc ANG base ops C609–761–6009, command post C609–761–6001.

CONTINUED ON NEXT PAGE

NE, 21 MAR 2024 to 16 MAY 2024
BELMAR/FARMINGDALE
MONMOUTH 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: REL. Trees.

RWY 32: Trees.

RWY 03–21: H3508X50 (ASPH)

RWY 03: Trees.

RWY 21: Tree.

SERVICE: S2 FUEL 100LL, JET A LGT To prearrange for rwy lgts after 0400Z call 732–751–0044. Rwy 14–32 nstd MIRLs; Rwy 32 thld lgts nstd.


AIRPORT MANAGER: 732-751-0044

WEATHER DATA SOURCES: AWOS–3PT 121.625 (732) 938–3330.

COMMUNICATIONS: CTAF/UNICOM 123.0

NEW YORK H–101, 121, L–34H IAP

MC GUIRE APP/DEP CON 126.475

CLNC DEL 126.15

CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch via freq, if una call 609-754-2767.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

VOR: 03º–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 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 usable:

105º–115º byd 30 NM

DME usable:

075º–115º byd 25 NM

130º–160º byd 30 NM bld 4,000’

NEW JERSEY

CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 609-645-7895

WEATHER DATA SOURCES: ASOS (609) 272–9311

COMMUNICATIONS: ATIS 125.725 (609–485–4444)

APP/DEP CON 134.25 (310º–129º) 124.6 (130º–309º)

TOWER 120.3 GND CON 121.9 CLNC DEL 127.85

ANG DPS 140.7

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ACY.

(L) (L) VORTACW 117.15 ACY Chan 118(Y) N39º27.35´ W74º34.58´ at fld. 67/10W.

DME unusable:

290º–300º byd 10 NM bld 4,000’

VOR unusable:

301º–355º byd 35 NM bld 2,000’

TACAN AZIMUTH unusable:

290º–300º byd 10 NM bld 4,000’

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.

HELIPAD H1: H102X102 (ASPH)

BERLIN

PINE VALLEY (19N) 1 SW UTC–5(–4DT) N39º46.71´ W74º56.87´
150  B  NOTAM FILE MIV
Rwy 05–23: H3094X45 (ASPH)  MIRED 0.3% up SW
  Rwy 05: REIL, PVASI(PSIR)—GA 4.0º TCH 23´, Thld dsplcd 740´.
  Trees.
  Rwy 23: REIL, PVASI(PSIR)—GA 4.0º TCH 40´, Thld dsplcd 239´.
  Trees.
SERVICE: S4  FUEL  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 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)  MIRED
  Rwy 07: Thld dsplcd 318´. Trees.
SERVICE: S4  FUEL  100LL  OX 2  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 (00N) 3 NE UTC–5(–4DT) N39º28.42´ W75º11.07´
108  B  NOTAM FILE MIV
Rwy 18–36: 2420X150 (TURF)  LIRL(NSTD) 0.4% up N
  Rwy 18: Tree.
  Rwy 36: Tree.
SERVICE: S2  FUEL  100LL  LGT
  Actvt LIRL Rwy 18–36—CTAF. NSTD lgt config.
AIRPORT REMARKS: Unattended. Deer and birds on and inv of arpt.
AIRPORT MANAGER: 609-805-0408
COMMUNICATIONS: CTAF 122.9
NEW JERSEY
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BROADWAY  N40°47.91' W74°49.31'  NOTAM FILE MIV.
(L)L W-158 114.2  BWZ  Chan 89  157° 12.4 NM to Somerset. 1050/11W.

VOR portion unusable:
125º–180º byd 15 NM blo 5,000'
125º–240º blo 3,000'
180º–210º byd 15 NM
210º–235º byd 15 NM blo 5,000'

DME portion unusable:
297º–307º byd 20 NM blo 6,000'
297º–307º byd 32 NM blo 8,000'

BUCKS (See BRIDGETON on page 162)

CALDWELL

ESSEX CO
(CDW)(KCWD)  2 N  UTC–(–4DT)  N40°52.51' W74°16.88'
172     B     TPA—See Remarks  NOTAM FILE CDW


RWY 04: Thld dsplcd 375’. Tree.

RWY 22: REIL. PAPI(P4R)—GA 3.0º TCH 42’. Thld dsplcd 135’.

Trees. Rgt tfc.

RWY 10–28: H3719X75 (ASPH)  S–30  MIIRL

RWY 10: Thld dsplcd 344’. Tree.


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

When ATCT ctsd, PAPI Rwy 22; HIRL Rwy 04–22; MIIRL Rwy 10–28 opn consly. HIRL Rwy 04–22; MIIRL Rwy 10–28 opn to low instl. To incrs instl and actvt REIL Rwy 22—CTAF. Rwy 22 PAPI unusable byd 5º right of centerline due to obstruction.

NOISE: Non-standard traffic patterns for Rwy 04 prohibited due to noise sensitive area southwest of the airport.

AIRPORT REMARKS: Attended 1200–0400Z‡. Local ops suspended
Mon–Sat 0400–1200Z‡ and 0400Z‡ Sat–1500Z‡ Sun. Deer and birds on and inv of arpt. Touch and go lds ltd to based actv only. TPA for large and turbojet actv 1699(1527), light actv 1199(1027). Fixed wing VFR act dep: Rwy 04–fly rwy hdg for 1 mi, then turn crosswind if remaining in the tfc pat. If departing the tfc pat, cont on rwy hdg til reaching tfc pat alt. Fixed wing VFR act dep: Rwy 10–fly rwy hdg 080º at rwy dep end. Upon reaching 900 ft MSL, turn crosswind if remaining in the tfc pat; if departing the tfc pat, cont on hdg 080º til reaching tfc pat alt. Fixed wing VFR act dep: Rwy 22 fly rwy hdg til reaching 900 ft MSL then turn crosswind if remaining in the tfc pat. If departing the tfc pat, cont on rwy hdg til reaching tfc pat alt. Fixed wing VFR act dep: Rwy 28 fly rwy hdg for 1 mi then turn crosswind if remaining in the tfc pat. If departing the tfc pat, cont on rwy hdg til reaching tfc pat alt. Fixed wing VFR act dep: Rwy 22 fly rwy hdg til reaching 900 ft MSL then turn crosswind if remaining in the tfc pat. If departing the tfc pat, cont on rwy hdg til reaching tfc pat alt. Rotocraft: If psbl, cross the arpt bdry at or abv 700 ft MSL. Pilots be alert–the Morristown ILS and GPS Rwy 23 approaches transit Essex Co Arpt Class D asp. 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 ltd efct to actv parked on RN Ramp. Ldg fee for all tran actv.

AIRPORT MANAGER: 973-227-4567

WEATHER DATA SOURCES: ASOS 135.5 (973) 575–4417.

COMMUNICATIONS: CTAF 119.8 ATIS 135.5 UNICOM 122.95

® NEW YORK APP CON 127.6

Caldwell Tower 119.8 (1200–0400Z‡) GND CON 121.9 CLNC DEL 121.1

® NEW YORK DEP CON 119.2

CLEARANCE DELIVERY PHONE: For CD when ATCT is ctsd ctc New York Apch at 800-645-3206

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

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) T W-148 110.4  TEB  Chan 21  N40°50.92’ W74°03.73’  290° 10.1 NM to fid. 3/11W.

DME unusable:
060º–080º byd 22 NM blo 2,500’
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º

VOR unusable:
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º


COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
CEDAR LAKE  N39°32.26’ W74°58.03’ NOTAM FILE MIV.  (L) VOR/DME 115.2 VCN Chan 99 267º 3.8 NM to Kroelinger. 120/10W.  

CENTRAL JERSEY RGNL  (See MANVILLE on page 169)  

COLTS NECK  N40°18.70’ W74°09.58’ NOTAM FILE MIV.  (L) VOR/DME 115.4 COL Chan 101 179º 7.7 NM to Monmouth Exec. 129/11W.  
  VOR 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 unusable:  
  230º–240º byd 18 NM 
  RCO 122.3 (MILLVILLE RADIO) 

COYLE  N39º49.04’ W74º25.90’ NOTAM FILE MIV.  (H) VORTACW 113.4 CYN Chan 81 054º 9.1 NM to Ocean Co. 203/10W.  
  VOR unusable:  
  044º–054º blo 3,800’  

CROSS KEYS  (17N) UTC–5(–4DT) N39º42.33’ W75º01.98’  
  162  B  TPA—1000(838) NOTAM FILE MIV  
  RWY 09–27: H3500X50 (ASPH) S–13 RWY LGTS(NSTD) 0.7% up E  
  RWY 09: Trees. Rgt tcf.  
  RWY 27: Thld dsplcd 200’. Tree.  
  SERVICE: FUEL 100LL, JET A 
  LGT Rotating bcn opr SS–SR. Rwy 09–27 LIRL lgt spacing NSTD.  
  AIRPORT REMARKS: Attended 1300–2200Z1. Arpt unattended Thanksgiving, Christmas, New Year’s Day and Easter. Parachute Jumping. Due to parachute drop zone on north side of arpt, all tcf is to remain south of Rwy 09–27. Deer and birds on and involf arpt. Rwy 27 dsplcd thld marked with lgt.  
  AIRPORT MANAGER: 856-629-3033  
  COMMUNICATIONS: CTAF/UNICOM 122.8  
  © PHILADELPHIA APP/DEP CON 127.35 133.875  
  RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.  
  WOODSTOWN (L) VORTACW 112.8 OOD Chan 75 N39º38.16’ W75º18.18’ 082º 13.2 NM to fld. 147/10W.  
  VOR unusable:  
  039º–041º byd 20 NM blo 2,500’  
  090º–105º  
  159º–190º  
  DME unusable:  
  045º–065º byd 20 NM blo 2,500’  
  090º–105º  

EAGLES NEST  (See WEST CREEK on page 183)  

ESSEX CO  (See CALDWELL on page 163)  

FLYING W  (See LUMBERTON on page 168)  

GREENWOOD LAKE  (See WEST MILFORD on page 184)
HACKETTSTOWN  (NØ5)  3 SW  UTC–5 (–4DT)  N40º49.21´  W74º51.31´
670  NOTAM FILE MIV
RWY 05–23: H2200X50 (ASPH)  S–5
RWY 05: Tree.
RWY 23: Tree.
SERVICE: S2  FUEL  100LL
AIRPORT REMARKS: Attended 1300–2300Z‡. Deer and birds on and inv of arpt. No ngt opns.
AIRPORT MANAGER: 908-303-8016
COMMUNICATIONS: CTAF  122.9
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

HAMMONTON MUNI  (NØ1)  3 NE  UTC–5 (–4DT)  N39º40.05´  W74º45.46´
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/DME  115.2  VCN Chan 99  N39º32.26´  W74º58.03´  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)  N40º01.63´  W74º41.45´
78  NOTAM FILE MIV
RWY 06–24: 1830X50 (TURF)
RWY 06: Trees.
RWY 24: Road.
RWY 11–29: 1590X70 (TURF)  RWY LGTS(NSTD)  0.3% up E
RWY 29: Tree.
AIRPORT MANAGER: 609-915-1280
COMMUNICATIONS: CTAF  122.9
CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.

JOINT BASE MC GUIRE DIX LAKEHURST  (See MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) on page 169)

KROELINGER  (See VINELAND on page 183)
LAKEHURST MAXFIELD FLD  (NEL/KNEL)  N (A)  3 W  UTC-5-(-4DT)  N40°02.15’ W74°21.08’  

NEW YORK
H–101, 12J, L–34G  DIAP, AD

NEW JERSEY

101  B  LRA  NOTAM FILE MIV  Not insp.

RWY 06–24: H5002X150 (ASPH)  PCN 21 F/A/W/T  HIRL

RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 52’, Rgt tfc.

RWY 15–33: H5001X150 (ASPH)  PCN 13 F/B/W/T

RWY 15: Rgt tfc.

RWY 063–243: H3500X90 (CONC)  PCN 54 R/B/W/T

SERVICE. MILITARY—LG1: Rotg bcn 110 deg 2 NM fm arpt. PCL–120.425, key 3 times for LIRL, 5 times for MIRL, 7 times for HIRL. MALSR are on same key code. 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 lcl NJ ANG/USMC ops only. ALZ extended hrs for scheduled ACFT only. ALZ must be scheduled by the FLT crew at least 1 duty day prior to MSN execution. CLOSED Sat, Sun and federal hrs, except for scheduled UTA tmg. No act npr will be avp outside these hrs wo 48 hr PPR. Wx lessen only. 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  N40°02.69’ W74°20.13’ at fld. 75/11W. unmonitored 2400–1200Z† Mon–Fri, h24 Sat, Sun and federal hol.

NEL NDB monitor location: NEL ATCT

(T) TACAN Chan 55  NEL  N40°02.22’ W74°21.19’ at fld. 87/11W. TACAN unmonitored when field clsd.

ROBBINSVILLE  (H) (H) VORTACW 113.8  RBV  Chan 85  N40°12.14’ W74°29.70’ 156º 12.0 NM to fld. 248/10W.

TACAN AZIMUTH unusable:

105º–115º byd 30 NM

DME unusable:

076º–115º byd 25 NM

130º–160º byd 30 NM blo 4,000’

COLTS NECK   (L) (L) VOR/W/DME 115.4  COL  Chan 101  N40°18.70’ W74°09.58’ 219º 18.7 NM to fld. 129/11W.

VOR portion unusable:

031º–179º byd 15 NM blo 6,000’

230º–240º byd 18 NM

241º–329º byd 15 NM blo 3,000’

351º–309º byd 30 NM blo 3,000’

Byd 30 NM blo 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 3.0º 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
AIRPORT MANAGER: 732-363-6400
WEATHER DATA SOURCES: AWOS–AV 122.8 (732) 363–6471.
COMMUNICATIONS: CTAF/UNICOM 122.8
®
MC GUIRE APP/DEP CON 126.475
GCO 121.725 thru McGuire Apch Ctl
CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if una ctc Mc Guire
Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE  (H) (H) VORTACW 113.4  CYN  Chan 81  N39º49.04'  
W74º25.90'  048º 19.0 NM to fld. 203/10W.
VOR unusable:
044º–054º blo 3,800'

LINCOLN PARK  (N07)  2 N  UTC–5(–4DT)  N40°56.86'  W74°18.87'
181  B  NOTAM FILE MIV
RWY 01–19: H2767X40 (ASPH)  HIRL
RWY 01: Thld dsplcd 690 ´. Trees.
RWY 19: PAPI(P2L)—GA 4.0º TCH 30 ´. Thld dsplcd 95 ´. Stack.
SERVICE: S4  FUEL  100LL, JET A  OX 4  LGT ACTVT HIRL Rwy
01–19—CTAF. Acvt high instl fst with 7 clicks bfr acvtng lower instls.
Deer and birds inv of rwy. Touch and go landings prohibited. Narrow
taxilanes and twys caused by ndst 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) VORTACW 115.7  SAX  Chan 104  N41º04.05'  
W74º32.30'  136º 12.5 NM to fld. 1400/11W.
VOR unusable:
075º–085º blo 6,500'
155º–165º
LINDEN  (LDJ)(KLDJ)  1 SE  UTC−5(−4DT)  N40°37.05′ W74°14.68′

NEW YORK

COPTER

L–33A, 34H

B  TPA—See Remarks  NOTAM FILE MIV

RWY 09−27:  H4140X100 (ASPH)  S−31.5, D−42  MIRL

RWY 09:  REIL. VASI(V2R)—GA 3.8º TCH 60′. Thld dspclcd 462′. Pole.

RWY 27:  REIL. VASI(V2L)—GA 3.5º TCH 40′. Thld dspclcd 541′. Antenna.

SERVICE:  S2  FUEL  100LL, JET A

LGTY Actvt 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.

NOISE: Noise abatement procedures in effect.

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 actv, all others ctc arpt manager 908−862−8800 for PPR. TPA—800´ MSL, Rwy 09 enter tfc pat upwind, entries other rwys standard. 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. Rwy 09−27 rwy shoulder markings nstd. Ldg fee.

AIRPORT MANAGER: 908-862-5557

COMMUNICATIONS: CTAF/UNICOM 128.55

WEATHER DATA SOURCES: AWOS–3 124.025 (908) 862−7383.

CANARSIE  (T) (T) VOR/W/DME 112.3  CRI  Chan 70  N40º36.75´ W73º53.67´  282º 16.0 NM to fld. 4/11W.

VOR unusable: 047º–175º 224º–035º

LITTLE FERRY SPB  (2N7)  1 E  UTC−5(−4DT)  N40°51.01′ W74°01.98′

NEW YORK

COPTER

00  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 but dckg area and Ind side aces unsafe. Do not use dckg area til reinspected.

AIRPORT MANAGER: 201-264-6728

COMMUNICATIONS: CTAF/UNICOM 122.8

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

LUMBERTON  (N14)  1 SW  UTC−5(−4DT)  N39º56.06′ W74º48.43′

WASHINGTON

IAP

49  NOTAM FILE MIV

RWY 01−19:  H3496X75 (ASPH)  MIRL  0.4% up N

RWY 01:  REIL. PAPI(P2L)—GA 3.5º TCH 26′. Trees. Rgt tfc.

RWY 19:  REIL. PAPI(P2L)—GA 3.2º TCH 22′.

SERVICE:  S2  FUEL  100LL, JET A

LGT ACTIVATE MIRL Rwy 01−19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF. Rwy 01−19 REILS inop.


AIRPORT MANAGER: 609-267-7673

COMMUNICATIONS: CTAF/UNICOM 122.8

MC GUIRE APP/DEP CON 126.475

CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE  (H) (H) VORTACW 113.8  RBV  Chan 85  N40º12.14′ W74º29.70′  232º 21.6 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´
MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC–5(–4DT) N40º31.47´ W74º35.90´

RWY 07–25: H3507X50 (ASPH) LIRL 0.6% up SW

SERVICE: S4 FUEL 100LL

AIRPORT REMARKS: Attended 1300Z‡–dusk except for Christmas and New Year. Deer and birds on and inv of arpt. Banner tow ops SW Rwy 07.

AIRPORT MANAGER: 908-526-2822

COMMUNICATIONS: CTAF/UNICOM 122.7

SERVICE: S4 FUEL 100LL

AIRPORT REMARKS: Attended 1300Z‡–dusk except for Christmas and New Year. Deer and birds on and inv of arpt. Banner tow ops SW Rwy 07.

AIRPORT MANAGER: 908-526-2822

COMMUNICATIONS: CTAF/UNICOM 122.7

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

RADIO AIDS TO NAVIGATION:

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 W40º15.20´ W74º54.46´ 051º 21.6 NM to fld. 294/10W.

VOR unusable:

020º–040º byd 25 NM blw 5,000´
225º–275º byd 25 NM blw 5,000´

DME unusable:

225º–275º byd 25 NM blw 5,000´

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: 609-754-6466
COMMUNICATIONS: SFA PTD 372.2 D–ATIS 110.6 270.1 DSN 650–2847
COMM POST 134.1 237.15 (Use 237.15 within 75 NM of arpt. If 237.15 is inop, use 134.1 (call Brickyard)
108 ANG COMD POST 251.2 321.0 (call Torch Ctl) DSN 650–2127
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) (L) VOR/DME 115.2  VCN  Chan 99  N39°32.26´ W74°58.03´  216° 11.3 NM to fld. 120/10W.
RAINBOW NDB (HW) 363  RNB  N39°25.09´ W75°08.10´  147° 4.2 NM to fld. 92/11W.
ILS 110.9  I–MIV  Rwy 10.  Class IA.  Unmonitored. Autopilot cpd apch NA blw 300 MSL.

MONMOUTH EXEC  (See BELMAR/FARMINGDALE on page 161)

MORRISTOWN MUNI  (MMU)(KMMU) P (A)  E UTC–S(–4DT)  N40°47.96´ W74º24.89´
187  B  TPA—See Remarks  NOTAM FILE MMU
   PCN 25 F/C/X/T  HIRL
   RWY 05: REIL.  Trees.
   RWY 23: MALSR.
   RWY 13–31: H3997X150 (ASPH–GRVD)  S–30 PCN 11 F/C/X/T  MIRL
   RWY 13: Trees.
   RWY 31: REIL. PAPI(P2L)—GA 3.5º TCH 39´.  Trees.
SERVICE: FUEL  100LL, JET A, A+  OK 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+)
NOISE: Noise abatement procedures in effect, ctc Noise Abatement Office
   973–538–3366 extension 122. All arrival/departure acft follow
   manufactures recommended procedures for quiet ops and minimum
   noise. Voluntary noise abatement proc include avoiding TGL ops on
   Rwy 13–31.
AIRPORT REMARKS: Attended 1145–0330Z.  Birds and deer on and invof
   arpt.  When twr clsd all acft and vehicles must state intentions on CTAFF
   before ops on any rwy. ARFF svc avbl 24 hrs daily. For ARFF svc
   when twr clsd ctc ARFF station—CTAF or 973–455–1953.  Ldg fee.
   User fee arpt. Flight Notification Service (ADCUS) avbl.
   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  N40°50.92´ W74°03.73´  271° 16.3 NM to fld. 3/11W.
   DME unusable:
   060°–080° byd 22 NM blo 2,500´
   081°–120° blo 4,000´
   121°–180° blo 3,000´
   236°–246°
   VOR unusable:
   081°–120° blo 4,000´
   121°–180° blo 3,000´
   236°–246°
   ILS 110.3  I–MMU  Rwy 23.  Class IB.  Unmonitored when ATCT closed. Glideslope unusable for cpd apchs blw
   875°.
MOUNT HOLLY

SOUTH JERSEY RGNL (VAY)(KVAY) 4 SW UTC–5(–4DT) N39°56.57’ W74°50.75’

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NEW JERSEY

MOUNT HOLLY

SOUTH JERSEY RGNL (VAY)(KVAY) 4 SW UTC–5(–4DT) N39°56.57´ W74°50.75´

53 B TPA—853(800) NOTAM FILE VAY

RWY 08–26: H3881X50 (ASPH) S–30 MIRL

RWY 08: REIL. PAPI(P2R)—GA 3.25º TCH 45´. Tree.

RWY 26: REIL. PAPI(P2R)—GA 3.0º TCH 40´. Tree. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A LTG 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

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 N40º12.14´ W74º29.70´ 236º 22.4 NM to fld. 248/10W.

TACAN AZIMUTH unusable:

105º–115º byd 30 NM

DME unusable:

075º–115º byd 25 NM

130º–160º byd 30 NM to 4,000´

NEWARK LIBERTY INTL (EWR)(KEWR) 3 S UTC–5(–4DT) N40º41.55´ W74º10.12´

17 B LRA Class I, ARFF Index E NOTAM FILE EWR

RWY 04L–22R: H11000X150 (ASPH–CONC–GRVD) D–210, 2D–520, 2D/2D–1000 PCN 96 R/BX/T HIRL CL


RWY 04R–22L: H10000X150 (ASPH–GRVD) D–210, 2D–520, 2D/2D–1000 PCN 96 R/BX/T HIRL CL


RWY 11–29: H6726X150 (ASPH–GRVD) D–210, 2D–520, 2D/2D–1000 PCN 96 R/BX/T HIRL CL

RWY 11: TDZL. REIL. PAPI (P4R)—GA 3.0º TCH 60’. RVR–TMR Bldg.

RWY 29: TDZL. REIL. PAPI (P4R)—GA 3.0º TCH 60’. Thld dsplcd 224’. Sign.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT ABL LG DIST

RWY 04L 11–29 7750

RWY 04R 11–29 8100

RWY 11 04R–22L 5700

CONTINUED ON NEXT PAGE
NEW JERSEY
CONTINUED FROM PRECEDING PAGE

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:
FUEL 100LL, JET A
OX 3 LGT

RWY status lgts in opr. Rwy 29 PAPI unusbl 4º left of cntrln.

AIRPORT REMARKS:
Special Air Traffic Rules–Part 93. Attended continuously. Flocks of birds on and invof airport. Para–sail and
banner towing ops 1000’ and blo in upper and lower New York bays including Rockaway Inlet indef. High volume of low
level helicopter ttc arriving and departing Helo Kearny Heliport (65NJ) located 3.5 miles northeast of the arpt. Expect to
leave and re-enter the Class B Airspace during moderate to heavy arrival periods. Rwy 04R/22R, south 1779’ conc, north
1228’ conc, center 7993’ asph. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if
equipped) enabled on all airport surfaces. Rwy 04R and Rwy 04L departures use upper antenna for ATC communications.
When Rwy 04R/L in use, acft prkg at Trml A can exp to enter ramp via Twy A8, unless adzd by ATC. When Rwy 022L/R
in use, acft prkg at Trml A can exp to enter ramp via Twy A10 or A12, unless adzd by ATC. Twy Z between Twy Z2 and
Twy Z4 clsd to acft with wingspans in excess of 171’. ADG IV acft restriction from passing Twy Z3 on Twy Z. Twy Z east
of Twy U acft speed restriction of 17kts/20mph max for all acft with wingspans in excess of 171’. All bays surrounding
'Ballpark' parking area (Twy Y btn Twy S and Twy U, Twy S btn Twy Y and Twy K, Twy K btn Twy S and Twy B, Twy B btn
Twy K and Twy U and Twy U btn Twy B and Twy Y) acft speed restriction of 17kts/20mph max for all acft with wingspans in
excess of 171’. Twy EE b/w Rwy 04R–22L and Rwy 11–29 clsd to acft with wingspans in excess of 171’. Twy Y btn RM
and Twy U, speed restriction of 17 kts (20 mph). Twy A btn Twy AA and ramp clsd to acft with wingspans in excess of
171 ft. Twy Z5 clsd to acft with wingspans in excess of 118’. Twy A11 W of Twy A acft spd rstr of 17 kts/20 mph max
for all acft with wingspans in excess of 118’ . Prohibited from turning S on Twy R from Twy B1. GA/intrnt ldg fees payable by major credit cards only. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 973-961-6161

WEATHER DATA SOURCES: ASOS
(TEETERBORO (T) (T) VOR/W/DME 108.4 TEB Chan 21 N40º50.92´ W74º03.73´ 218º 10.6 NM to fld. 3/11W.
DME unusable: 060º–080º byd 22 NM b/w 2,500’
081º–120º b/w 4,000’
121º–180º b/w 3,000’
236º–246º
VOR unusable: 081º–120º b/w 4,000’
121º–180º b/w 3,000’
236º–246º
(T) DME 113.75 EWR Chan 44(Y) N40º40.46´ W74º10.68´ 021º 1.2 NM to fld. 9. NOTAM FILE EWR.
ILS/DME 110.75 I–EWR Chan 44(Y) Rwy 04L. Class IIID. DME shared with ILS Rwy 22R.
ILS/DME 108.7 I–EZA Chan 24 Rwy 04R. Class IIIIE. DME serves Rwy 04L and Rwy 22L. DME unusable byd 15
NM.
ILS/DME 109.15 I–GPR Chan 28(Y) Rwy 11. Glideslope unusable byd 5º right and left of cntrln. 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 IIIIE. 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.

HELPAD HC: H54X54 (ASPH) PERIMETER LGTS
HELPD REMARKS: Helipad H1 perimeter lgts. Brewster pad; H1 located on Twy Z5. Ops limits are D65.
NEW JERSEY

OCEAN CITY MUNI  (26N)  2 SW UTC–5(–4DT)  N39º15.81´ W74º36.45´
6        NOTAM FILE MIV
RWY 06–24: H2972X60 (ASPH)  S–12.5 MIRL
       RWY 06: PAPI(P2R)—GA 3.5º TCH 36´.
       RWY 24: PAPI(P2L)—GA 3.5º TCH 37´. Tree. Rgt tfc.
SERVICE: FUEL  100LL  LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended Jun–Sep 1300–2300Z‡, winter 1300–2100Z‡.
Birds on and invof arpt.
AIRPORT MANAGER: (609) 525-9222
COMMUNICATIONS: CTAF/UNICOM 122.7
ATLANTIC CITY APP/DEP CON 124.6
CLNC DEL 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ACY.
ATLANTIC CITY (L) (L) VORTACW 117.15 ACY  Chan 118(Y)
       N39º27.35´ W74º34.58´  197º 11.6 NM to fld. 67/10W.
DME unusable:
290º–300º byd 10 NM blo 4,000´
301º–355º byd 35 NM blo 2,000´
TACAN AZIMUTH unusable:
290º–300º byd 10 NM blo 4,000´
CEDAR LAKE (L) (L) VORW/DME 115.2 VCN  Chan 99
       N39º32.26´ W74º58.03´  144º 23.5 NM to fld.
       120/10W.  NOTAM FILE MIV.

OCEAN CO (See TOMS RIVER on page 181)

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´. Thlddisposed 600´. Tree.
       RWY 24: REIL. PAPI(P2R)—GA 4.0º TCH 40´. Thld disposed 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 fair cond, 2” cracks, 2 to 3” deep, near twy hold short lines. Twy sfcs uneven. All twy mkgs faded. LGD fee.
AIRPORT MANAGER: 732-718-0444
COMMUNICATIONS: CTAF/UNICOM 123.075
® MC GUIRE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if unable ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) (H) VORTACW 113.8 RBV  Chan B5
       N40º12.14´ W74º29.70´  052º 10.2 NM to fld. 248/10W.
TACAN AZIMUTH unusable:
106º–115º byd 30 NM
DME unusable:
075º–115º byd 25 NM
130º–160º byd 30 NM blo 4,000´

OLDMANS TOWNSHIP (See PEDRICKTOWN on page 175)
NEW JERSEY

PEDRICKTOWN

OLDMANS TOWNSHIP  (7N7)  2 S  UTC–5(–4DT)  N39º44.13´ W75º23.86´

40  B  NOTAM FILE MIV
RWY 07–25: H2419X60 (ASPH)  MIRL
    RWY 07: REIL. PAPI(P2L)—GA 4.0º TCH 20´. Thld dspcl 198´. Tree.
    RWY 25: REIL. PAPI(P2R)—GA 4.0º TCH 20´. Tree.

    REIL Rwy 07 OTS indef. REIL Rwy 25 OTS indef.

AIRPORT REMARKS: Attended irregularly. Deer and birds on and inv of arpt. Hel training activity on arpt. Arpt access road near AER 07.

AIRPORT MANAGER: 215-219-5600

COMMUNICATIONS: CTAF/UNICOM 122.7


RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WOODSTOWN (L) VORTACW 112.8  OOD  Chan 75  N39º38.16´ W75º18.18´  334º 7.4 NM to fld. 147/10W.

VOR unusable:
    039º–041º byd 20 NM blo 2,500´
    090º–105º
    159º–190º

DME unusable:
    045º–065º byd 20 NM blo 2,500´
    090º–105º

PINE VALLEY  (See BERLIN on page 162)

PITTSTOWN

ALEXANDRIA  (N85)  2 W  UTC–5(–4DT)  N40º35.16´ W75º01.17´

480  B  NOTAM FILE MIV
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 UNUSBL BYD 2º left of CNTRLN.


AIRPORT MANAGER: 908-399-1820

COMMUNICATIONS: CTAF/UNICOM 122.975

I-ALLENTOWN APP/DEP CON 124.45 (Above 3000´) 119.65 (3000´ and blo)

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (V) (L) VOR/DME 112.9  SBJ  Chan 76  N40º34.98´ W74º44.51´  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´
    247º–255º byd 48 NM
    256º–051º byd 40 NM
SKY MANOR (N40º) 2 SW UTC–5(–4DT) N40º33.95´ W74º58.76´

560 NOTAM FILE MIV

RWY 07–25: H2900X50 (ASPH) MIRL 0.3% up NE
RWY 07: REIL. PAPI(P2L)—GA 4.0º TCH 31´. Trees.
RWY 25: REIL. PAPI(P2L)—GA 4.0º TCH 29´. P-line.

SERVICE: S4 FUEL 100LL LGT ACTVT Rwy 07 and Rwy 25,
MIRL Rwy 07–25 and twy lghts—CTAF. PAPI Rwy 07 and Rwy
25—Opr consly. Rwy 07 VGSI and descent angles not coincident.

NOISE: Rwy 07 noise abatement procedures VFR dep fly rwy heading until
reaching at least 1,300 ft MSL. Rwy 25 noise abatement procedures
VFR dep safety premitting at dep end of rwy turn right fly heading 270
until reaching at least 1,300 ft MSL. Avoid overflight of horse farm
(stables) 500´ north of act hangars.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invol
artp. Helicopter activity on and invol artp. Self–serve fuel system on
north end of tie–down ramp. Apn main ramp clsd to hel air tax and
hove ops near fuel pump.

AIRPORT MANAGER: 908-996-4200
WEATHER DATA SOURCES: AWOS–3 121.725.

COMMUNICATIONS: CTAF/UNICOM 122.975

® ALLENTOWN APP/DEP CON 124.45 (Above 3000´) 119.65 (3000´ and
blo)

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (VL) (L) VOR/DME 112.9 SBJ Chan 76 N40º34.98´ W74º44.51´
275º 10.9 NM to 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

PRINCETON (39N) 3 N UTC–5(–4DT) N40º23.95´ W74º39.54´

128 B NOTAM FILE MIV

RWY 10–28: H3499X75 (ASPH) S–15 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.45º TCH 42´. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT Actvt MIRL Rwy 10–28 and REIL
Rwy 10—123.05.

AIRPORT REMARKS: Attended 1300–dusk. Unattended Christmas Day and
New Years Day. Deer and birds on and invol arpt. Rwy 28 departure no
turns until at least 900´ MSL and beyond Cherry Hill Road. Rwy 10–28
rgt tfc helicopters. Rwy 10–28 nmrs transverse cracks alg entr len of
Rwy.

AIRPORT MANAGER: 609-921-3100

COMMUNICATIONS: CTAF/UNICOM 122.725

® NEW YORK APP/DEP CON 132.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDLEY (L) (L) VORW/DME 108.2 ARD Chan 19 N40º15.20´
W74º54.46´ 062º 14.4 NM to fld. 294/10W.

VOR unusable:
020º–040º
195º–225º byd 25 NM blo 5,000´
250º–265º blo 3,500´
266º–280º byd 20 NM blo 5,000´
281º–300º byd 14 NM blo 6,000´

DME unusable:
225º–275º byd 25 NM blo 5,000´

RAINBOW N39º25.09´ W75º08.10´ NOTAM FILE MIV.

NDB (HW) 363 RNB 147º 4.2 NM to Millville Muni, 92/11W.

WASHINGTON H–101, L–34G, A
NEW JERSEY

READINGTON

SOLBERG/HUNTERDON (N51) 1 NW UTC-5(-4DT) N40°34.97’ W74°44.20’

190 NOTAM FILE MIV

RWY 04–22: H5598X50 (ASPH–TURF) MIRL 0.5% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 41’. Thld dspcld 544’. 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 LGT ACTVT REIL Rwy 04 and Rwy 22; MIRL. Rwy 04–22—CTAF. PAPI Rwy 04 and Rwy 22 opr consly. Rwy 04–22 MIRL on paved 3735´ x 50´ portion of rwy.


AIRPORT MANAGER: 908-534-4000

COMMUNICATIONS: CTAF/UNICOM 122.8

SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)

® NEW YORK APP/DEP CON 132.8

GCO 121.725 If unable, ctc NY Apch at 800–645–3206.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

(VL) (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98´ W74°44.51´ at fld. 189/10W.

DMC unusable:

167º–040º byd 34 NM

VOR unusable:

247º–255º byd 40 NM blo 2,200´

247º–255º byd 48 NM

256º–051º byd 40 NM

REDWING (See JOBSTOWN on page 165)
ROBBINSVILLE
TRENTON–ROBBINSVILLE (N87) 1 E UTC–5(–4DT) N40°12.84’ W74°36.11’
118 B NOTAM FILE MIV
RWY 11–29: H4275X75 (ASPH) S–25 MIRL
SERVICE: S4 FUEL 100LL LGT Actv 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 MANAGER: 609-259-1059
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:
105°–115° byd 30 NM
DME unusable:
075°–115° byd 25 NM
130°–160° byd 30 NM bl 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 85 288° 5.0 NM to Trenton–Robbinsville. 248/10W.
TACAN AZIMUTH unusable:
105°–115° byd 30 NM
DME unusable:
075°–115° byd 25 NM
130°–160° byd 30 NM bl 4,000’

SEA ISLE N39°05.73’ W74°48.02’ NOTAM FILE MIV.
(VH) (H) VORTAC 114.8 SIE Chan 95 233° 7.3 NM to Cape May Co. 8/9W.
VOR unusable:
060°–110° byd 20 NM bl 3,900’
260°–270° byd 40 NM bl 7,000’
260°–270° byd 56 NM
269°–279° byd 36 NM bl 3,000’
295°–300° byd 40 NM
310°–045° byd 40 NM
DME unusable:
065°–110°
238°–048° byd 34 NM bl 1,800’
TACAN AZIMUTH unusable:
065°–110°
RCO 122.1R 114.8T (MILLVILLE RADIO)

SKY MANOR (See PITTSTOWN on page 176)

SOLBERG/HUNTERDON (See READINGTON on page 177)
SOLBERG  N40°34.98´ W74°44.51´ NOTAM FILE MIV.
(VL) (L) VOR/DME 112.9  SBJ  Chan 76  at Solberg/Hunterdon. 189/10W.
DME unusable:
167°–040° byd 34 NM
VOR unusable:
247°–255° byd 40 NM blo 2,200´
247°–255° byd 48 NM
256°–051° byd 40 NM
RCO 122.1 R 112.9 T (MILLVILLE RADIO)

SOMERSET  (See SOMERVILLE on page 179)

SOMERVILLE

SOMERSET  (SMQ/KSMQ)  3 N UTC–5(–4DT)  N40°37.56´ W74°40.20´
Rwy 12–30: H2739X65 (ASPH) MIRL 0.7% up SE
Rwy 12: REIL. PAPI(P2R)—GA 3.0º TCH 30´ Trees.
Rwy 30: REIL. PAPI(P2L)—GA 4.0º TCH 43´  Thld dspld 200´.
Trees.
Rwy 08–26: 1923X100 (TURF) 0.4% up E
Rwy 08: Tree.
Rwy 26: Tree. Rgt tfc.
Rwy 17–35: 1700X150 (TURF) 0.6% up N
Rwy 17: Trees.
Rwy 35: Trees.
SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LTG ACTVT REIL Rwy 12 & Rwy 30; MIRL Rwy 12–30—118.325. PAPI Rwy 12 and Rwy 30 opr consly.
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´ 062º 4.2 NM to fld. 189/10W.
DME unusable:
167°–040° byd 34 NM
VOR unusable:
247°–255° byd 40 NM blo 2,200´
247°–255° byd 48 NM
256°–051° byd 40 NM

SOUTH JERSEY RGNL  (See MOUNT HOLLY on page 172)

SOUTHERN CROSS  (See WILLIAMSTOWN on page 185)

SPARTA  N41°04.05´ W74°32.30´ NOTAM FILE MIV.
(H) (H) VORTACW 115.7  SAX  Chan 104  345º 8.8 NM to Sussex. 1400/11W.
VOR unusable:
075º–085º blo 6,500´
155º–165º

STILLWATER  N40°59.75´ W74°52.14´ NOTAM FILE MIV.
(L) (L) VORW/DME 109.6  STW  Chan 33  094º 6.0 NM to Aeroflex/Andover. 920/11W.
DME unusable:
089º–099º within 12 NM blo 10,000´
210º–320º byd 30 NM blo 4,000´
TETERBORO (TEB)(KTEB) 1 SW UTC–5–7(–6DT) N40º51.01´ W74º3.65´

RWY 01–19: H7000X150 (ASPH–GRVD) S–50, D–100
PCN 35 F/C/X/T HIRL CL
RWY 01: REIL, PAPI(P4L)–GA 3.1º TCH 56´. Thld dpzcl 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
LDG RWY HOLD–SHORT POINT ABL LDG DIST
RWY 01 06–24 4550
RWY 06 01–19 3750

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–7000 TODA–7000 ASDA–6932 LDA–6161
RWY 06: TORA–6013 TODA–6013 ASDA–6013 LDA–6013
RWY 24: TORA–6013 TODA–6013 ASDA–6013 LDA–6013

ARRESTING GEAR/SYSTEM
RWY 06: EMAS
RWY 19: EMAS
RWY 24: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT Rwy 01–19 dpzcl thld centerline lghts OTS indef.

AIRPORT REMARKS: Attended continuously. CLOSED to motorless act, uncontrolled act and ultralight activity exc by prior permission. Deer and bird activity on and inv of rwy. Act avoid hospital 1.7 miles north of Rwy 01–19. Helicopter op over residential areas blo 1000´ MSL should be avoided. Daily continuous construction activity all quadrants. Stage I act not permitted to opr at Teterboro Ap. Act capable of opr abv 100,000 lbs must submit certification to ap manager verifying act opr weight is less than 100,000 lbs. Gtc opr at 201–288–1775 for forms. ARFF Index B equipment coverage provided. TPA–1500 (1492) for large/turbine act, 1000 (992) for all others. RNAV (GPS) X Rwy 06 is prim RNAV apch to Rwy 06. Ldg fee. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 201-288-1775
WEATHER DATA SOURCES: ARFF
COMMUNICATIONS: S–ATIS COPTER
RCO 122.2 (MILLVILLE RADIO).
NEW YORK APP CON 127.6 COPTER
TOWER 119.5 125.1
NEW YORK APP/DEP CON 119.2
CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D.

RADAR 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:
- 060°–080° byd 22 NM blo 2,500’
- 081°–120° blo 4,000’
- 121°–180° blo 3,000’
- 236°–246°

VOR unusable:
- 081°–120° blo 4,000’
- 121°–180° blo 3,000’
- 236°–246°

TORBY NDB (LOM) 214 TE N40°48.26’ W74°07.95’ 062° 4.3 NM to fld. LOM usable byd 10 NM.

ILS 108.9 I–TEB Rwy 06. Class IE. LOM TORBY NDB. LOM unusable byd 10 NM. LOC unusable byd 14° left of course. Glideslope unusable byd 6° left of course.

COMM/NAV/WEATHER REMARKS: For radar svc blo 1800’ ctc Teterboro twr frequency 119.5. Arpt ops frequency 130.575.

OCEAN CO WASHINGTON
86 B NOTAM FILE MJX H–10L, L–34G

RWY 06–24: H5950X100 (ASPH) S–100, D–176, 2D–581
PCN 4S F/A/X/T HIRL
RWY 06: MALS. PAPI(P2L)—GA 3.0º TCH 56’.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 55’. Thld dsplcd 115’.
RWY 14–32: H3599X75 (ASPH) S–94, D–150 PCN 3S F/A/X/T MIRL 0.3% Up NW
RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
RWY 32: REIL. PAPI(P2L)—GA 3.0º TCH 40’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–5950 TODA–5950 ASDA–5835 LDA–5835
RWY 24: TORA–5950 TODA–5950 ASDA–5950 LDA–5835

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 REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar
1300–2200Z. Unatndd Christmas and New Years Day. Prearrange for

AIRPORT MANAGER: (732) 929-2054

WEATHER DATA SOURCES: AWOS–3PT 119.875 (732) 797–2542.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) (V) VORTACW 113.4 CYN Chan 81 N39°49.04’ W74°25.90’ 054° 9.1 NM to fld. 203/10W.

VOR unusable:
- 044°–054° 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.
TRENTON MERCER (TTN)(KTTN) P (ARNG) 4 NW UTC–5 (–4DT) N40°16.60’ W74°48.81’ NEW YORK
213 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE TTN
RWY 06–24: H6006X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 PCN 24 F/A/X/T HIRL
0.5% up NE
RWY 06: MALSR, Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 42’.
RWY 16–34: H8400X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 PCN 41 F/A/X/T HIRL
0.8% up NW
RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 40’.
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 50’.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6006 TODA–6006 ASDA–6006 LDA–6006
RWY 16: TORA–4800 TODA–4800 ASDA–4800 LDA–4800
RWY 24: TORA–6006 TODA–6006 ASDA–6006 LDA–6006
RWY 34: TORA–4800 TODA–4800 ASDA–4800 LDA–4800
ARRESTING GEAR/SYSTEM
RWY 06: EMAS
RWY 16: EMAS
RWY 24: EMAS
RWY 34: EMAS
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 MANAGER: 609-882-1601
WEATHER DATA SOURCES: ASOS 126.775 (609) 538–8690. LAWRS.
COMMUNICATIONS: CTA 120.7 ATIS 126.775 UNICOM 122.95
® PHILADELPHIA APP/DEP CON 123.8
TOWER 120.7 (1100–0300Z‡) GND CON 121.9 CLNC DEL 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc phl Apch at (800) 354-9884.
AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
YARDLEY (L) (L) VOR/DME 108.2 ARD Chan 19 N40°15.20’ W74°54.46’ 082º 4.5 NM to fld. 294/10W.
VOR unusable:
020º–040º
195º–225º byd 25 NM blo 5,000’
250º–265º blo 3,500
266º–280º byd 20 NM blo 5,000’
281º–300º byd 14 NM blo 6,000’
DME unusable:
225º–275º byd 25 NM blo 5,000’
ILS 111.3 I–TTN Rwy 06. Class IB. Unmonitored when ATCT closed.

HELIPAD H1: H64X64 (ASPH)
HELIPAD H2: H64X64 (ASPH)
HELIPORT REMARKS: Helipad H1 located at intersection of Twys H and H1. Helipad H2 located at NE end of Twy B.

TRENTON–ROBBINSVILLE (See ROBBINSVILLE on page 178)
NEW JERSEY

VINELAND

KROELINGER (29N) 3 N UTC–5(–4DT) N39°31.44´ W75°02.78´
93 NOTAM FILE MIV
RWY 10–28: 2086X190 (TURF)
RWY 10: Tree.
RWY 28: P–line.
AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Rwy 10 trees near apch end and along rwy sides.
AIRPORT MANAGER: 856-794-2134
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WEST CREEK

EAGLES NEST (31E) 2 N UTC–5(–4DT) N39°39.93´ W74°18.48´
39 B NOTAM FILE MIV
RWY 14–32: H3670X60 (ASPH) HIRL
RWY 14: PAPI(P2L)—GA 4.0º TCH 45´. Thld dsplcd 400´. Tree.
RWY 32: PAPI(P2L)—GA 4.0º TCH 45´. Thld dsplcd 400´. Tree. Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A LGT Arpt lgts PPR call 856–697–3300. Rwy 02–20 nonstandard HIRL due to spacing. Thld and rwy end lgts nonstandard colors.
AIRPORT MANAGER: 856-697-3300
COMMUNICATIONS: CTAF/UNICOM 122.8
WEST MILFORD
GREENWOOD LAKE  (4N1)  1 E  UTC–5(–4DT)  N41º07.70´ W74º20.79´
790  B  NOTAM FILE MIV
RWY 06–24: H3471X60 (ASPH) MIRL
RWY 06: Trees. Rgt tfc.
        RWY 24: PAPI(P2L)—GA 3.5º TCH 44´. Tree.
SERVICE:  SA  FUEL  100LL, JET A  LGT ACTVT MIRL Rwy 06–24—CTAF,
5 clicks. PAPI Rwy 24 opr consly.
AIRPORT REMARKS: Attended 1300–2200Z†. Deer and birds on and invof
rpt. Arpt subject to gusting wind and frequent cross winds. Some rwy
and twy lghts taller than standard. Rwy 06–24 Steep rock ledges lctd just
byd both rwy ends.
AIRPORT MANAGER: 973-728-7721
COMMUNICATIONS:  CTAF  CEB
NEW YORK APP/DEP CON 127.6
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.
        SPARTA (H) (H) 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/NV/WEATHER REMARKS: CTA: automated UNICOM; 3 clicks to actvt.

WILDEWOOD
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: H5000X150 (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 19: TORA–5252 TODA–5252 ASDA–5252 LDA–5036
SERVICE:  S2  FUEL  100LL, JET A  LGT ACTVT PAPI Rwy 01, 10, 19
and Rwy 26, HIRL Rwy 01–19; MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z†. Birds on and invof arpt.
PAEW within the safety area of all rwy and tway daily May thru Oct.
All ultralght acct, glider ops and formation PPR (609) 886–8652
Mon–Fri 1300–2100Z†. Twy B south of Twy A can only be used by
acct with wingspans less than 79 ´. Twy A west of Twy F can only be
used by acct with wingspans less than 79 ´. Unmanned aircraft
systems (UAS) activity on and around airfield. Self-svc fuel avbl 24
hrs with credit card located on apron near intersection of Twy A and
Twy F. Rwy 19 calm wind rwy. Twy C is a FAA research twy and is
rstd to acct with wt lmt of 28,000 lbs and should not be used by acct gtr than 28,000 lb.
AIRPORT MANAGER: 609-886-8652
WEATHER DATA SOURCES: AWOS–3PT (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
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SEA ISLE (VH) (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 blo 3,900´
- 260º–270º byd 40 NM blo 7,000´
- 260º–270º byd 56 NM
- 269º–279º byd 36 NM blo 3,000´
- 295º–300º byd 40 NM
- 310º–045º byd 40 NM

DME unusable:
- 065º–110º
- 238º–048º byd 34 NM blo 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 blo 2,000´

VOR unusable:
- 345º–010º

LOC 108.9 I–CEJ Rwy 19. LOC unmonitored.

WILLIAMSTOWN

SOUTHERN CROSS (C01) 3 SW UTC–5(–4DT) N39º39.33´ W75º00.87´ WASHINGTON

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 (OBJ)(KOBI) 2 SE  N39°13.15´ W74°47.69´
41  B  NOTAM FILE MIV
RWY 01–19: H3304X75 (ASPH)  S–45, D–60, 2D–120  MIRL
0.5% up N
RWY 01: Trees.
RWY 31: REIL. PAPI(P2R)—GA 3.5º TCH 25´. Trees.
SERVICE: S4  FUEL  100LL, JET A  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 sgnt nr of longl and
            transverse cracks on rwy with weeds and grass growing in cracks. Rwy
            13–31 sgnt nr of longl and transverse cracks on rwy with grass and
            weeds growing in cracks.
AIRPORT MANAGER: 609-861-5301
WEATHER DATA SOURCES: AWOS–3 120.475 (609) 861–0610.
COMMUNICATIONS: CTAF/UNICOM 123.05
®
ATLANTIC CITY APP/DEP CON 124.6
GCO 121.725 (ATLANTIC CITY APP CON)
CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Washington ARTCC at 703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SEA ISLE (VH) (H) VORTAC 114.8  SIE  Chan 95  N39°05.73´ W74°48.02´  011º 7.4 NM to fld. 8/9W.
VOR unusable:
   060º–110º byd 20 NM blo 3,900´
   260º–270º byd 40 NM blo 7,000´
   260º–270º byd 56 NM
   269º–279º byd 36 NM blo 3,000´
   295º–300º byd 40 NM
   310º–045º byd 40 NM
   DME unusable:
   065º–110º
   238º–048º byd 34 NM blo 1,800´
   TACAN AZIMUTH unusable:
   065º–110º

WOODSTOWN N39°38.16´ W75°18.18´ NOTAM FILE MIV.
(L) VORTACW 112.8  OOD  Chan 75  082º 13.2 NM to Cross Keys. 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
AKRON/JESSON FLD  (9G3)  1E UTC–5(–4DT)  N43°01.27´ 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
BUFFALO APP/DEP CON 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BUFFALO (DH) DME 116.4 BUF Chan 111 N42º55.74´ W78º38.78´ 052º 9.1 NM to fld. 730.
DME unusable:
  051º–085º byd 25 NM blo 4,500´
  301º–350º byd 25 NM blo 3,500´

NOTAM FILE BUF.
RWY 25 noise abatement—maintain rwy holding until 3/4 miles byd dep end Rwy 25 before turning.

ALBANY INTL (ALB)(KALB) P (ARNG) 6 NW UTC–5/(–4DT) N42°44.95′ W73°48.12′

NEW YORK
IAP, AD

285  B  AOE  Class I, ARFF Index C  NOTAM FILE ALB

R0WY 01–19: H8500X150 (ASPH–GRVD) – S–140, D–200, 2D–400
PCN 70 F/C/X/T  HIRL  CL
R0WY 01: MALSRS. TDLZ. PAPI(P4R)—GA 3.0° TCH 53’. RVR–TR
R0WY 19: MALSRS. PAPI(P4L)—GA 3.0° TCH 53’. RVR–TR Tree.

R0WY 10–28: H7200X150 (ASPH–GRVD) – S–140, D–200, 2D–400
PCN 67 F/C/X/T  MIRL  CL
R0WY 10: REIL. Ground.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
R0WY 01  10–28  4150
R0WY 28  01–19  3757

RUNWAY DECLARED DISTANCE INFORMATION

R0WY 01: TORA–8500  TODA–8500  ASDA–8500  LDA–8500
R0WY 10: TORA–7200  TODA–7200  ASDA–6780  LDA–6780
R0WY 19: TORA–8500  TODA–8500  ASDA–8500  LDA–8500
R0WY 28: TORA–7200  TODA–7200  ASDA–7200  LDA–6007

SERVICE: S4  FUEL 100LL, JET A  OX
FUEL (NC–100LL, A)  FLUID
HPOXR

AIRPORT REMARKS: Attended continuously. Birds, deer and other wildlife on and invof arpt. Mowing within safety areas of all rwys and twys May through Nov. Wx balloon launches approximately 3 miles south of arpt at 1100Z‡ and 2300Z‡. Tcw C west of Tcw A non movement area. Tcw D east of Rwy 01–19 rstd to acft 12,500 lbs and less. No acft parking between fire station and Tcw L. Customs/Immigration’s Fli 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 (ADCUUS) avbl.

AIRPORT MANAGER: 518-242-2352

WEATHER DATA SOURCES: ASOS 120.45 (518) 464–6423. LLWAS. WSP.

COMMUNICATIONS: D–ATIS 120.45 UNICOM 122.95
RCO 122.2 (BURLINGTON RADIO)

APP/DEP CON 118.05 (194°–011°) 132.825 (011°–194°)
TOWER 119.5 GND CON 121.7 CLNC DEL 127.5 NG OPNS 30.1 (FM) 122.775 258.2

PDC

AIRSPACE: CLASS C svc ctc APP CON.

COMM/NAV/WEATHER REMARKS: Class C information avbl on ATIS frequency 20 NM.

VOR TEST FACILITY (VAT): 108.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.
(L) (L) VORTACW 115.3  ALB  Chan 100  N42°44.84′ W73°48.19′ at fld. 273/13W.

VOR unusable:
045°–065° byd 11 NM
066°–069° byd 11 NM blo 10,000′
078°–088° byd 20 NM blo 10,000′
109°–121°
121°–131° byd 30 NM
121°–131° wi 30 NM blo 9,900′
131°–168°
184°–189°
226°–269° byd 29 NM blo 15,000′
312°–315°
333°–343°

TACAN AZIMUTH unusable:
032°–042° byd 15 NM
164°–168°
303°–308° byd 37 NM
308°–333°

DME unusable:
303°–308° byd 37 NM

ILS/DME 109.5 I–DEJ  Chan 32  Rwy 01. Class IIE.

ILS/DME 109.5 I–ALB  Chan 32  Rwy 19. Class IB.

COMM/NAV/WEATHER REMARKS: Class C information avbl on ATIS frequency 20 NM.
ALBION

PINE HILL

RHW 10–28: H2659X36 (ASPH) 5–12 0.6% up E
RHW 10: Tree.
RHW 28: Thld dsplcd 250’. Road.
AIRPORT MANAGER: 716-597-7393
COMMUNICATIONS: CTAF/UNICOM 123.0
BUFFALO APP/DEP CON 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION:
BUFFALO (DH) DME 116.4 BUF Chan 111 N42°55.74’ W78°38.78’
W78°38.78’ 048° 0.0 NM to fld. 730.
DME unusable:
051°–085° byd 25 NM blo 4,500’
301°–050° byd 25 NM blo 3,500’

ALPINE

NDB (MHW) 245 ALP 242° 7.4 NM to Elmira/Corning Rgnl. 1287/12W.

ARGYLE

RHW 03–21: 2400X87 (TURF)
RHW 03: Tree.
RHW 21: Tree.
AIRPORT REMARKS: Attended 1400Z1–dusk. Arpt may be CLOSED wet wx call 518–638–9723. Birds and wildlife may be on or inof arpt. Ultralgt on and invof arpt. Rwy 03–21 width varies from 87’–100’. Rwy generally plowed drg winter but may be snowy/icy. Mowing or plowing may occur durg dalgt hrs; CTAF mntd. 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.
**NOTAM FILE GVQ**

**RVY 10–28:** H5499X100 (ASPH–GRVD) S–21, D–33 HIIRL

**RVY 10:** REIL, PAPI(P2L)–GA 3.0º TCH 40’. Fence.

**RVY 28:** MALSR, PAPI(P2L)–GA 3.0º TCH 62’.

- **SERVICE:** S4 FUEL 100LL, JET A1+ OX 1 LGT Actv MALSR Rwy 28;
- **SERVICE:** REIL Rwy 10; PAPI Rwy 10 and 28; HIIRL Rwy 10–28—CTAF.

**AIRPORT REMARKS:** Attended Apr–Oct 1230–0100Z‡, Nov–Mar 1230–2300Z‡.

**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

**CLERCASE DEL** 121.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

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

**GENESEO (L) (L) VOR/DME 108.2 GEE Chan 19 N42º50.06’ W77º43.97’ 311º 22.6 NM to fld. 990/9W.

VOR portion unusable:
- 208º–224º byd 29 NM blo 5,000’
- 225º–230º
- 231º–245º byd 29 NM blo 5,000’

DME unusable:
- 115º–120º byd 29 NM blo 4,000’
- 140º–155º byd 30 NM blo 5,000’

**ILS 108.9 I–GVQ Rwy 28. Glideslope usable for coupled approaches below 1,433’.

**NOTAM FILE ISP**

**RWY 18–36:** 2750X150 (TURF) 0.3% up N

**RWY 18:** Trees. Rgt tfc.

**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 cld tfc pat or touch and go ldgs. All tfc enter 45º left base for Rwy 36 at 600’ MSL due to heavy jet tfc Rwy 33L at ISP. All tfc enter 45º rgt downwind for Rwy 18 over lakes at 600’ MSL due to heavy jet tfc ldg Rwy 33L at ISP. Rwy 18 thld marked with conc blocks flush with turf sfc. Rwy 36 thld and dsplcd thld marked with conc blocks flush with turf sfc. Rwy 36 dsplcd thld marked with 1’ wide apron and 2’ wide thld (white) both made with conc blocks flush with turf sfc. Pilots be advised due to pattern procedures, actf in the run-up area or starting takeoff roll on Rwy 36, and actf on final approach to Rwy 36, may not be able to see each other due to trees.

**AIRPORT MANAGER:** 631-467-3300

**COMMUNICATIONS:** CTAF/UNICOM 122.7

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

**BECKS GROVE** (See ROME on page 242)
BINGHAMTON

GREATER BINGHAMTON/EDWIN A LINK FLD  (BGM)(KBGM)  7 N  UTC–5(–4DT)  NEW YORK  H–10H, 11C, 121, L–30I, 32F, 33A  IAP, AD

1636 B TPA—2436(800)  Class I, ARFF Index B  NOTAM FILE BGM  MON Airport  

RWY 16–34: H7305X150 (ASPH–GRVD)  S–112, D–147, 2S–159, 2D–221 PCN 45 F/D/X/T  HIRL 0.9% up NW  

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: REIL. VASI(V4L)—GA 3.0º TCH 45’.  

RUNWAY DECLARED DISTANCE INFORMATION  

RWY 10: TORA–5001  TODA–5001  ASDA–5001  LDA–5001  

RWY 16: TORA–7305  TODA–7305  ASDA–7305  LDA–6905  


RWY 34: TORA–7305  TODA–7305  ASDA–7305  LDA–7100  

ARRESTING GEAR/SYSTEM  

RWY 16: EMAS  

RWY 34: EMAS  

SERVICE: S2  FUEL 100LL, JET A  OX 3, 4  LGT  

When twr clsd ACTIVATE MALSR Rwy 16 and Rwy 34, HIRL Rwy 16–34, MIRL Rwy 10–28 and twy lgts—CTAF.  


AIRPORT MANAGER: 607-763-4471  

WEATHER DATA SOURCES: ASOS (607) 729–8335  

COMMUNICATIONS: CTAF 119.3  ATIS 128.15  UNICOM  

BUFFALO RADIO  

BINGHAMTON  (L) (L) VOR/DME 112.2  CFB  

CHAN 59  N42º09.45’ W76º08.19’ 076º 7.6 NM to fld. 1583/10W.  

COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on CFB RCO 122.1R 112.2T.  

TRSA svc ctc APP CON  

RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.  

BINGHAMTON  (L) VOR/DME 112.2  CFB  Channel 59  N42º09.45’ W76º08.19’ 076º 7.6 NM to fld. 1583/10W.  

COMM/HF/WX REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on CFB RCO 122.1R 112.2T.  

HELIPORT REMARKS: Helipad located at the intersection of Twy L and the west apron.  

BLUE HERON  (See GALLUPVILLE on page 205)
**BROOKPORT**

**LEDGEDAIRE AIRPARK**  (7G0)  3 SE UTC–5(–4DT)  N43°10.87’ W77°54.93’

- **665**: B  NOTAM FILE BUF
- **RWY 10–28**: H4206X75 (ASPH)  S–12
- **RWY 10**: Brush.
- **RWY 28**: Trees.

**SERVICE**: S4  **FUEL**: 100LL, JET A

**AIRPORT REMARKS**: Attended 1500–2100Z. For attendance other hrs Mon–Fri call 585–233–5117. Deer on and inf of arpt. Migratory birds on arpt in spring and fall.

**AIRPORT MANAGER**: 585-880-3298

**COMMUNICATIONS**: CTAF/UNICOM 122.7

**CLEARANCE DELIVERY PHONE**: For CD ctc Cleveland ARTCC at 440-774-0490.

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

**ROCHESTER (L) VOR/DME 110.0  ROC Chn 37  N43°07.08’  W77°40.37’  302º 11.3 NM to fld. 545/12W.**

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**BROOKHAVEN**  (See SHIRLEY on page 247)

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**BUFFALO**

**BUFFALO AIRFIELD**  (9G0)  6 SE UTC–5(–4DT)  N42°51.72’ W78°43.00’

- **670**: B  TPA—1500(830)  NOTAM FILE BUF
- **RWY 06–24**: H2666X60 (ASPH)  S–8  MIRL  0.3% up NE
- **RWY 06**: REIL. PAPI(P2R)—GA 3.0º TCH 40’. Thld dsplcd 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 inf of arpt. 24 hrs self fuel with credit card. Rwy 06 218’ safety area. Rwy 24 76’ safety area. Rwy 24 +9’ to 53’ trees; 0–1000’ fm rwy; left and right of cntrln.

**AIRPORT MANAGER**: 716-560-1836

**COMMUNICATIONS**: CTAF/UNICOM 122.975

**APP/DEP CON**: 126.15

**CLEARANCE DELIVERY PHONE**: For CD ctc Cleveland ARTCC at 440-774-0490.

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

**(DH) DME 116.4  BUF Chan 111  N42°55.74’  W78°38.78’  218º 5.1 NM to fld. 730.**

**DME unusable**: 051º–085º byd 25 NM blw 4,500’

301º–050º byd 25 NM blw 3,500’

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**DETROIT**  (L–31E, 32F)

**DETROIT**  (L–30I, 31E)
BUFFALO–LANCASTER RGNL (See LANCASTER on page 216)
CALVERTON  N40°55.78'  W72°47.93'  NOTAM FILE ISP.
(L) (H) VOR/DME  114.55  CCC  Chan 92(Y)  219° 7.2 NM to Brookhaven. 85/13W.
VOR unusable:
055°–075°
233°–268° byd 25 NM
269°–290°
DME unusable:
056°–066° byd 39 NM

CAMBRIDGE
CHAPIN FLD  (1BB)  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 REMARKS: Unattended. Rwy 05–23 width varies from 65’–80’ based on mowing. Rwy 05–23 and Rwy 07–25 soft
and wet Mar–Jun. Lgtd 5’ fence at Rwy 25 end. Rwy 07 and Rwy 25 dsplcd thld marked with striped cylinders. 14’
hangar, 0’ from rwy end, 66’ rt.
AIRPORT MANAGER: (518) 727-6509
COMMUNICATIONS: CTAF
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 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
COMMUNICATIONS: ROCHESTER APP/DEP CON 119.55
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at
440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GENESEO  (L) (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:
208°–224° byd 29 NM bld 5000’
225°–230°
231°–245° byd 29 NM bld 5000’
DME unusable:
115°–120° byd 29 NM bld 4000’
140°–155° byd 30 NM bld 5000’

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. 4/11W.
VOR unusable:
047°–175º
224°–035º
NEW YORK

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 235)

CHAPIN FLD (See CAMBRIDGE on page 194)

CHAUTAUQUA CO/DUNKIRK (See DUNKIRK on page 198)

CHAUTAUQUA CO/JAMESTOWN (See JAMESTOWN on page 213)

CLARENCE AERODROME (See BUFFALO on page 193)

CLAY  AIRLANE ENTERPRISES (1H1)  1 N  UTC–5(–4DT)  N43°12.35’ W76°10.76’
385  NOTAM FILE BUF
RWY 01–19: 2220X75 (TURF)
RWY 01: Brush.
RWY 19: Trees.
RWY 10–28: 1550X97 (TURF)
RWY 10: Trees.
RWY 28: Trees.
AIRPORT MANAGER: 315-699-5734
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

COLUMBIA CO (See HUDSON on page 211)

COOPERSTOWN–WESTVILLE  (K23)  4 SE  UTC–5(–4DT)  N42°37.75’ W74°53.46’
1260  NOTAM FILE BUF
RWY 02–20: 2337X125 (TURF)  MIRL(NSTD)
RWY 02: NSTD. Trees. Rgt tfc.
RWY 20: NSTD. Crops.
SERVICE: $4 FUEL 100LL LGT ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 NSTD MIRL spacing, 2 thld lgts each side.
AIRPORT MANAGER: 607-437-8308
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NEW YORK

COPTER

H–10I, L–33B, 34I

NEW YORK

195

NE, 21 MAR 2024 to 16 MAY 2024
CORNING–PAINTED POST  (7N1)  2 NW  UTC–5(–4DT)  N42º10.81´ W77º07.30´

962  B  NOTAM FILE BUF
RWY 13–31: H3269X75 (ASPH)  S–30  MIRL
RWY 31: REIL. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

SERVICE: S3  FUEL  100LL, JET A+  LGT  Actvt MIRL Rwy 13–31 and REIL Rwy 13 and 31—CTAF. Actvt rotg bcn—CTAF.

AIRPORT REMARKS: Attended dalgt hrs.
AIRPORT MANAGER: 607-962-0053

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.

ELMIRA  (L)  VOR/DME 109.65  ULW  Chan 33(Y)  N42º05.65´ W77º01.49´  332º 6.7 NM to fld. 1631/12W.

CORTLAND CO/CHASE FLD  (NW3)  2 SW  UTC–5(–4DT)  N42º35.56´ W76º12.89´

1197  B  NOTAM FILE N03
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 inv of arpt drg spring/fall. Self svc fuel avbl 24 hrs with credit card.
   Snow removal during day only.

AIRPORT MANAGER: 607-745-5872
WEATHER DATA SOURCES: AWOS–3 132.225 (607) 753-9784.
COMMUNICATIONS: CTAF/UNICOM 122.8

® BINGHAMTON APP CON 118.6 (S–SE) (1100–0500Z‡)
® ELMIRA APP CON 124.3 (W) (1100–0500Z‡)
® NEW YORK CENTER APP CON 133.35 (0500–1100Z‡)
® SYRACUSE APP/DEP CON (N) 126.125

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA  (L)  DME 111.8  ITH  Chan 55  N42º29.70´
   W76º27.58´  062º 12.3 NM to fld. 1112.
   DME unusable:
   360º–160º byd 20 NM blo 6,500´
DANSVILLE MUNI (DSV)  (KDSV)  1 NW  UTC–5(–4DT)  N42°34.23´ W77°42.80´
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 134.0  ROCHESTER APP/DEP CON 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GENESEO (L) (L) VOR/DME 108.2  GEE Chan 19  N42°50.06´ W77°43.97´  186º 15.9 NM to fld. 990/9W.
VOR portion unusable:
208º–224º byd 29 NM blo 5,000´
225º–230º
231º–245º byd 29 NM blo 5,000´
DME unusable:
115º–120º byd 29 NM blo 4,000´
140º–155º byd 30 NM blo 5,000´
RCO 122.2 (NEW YORK RADIO)

DEER PARK  N40°47.50´ W73°18.22´  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)  N44°23.28´ W75°03.98´
815  NOTAM FILE BTV
RWY 02–20: 2200X55 (TURF)
RWY 02: Trees.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Deer on and 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 rt of thld mkd by cones. Rwy 20 starts at approximately 250´ from trees on rwy end. Rwy 20 3 earthen ounds approx 5 ft high off right side of rwy 400 ft from thld. Trees/brush next to rwy thld L/S. Rwy 02 trees/brush next to rwy thld L/S. Rwy 02 trees/brush next to rwy thld.
AIRPORT MANAGER: (315) 379-1907
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

DELANCEY  N42°10.70´ W74°57.42´  NOTAM FILE BUF.
(L) (L) VOR/DME 112.1  DNY Chan 58  301º 21.8 NM to Sidney Muni. 2560/11W.

DOWNTOWN MANHATTAN/WALL ST HELIPORT (See NEW YORK on page 225)
NEW YORK

DUANESBURG  (BTV)  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)  3 E  UTC–5 (–4DT)  N42°29.64′ W79°16.27′
692  NOTAM FILE DKK
RWY 06–24: H6000X100 (ASPH–GRVD)  S–49.6, D–68, 2D–130
HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 43′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 44′. Tree.
RWY 15–33: H4000X100 (ASPH)  S–49.6, D–68, 2D–130  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:  FUEL  100LL, JET A, A+  LGT ACTIVATE HIRL Rwy 06–24 and MIRL Rwy 15–33, and PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33, and REIL Rwy 06 and Rwy 24—CTAF.
AIRPORT REMARKS: Attended 1200–2030Z‡, exc federal hols. Attended hrs are subj to chg, call amgr at 716–581–0062 to cfm. Deer and birds may be limited on holidays, airfield rwy/twy conditions not monitored outside of normal attendance hrs. PPR for svc 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 122.3 (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 (DH) DME 116.2  DKK  Chan 109  N42°29.42′ W79°16.45′ at fld. 681.
DME usable: 094º–221º byd 26 NM bl 8,000′

DUNKIRK  N42°29.42′ W79°16.45′  NOTAM FILE DKK.
(DH) DME 116.2  DKK  Chan 109  at Chautauqua Co/Dunkirk. 681.
DME usable: 094º–221º byd 26 NM bl 8,000′
RCO 122.3 (BUFFALO RADIO)

EAST 34TH STREET HELIPORT  (See NEW YORK on page 225)
EAST HAMPTON TOWN  
(UPX)(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°15.10′
57 NOTAM FILE ISP
RWY N–S: 2300X100 (TURF)
RWY N: Trees.

AIRPORT MANAGER: 516-203-5930
COMMUNICATIONS: CTAF/UNICOM 122.9

SPADARO (1N2) 1 NE UTC–5(–4DT) N40°49.67′ W72°15.10′
50 NOTAM FILE ISP
RWY 18–36: H2400X25 (ASPH) S–12.5
RWY 18: Trees.
NOISE: Use north opn for tfc with no wind; heavy gross weight; and for noise abatement.
AIRPORT REMARKS: Attended May–Oct dalgt hrs. Arpt CLOSED indef. Parachute Jumping. Ultralights on and invof arpt. PAEW 75′ east of Rwy 18. Due to close proximity of Lufter 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 45° to final apch leg 1500′ from apch end of rwy. Departures, make 45° turn as soon as possible after tfc to intercept crosswind leg. Use south ops for ldg when winds are 5 kts or less, or when winds are more than 5 kts 90° either side of centerline. Rwy 18–36 vegetation in cracks.

AIRPORT MANAGER: 631-878-1125
COMMUNICATIONS: CTAF/UNICOM 123.0

EDINBURG  
PLATEAU SKY RANCH (1F2) 1 NW UTC–5(–4DT) N43°13.33′ W74°06.87′
1070 NOTAM FILE BTW
RWY 06–24: 2400X100 (TURF) 0.5% up NE
RWY 06: Road.
RWY 24: Road.
RWY 01–19: 2000X100 (TURF) 1.0% up N
RWY 01: Trees.
RWY 19: Trees.
AIRPORT REMARKS: Unattended. Ultralgt acft on and invof arpt. Rwy 1; +30′–60′ trees, 0′–240′ from thld, 15′–100′ left and right of centerline. Rwy 6; +20′–65′ trees, 0′–500′ from thld, 30′–150′ left and right of centerline. Rwy 19; +17′–52′ trees, 0′–230′ from thld, 50′–100′ right of centerline. Rwy 24; +35′–50′ trees, 90′–250′ from thld, 0′–125′ right of centerline and +50′ trees, 350′–425′ from thld 110′–150′ left of centerline. Rwy 01–19 edges marked with red cones all seasons exc winter. Rwy 06–24 edges marked with red cones all seasons exc winter. Arpt not plowed or mntnd durg winter months, rwy sfc can be soft as frost leaves the grid in spring. Acft parked/hangared on non–arpt land. Cross public road to/from arpt.

AIRPORT MANAGER: 518-863-2725
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

ELIZABETH FLD  
(See FISHERS ISLAND on page 204)
ELLENVILLE

JOSEPH Y RESNICK (N89) 1 NE UTC–5(–4DT) N41º43.73´ W74º22.61´

RWY 04–22: H3839X76 (ASPH) MIRL
RWY 04: REIL. PAPI(P2L)—GA 3.5º TCH 40´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–3838 TODA–3838 ASDA–3838 LDA–3538

SERVICE: S2 FUEL 100LL LGT ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22, MIRL Rwy 04–22—CTAF.

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

R® 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 (VL) (L) VOR/DME 117.6 IGN Chan 123 N41º39.93´ W73º49.33´ 291º 25.2 NM to fld. 581/12W.

VOR unusable:
008º–018º byd 40 NM bld 4,000´
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM bld 4,300´
070º–140º byd 30 NM bld 3,400´
130º–148º byd 40 NM
243º–253º byd 40 NM
276º–310º byd 40 NM
311º–321º byd 40 NM bld 6,000´
311º–321º byd 64 NM
322º–001º byd 40 NM

NE, 21 MAR 2024 to 16 MAY 2024
NEW YORK

ELMIRA/CORNING RGNL (ELM/KELM)  6 NW  UTC—(–4DT)  N42°09.59´ W76°53.50´
955  B  TPA—See Remarks  LRA  ARFF Index—See Remarks
NOTAM FILE ELM

  RHWY 06: MLRSR, REIL, VASI(V4L)—GA 3.0º TCH 51´. RVR–TMR Thld dsplcd 600´. Tree.
  RWY 10: Trees.
RWY 05–23: 2016X150 (TURF)

RUNWAY DECLARED DISTANCE INFORMATION
  RWY 06: TORA–8001 TODA–8001 ASDA–8001 LDA–7401
  RWY 10: TORA–5404 TODA–5404 ASDA–5004 LDA–5004

ARRESTING GEAR/SYSTEM
  RWY 06: EMAS

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

AIRPORT REMARKS:
  Attended continuously. Extensive glider activity on and invof arpt. Birds and deer on and invof 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) Turbojet/Jet. Rwy 10 opr prohibited for acft with apch speeds greater than or equal to 121 knots and/or wingspans greater than or equal to 118´. Acft with wing spans greater than 93´ should use extreme care when taxiing on Twy T adjacent to aprons. Rwy 05–23 (southeast of Rwy 06–24) unmarked seasonal use turf rwy clsd 1 Dec through 30 Apr. For land side access from apron when FBO clsd ctc ELM arpt attendant at 607–426–5621. 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 Twy H, Twy J, and Twy L limited to design Group II acft. Ldg fee for all non based acft. Terminal ramp is uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi for dep. Twy T bkn Twy L and Twy D non–movement area.

AIRPORT MANAGER:  607-739-5621

WEATHER DATA SOURCES:  ASOS (607) 796–0065
COMMUNICATIONS:  CTAF  121.1  ATIS  125.475  UNICOM  122.95
RCC  122.2 (BUFFALO RADIO)
® ELMIRA APP/DEP CON 128.425 (1100–0500Z)
® NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z)
ELMIRA TOWER 121.1 (1100–0500Z)  GND CON 121.9 CLNC DEL 121.9
CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

AIRSPACE:  CLASS D svc 1100–0500Z‡; other times CLASS E.
  TRSA svc ctc APP CON (within 15 NM)

RADIO AIDS TO NAVIGATION:
  NOTAM FILE ELM.
  (L) (L) VOR/DME 109.65  ULW Chan 33(Y) N42°05.65´ W77°01.49´  068º 7.1 NM to fld. 1631/12W.
  VOR unusable:
  Blw 10,000´
ALPINE NDB (MHW) 245 ALP N42°14.32´ W76°45.84´  242º 7.4 NM to fld. 1287/12W.
IILS 109.1 I–UK L  Rwy 06. Class IA. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS:  For Clnc Del when twr clsd ctc Buffalo Radio on 122.2.
NEW YORK

ENDICOTT

TRI–CITIES (CZG)(KCZG) 3 SW UTC–5(–4DT) N42º04.71´ W76º05.78´

833 8 NOTAM FILE CZG

RWY 03–21: H3900X75 (ASPH) S–30 MIRL

RWY 03: REIL. Road.

RWY 21: REIL. PAPI(P2R)—GA 4.0º TCH 40´. Road.

SERVICE: FUEL 100LL LGT Rotating bcn obscured north and west of arpt due to high terrain. ACTIVATE REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21 —CTAF.

AIRPORT REMARKS: Attended, call arpt manager for specific attendance times. 24 hr self–svc fuel avbl with credit card. High terrain all quadrants. Rwy 21 extended safety area has sfc variations/depressions. Grvl access road crosses Rwy 03 apch. High tension towers 2000´ from Rwy 21 thld 60–70´ tall. Microwave tower +600´ 2.8 miles out 3150´ left of Rwy 21; apch–unmarked/unlighted 24:1 slope. Cold temperature airport. Altitude correction required at or below –17C.

AIRPORT MANAGER: 607-785-0467


COMMUNICATIONS: CTAF/UNICOM 122.8

® BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)

® NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)

CLNC DEL 121.7

CLEARANCE DELIVERY PHONE: When Apch clsd, for CD ctc New York ARTCC at 631-468-1425.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) (L) VOR/DME 112.2 CFB Chan 59 N42º09.45´ W76º08.19´ 169º 5.1 NM to fld. 1583/10W.

VOR unusable:

023º–033º byd 15 NM blo 6,000´

060º–069º byd 60NM blo 10,000´

142º–144º byd 40 NM blo 8,000´

228º–246º byd 50 NM blo 12,600´

EVERS SPB (See NEW YORK on page 225)
NEW YORK

FARMINGDALE

REPUBLIC (FRG)(KFRG)  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 displcd 676´. Pole.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 53´. Road. Rgt tflc.

RWY 01–19: H5516X150 (ASPH–GRVD)  S–45, D–60 PCN 76 F/C/X/T
HIRL 0.3% up N

RWY 01: REIL. PAPI(P4L)—GA 3.09º TCH 44´. Pole. Rgt tflc.
RWY 19: REIL. PAPI(P4L)—GA 3.1º TCH 43´. Bldg.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY
HOLD–SHORT POINT
AVBL LDG DIST
RWY 32  01–19  3650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:
TORA–5516  TODA–5516  ASDA–5516  LDA–5116
RWY 14:
TORA–6833  TODA–6833  ASDA–6833  LDA–6157
RWY 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: S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT  When ATCT clsd actvl REIL Rwys 01, 19, 32; PAPI Rwys 01, 19, 14, and 32; HIRL Rwy 14–32; MIRL Rwy 01–19; twy lgts—CTAF. Rwy 19 PAPI unusbl byd 4 deg left of cntrln.

NOISE: Voluntary NS ABTMT procedures in effect for fixed wing and helicopter. Ctc arpt management 631–752–7707 extension 6108.

AIRPORT REMARKS: Attended continuously. Birds invof arpt. Class IV ARFF Index A. Index B avbl on request call 631–752–7707. Acft with wingspan 79´ or larger are adzd to taxi or back–taxi on rwys. Twys may not provide adequate width, turning radius, and or separation from obstructions. Wooded area south of Twy A, east of Twy G clsd to helicopters. Jet maint runups pmtd only in the Twy A, D, F, & G holding bays. TPA—1180(1100) reciprocating eng, 1680(1600) Turboprop/Jet. Acft parking for US Cstms is located on the main terminal ramp. All international arrivals must ctc FBO for svc when clearing cstsms. All international arrivals must not enter the main terminal ramp until FBO personnel are present for marshalling. Ctc arpt ops 122.9 mHz for instructions. Terminal use fees apply. Ldg fee for all acft exc mil and government.

AIRPORT MANAGER: 631-752-7707

WEATHER DATA SOURCES: ASOS (631) 752–8129 LAWRS.

COMMUNICATIONS: CTAF 118.8  ATIS 126.65  UNICOM

® NEW YORK APP CON 128.125
® NEW YORK DEP CON 125.7

TOWER 118.8 (1200–0400Z!) GND CON 121.6 CLNC DEL 128.25 When FRG twr clsd

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch on 128.25, if una call 516-683-2962.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

DEER PARK (L) (L) VOR/DME 117.7  DPK  Chan 124  N40º47.50´ W73º18.22´  245º 6.3 NM to fld. 123/12W.
VOR/DME usable:
Byd 25 NM b1o 5,000´
DME unusable:
265º–274º byd 17 NM b1o 5,000´
275º–280º
281º–015º byd 17 NM b1o 5,000´
FRIKK NDB (LOMW) 407  FR  N40º46.59´ W73º28.95´  146º 4.2 NM to fld. 153/14W. NOTAM FILE FRG.

HELPAD HL: H79X79 (ASPH)
HELPAD H2: H44X44 (ASPH)

HELP/PORT REMARKS: H1 lctd on Twy B at the intersection of Twy F. H2 located on Twy B north of Twy B6.

FINGER LAKES RGNL  (See SENECA FALLS on page 246)
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. PAPI(P2L)—GA 3.0° TCH 20’. Road.
RWY 30: REIL. PAPI(P2R)—GA 3.0° TCH 20’.

RWY 07–25: H1806X75 (ASPH) MIRL
RWY 07: REIL. PAPI(P2L)—GA 3.75° TCH 20’. Ground.
RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 20’. Road.

SERVICE: LGT ACTIVATE MIRL Rwys 07–25 and 12–30, PAPI Rwy 07, Rwy 12, Rwy 25 and Rwy 30—CTAF.


AIRPORT MANAGER: 917-675-0296

COMMUNICATIONS: CTAF/UNICOM 122.8

PROVIDENCE APP/DEP CON 125.75 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER APP/DEP CON 124.85

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

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.
GROTON (T) (T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ 183º 4.8 NM to fld. 9/14W.
VOR portion unusable:
241º–265º blo 5,000’
DME unusable:
355º–019º blo 3,000’

FLOYD BENNET MEML (See GLENS FALLS on page 207)

FORT ANN

HARRIS (83K) 2 W UTC–5(–4DT) N43°24.59′ W73°31.96′
261 NOTAM FILE BTV

RWY 04–22: 2200X50 (TURF) 1.7% up SW
RWY 04: Tree. Rgt tfc.
RWY 22: Tree.

AIRPORT REMARKS: Unattended. No flying west of rwy over houses. Upslope at thld Rwy 22.

AIRPORT MANAGER: 518-361-1380

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRANCIS S GABRESKI (See WESTHAMPTON BEACH on page 255)

FRANKFORT–HIGHLAND (See UTICA/FRANKFORT on page 252)

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (See ROCHESTER on page 241)

FREEHOLD (1I5) 1 NW UTC–5(–4DT) N42°21.84′ W74°03.90′
440 NOTAM FILE BTV

RWY 12–30: H2275X22 (ASPH) 0.7% up NW
RWY 12: Trees.
RWY 30: Trees.


AIRPORT MANAGER: 518-253-4859

COMMUNICATIONS: CTAF 122.85

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRIKK N40°46.59′ W73°28.95′ NOTAM FILE FRG.
NDB (LOMW) 407’ FR 146º 4.2 NM to Republic. 153/14W.
FULTON CO

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–80, D–123
  PCR 31 F/B/W/T  HIRL  0.6% up SE

RWY 15: REIL. Pole.
  RWY 33: REIL. PAPI(P4L)—GA 3.55° TCH 36′. Thld dspcd 414′. Road.

RWY 06–24: H3997X100 (ASPH–GRVD)  S–80, D–123
  PCR 31 F/B/W/T  MIRL  0.3% up NE

RWY 06: REIL. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 33: TORA–5196  TODA–5196  ASDA–5196  LDA–5196

SERVICE:  S4  FUEL  100LL, JET A

AIRPORT REMARKS: Attended Mon–Fri 1230–2100Z‡. Attendance other hrs, call arpt manager. Deer and birds on or inflv arpt. Ultralight activity on and inflv arpt. Rwy conditions may not be monitored or reported when arpt is unattended. Avoid vcnty of twr due north on lakeshore. Acft de–icing avbl, ctc arpt manager at 315–591–9130. Rwy 33 designated calm wind rwy. Grass cutting equipment operations adjacent to all operational surfaces daylight hours May thru Oct.

AIRPORT MANAGER:  315-591-9130

WEATHER DATA SOURCES: ASOS 119.275 (315) 598–8773.

COMMUNICATIONS: CTAF/UNICOM 123.0

SYRACUSE APP/DEP CON 126.125

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (VH) (H) VORTACW 117.0  SYR  Chan 117  N43°09.63′ W76°12.27′  336° 14.0 NM to fld. 453/11W.

TACAN AZIMUTH unusable:
  Byd 35 NM blo 4,000′

VOR unusable:
  010°–025°
  026°–066° byd 40 NM
  067°–077° byd 30 NM
  078°–133° byd 40 NM
  134°–144° byd 19 NM
  145°–216°
  217°–227° byd 40 NM blo 18,000′
  228°–288° byd 40 NM
  289°–299° byd 40 NM blo 2,300′
  299°–47° byd 47 NM
  300°–351° byd 40 NM
  352°–009° byd 40 NM blo 3,000′
  352°–009° byd 57 NM

DME unusable:
  Byd 35 NM blo 4,000′

ILS/DME 110.9  I–FZY  Chan 46  Rwvy 33. Class IT.

COMM/NAV/WEATHER REMARKS: During periods of snow removal operations Nov 1 thru Apr 1 actf must ctc aprt on freq 123.0 10 minutes prior to ldg.

GALLUPVILLE

BLUE HERON  (N25)  3 NE  UTC–5(–4DT)  N42°41.84′ W74°11.97′

1200  NOTAM FILE BTW

RWY 09–27: 2600X70 (TURF)

RWY 09: Road.

Rwy 27: Trees.


AIRPORT MANAGER:  518-872-2638

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
<table>
<thead>
<tr>
<th>Airport</th>
<th>Location</th>
<th>Services</th>
<th>Remarks</th>
<th>Phone</th>
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<tbody>
<tr>
<td>NEW YORK</td>
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<tr>
<td>GANSEVOORT</td>
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<td>HEBER AIRPARK (K30) 2 SE UTC–5(–4DT) N43°11.00’ W73°37.99’</td>
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<td>RY24: Tree. SERVICE. LGT ACTIVATE NSTD MIRL Rwy 06–24—CTAF.</td>
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<td>AIRPORT REMARKS: Unattended. Parachute Jumping. Birds and wildlife on and inof arpt. 25´ dropoff 10´ from Rwy 24 thld. Rwy 24 uphill grade exceeds 2% up. Recommended ldg Rwy 24, tfl Rwy 06. Skydiving on and inof 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.</td>
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<td>AIRPORT MANAGER: 518-793-8983</td>
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<td>COMMUNICATIONS: CTAF 122.9</td>
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<td>CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.</td>
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<tr>
<td>GANSEY</td>
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<td>N43°15.30’ W73°36.31’ NOTAM FILE GFL. NDB (LOMW) 209 GF 011° 5.2 NM to Floyd Bennett Meml. 228/14W.</td>
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<td>GASPST</td>
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<td>ROYALTON (9G5) 1 SE UTC–5(–4DT) N43°10.92’ W78°33.47’</td>
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<td>SERVICE: FUEL 100LL, MOGAS</td>
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<td>COMMUNICATIONS: CTAF/UNICOM 122.8</td>
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<td>CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.</td>
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<tr>
<td>GENESEE CO</td>
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<td></td>
<td>GENESEE (D52) 1 W UTC–5(–4DT) N42°47.92’ W77°50.55’</td>
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<td>AIRPORT REMARKS: Attended Oct–Mar Wed–Sat 1500–2000Zµ; Apr–Sept Wed–Sun 1500–2000Zµ. Attendance requests for other than scheduled times call 585–243–2100. Two ldg antennas left of Rwy 23 in the village of Genesee. 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</td>
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<td>COMMUNICATIONS: CTAF 122.9</td>
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<td>GENSEE</td>
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<td>GENSEE (D52) 1 W UTC–5(–4DT) N42°47.92’ W77°50.55’</td>
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<td>AIRPORT REMARKS: Attended Oct–Mar Wed–Sat 1500–2000Zµ; Apr–Sept Wed–Sun 1500–2000Zµ. Attendance requests for other than scheduled times call 585–243–2100. Two ldg antennas left of Rwy 23 in the village of Genesee. 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</td>
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<td>CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.</td>
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<tr>
<td>GEORGETOWN</td>
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<td>N42°47.34’ W75°49.60’ NOTAM FILE BUF.</td>
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<td>(L) TACAN 117.8 GGT Chan 125 085° 12.2 NM to Hamilton Muni. 2040/11W.</td>
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<td>NE, 21 MAR 2024 to 16 MAY 2024</td>
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GHENT

KLINE KILL (NY1) 2 N UTC–5(–4DT) N42°21.01’ W73°38.22’

380 NOTAM FILE BTV
RWY 01–19: 4000X75 (TURF)
RWY 01: Trees.
RWY 19: P–line.

SERVICE: S2

AIRPORT REMARKS: Unattended. Rwy 19 has +16´ road, 22´ from rwy, at centerline. Unmarked turf area adjacent to rwy may be used for tway on north and south ends. Turf grades near south paved apron unsuitable for acft movement.

AIRPORT MANAGER: 518-527-2762

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

GIERMEK EXEC (See OLEAN on page 235)

GLENS FALLS

FLOYD BENNETT MEML (GFL/KGFL) 3 NE UTC–5(–4DT) N43°20.47’ W73°36.62’

328 B LRA Class IV, ARFF Index A NOTAM FILE GFL
RWY 01: MALSR. PAPI(P4L)—GA 3.0º TCH 53’. Trees.
RWY 19: PAPI(P4L)—GA 3.0º TCH 50’. Trees.
RWY 12–30: H3999X100 (ASPH) S–39, D–53, 2D–76 PCN 48 F/A/X/T MIRL
RWY 30: PAPI(P4L)—GA 3.0º TCH 45’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 19: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 30: TORA–3999 TODA–3999 ASDA–3999 LDA–3999

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 01; PAPI Rwy 01, 19, 12, 30; HIRL Rwy 01–19; MIRL Rwy 12–30; twy lgts—CTAF.

NOISE: Noise sensitive area 1.5 miles north. Use NBAA noise abatement procedures. Recommended no touch and go ops from 2200–1200Z.

AIRPORT REMARKS: Attended 1300–2300Z. Birds and deer on and invof arpt. Ultralight activity on and invof arpt. Self–svc 100LL fuel avbl. Full svc fueling avbl after hrs by pre–arrangement, call 518–798–3091. PJE airspace defined as 5 NM radius of GFL. Grass cutting equipment ops adjacent to all opr sfcs dalgt hours May thru Oct. During periods of snow removal ops Nov 1–Apr 1 acft must 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 (BURLENTON RADIO)
⑤ ALBANY RCO/DEP CON 132.825

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42°59.66’ W73°20.64’ 345º 23.9 NM to fld. 1490/14W.
DME portion unusable: 040º–130º bio 9,000’
GANSE NDB (LOMW) 209 GF N43°15.30’ W73°36.31’ 011º 5.2 NM to fld. 228/14W. NOTAM FILE GFL.
ILS 110.7 I–GFL Rwy 01. Class IT. LOM GANSE NDB.
GORHAM  (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 dsplcd 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°12.22´ W78°38.95´
1450  NOTAM FILE BUF
RWY 06–24:  3200X90 (TURF–DIRT)  LIRL(NSTD)
  RWY 06:  Tree.
  RWY 24:  Tree.

SERVICE:  LGT ACTIVATE LIRL Rwy 06–24—CTAF. Rwy 06–24 LIRL nstd.
AIRPORT REMARKS:  Attended dalgt hrs. Arpt dalgt ops only. For rwy conds Nov thru Apr call amgr. Rwy 06–24 200´ own S end, 400´ N end.
AIRPORT MANAGER:  716-490-1134
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0227.

GREATER BINGHAMTON/EDWIN A LINK FLD  (See BINGHAMTON on page 191)

GREEN ACRES  (See LIVINGSTON on page 217)

GREENE  (4N7)  2 SW  UTC–5(–4DT)  N42°18.25´ W75°47.23´
935  NOTAM FILE BUF
RWY 07–25:  2665X200 (TURF)  RWY LGTS(NSTD)
  RWY 07:  Tree.
  RWY 25:  Tree.

AIRPORT REMARKS:  Attended dalgt hrs. Rwy 25 has numerous +30´–90´ trees, both sides at thld. Rwy numbers etched into turf sfc both ends. Deer and geese on and invof arpt. During winter check FSS for NOTAMs.
AIRPORT MANAGER:  (607) 358-5801
COMMUNICATIONS:  CTAF/UNICOM 122.8
NEW YORK

GREENVILLE–RAINBOW  (1H4)  1 E  UTC–5(–4DT)  N42º25.18´ W74º00.41´

840  NOTAM FILE BTV
RWY 01–19: 1801X75 (TURF)
RWY 01:  Trees.
AIRPORT REMARKS:  Attended May–Nov.  daigl hrs. Arpt CLOSED Dec 1–Apr 1. Rwy 01–19 may be clsd after rains due to wetness. Rwy 01–19 soft and wet during Mar–Jun. +30´ p-line parallel to and 150´ west of rwy centerline. Rwy 19 edges and thld marked by white markers (1´ square). Rwy 01 edges and dsplcd thld marked by white markers (1´ square), end of usable rwy not marked and is 112´ north of white thld markers.
AIRPORT MANAGER:  518-966-5343
COMMUNICATIONS:  CTAF/UNICOM  122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

GRIFFISS INTL  (See ROME on page 242)

HAMBURG  (4G2)  4 W  UTC–5(–4DT)  N42º42.05´ W78º54.89´

751  NOTAM FILE BUF
RWY 01–19: H2465X30 (ASPH)  LIRL (NSTD)
RWY 01:  Thld dsplcd 462´.  Trees.
SERVICE:  S2  FUEL  100LL, MOGAS  LGT  ACTIVATE LIRL Rwy 01–19—CTAF.
AIRPORT REMARKS:  Unattended.  Ultraglt 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)  N42º50.61´ W75º33.67´

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–5014  LDA–5014
SERVICE:  S4  FUEL  100LL, JET A, A+  LGT  Actvt MIRL Rwy 17–35;
REIL Rwy 17 and 35–122.7.  Rwy 35 REILs temporarily OTS.
NOISE:  Noise abatement procedures in effect; all acft departures maintain rwy heading until 2100´ MSL before making turn out.
AIRPORT MANAGER:  315-834-1111
COMMUNICATIONS:  CTAF/UNICOM  123.0
© SYRACUSE APP/DEP CON 126.125
CLEARANCE DELIVERY PHONE:  For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.
GEORGETOWN (L) TACAN  Chan 125  GG (117.8)  N42º47.34´ W75º49.60´  085º 12.2 NM to fld.  2040/11W.
NEW YORK

HAMPTON  N40°55.14´ W72°19.00´  NOTAM FILE HTO.
(H) (H) VORTACW 113.6  HTO  Chan 83  22/13W.
DME unusable:
- 280º–325º byd 35 NM b/o 1,700´
- 326º–355º byd 30 NM b/o 2,000´
TACAN AZIMUTH unusable:
- 280º–325º byd 35 NM b/o 1,700´
- 326º–355º byd 30 NM b/o 2,000´
VOR unusable:
- 010º–240º
- 270º–332º
RCO 122.6 (NEW YORK RADIO)

HANCOCK  N42°03.78´ W75º18.98´  NOTAM FILE BUF.
(H) (H) VORW/DME 116.8  HNK  Chan 115  2070/11W.

HARRIS  (See FORT ANN on page 204)

HAVERSTRAW HELIPORT  (H43)  1 E UTC–5(–4DT)  N41°12.66´ W73°58.16´
12  NOTAM FILE ISP
HELIPAD H1: H50X50 (ASPH)  RWY LGTS(NSTD)
HELIPAD H1: Bldg.
SERVICE  FUEL  JET A  LGT For flood lgs call 914–429–1200.
NOISE: Noiae abatement; avoid residential area west of heliport.
HELIPORT REMARKS: Attended 1200–0000Z1. For svc after hrs call 212–883–0999. Helipad H1 350´ twrs 800´ north of
ehelipad. Helicopters descend to point on turf area west of pavement and taxi to paved location. Helipad H1 flood lgs
AIRPORT MANAGER: 845-429-1200
COMMUNICATIONS: CTAF/UNICOM 123.05

HEBER AIRPARK  (See GANSEVOORT on page 206)

HOLLANDS INTL FLD  (See NEWFANE on page 231)

HORNELL MUNI  (HTF)(KHTF)  3 N UTC–5(–4DT)  N42°22.93´ W77°40.93´
1219  B TPA—See Remarks  NOTAM FILE BUF
RWY 18–36: H5000X75 (ASPH–GRVD)  MIRL  0.5% up N
RWY 18: REIL. Thld dspclcd 500´. Hill.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 50’. Trees.
SERVICE  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 18–36 and
MIRL Rwy 18–36—CTAF. REIL Rwy 18 OTS indef.
AIRPORT REMARKS: Attended 1300–2100Z1. Frequent helicopter medivac
ops, monitor CTAF. Rwy 36 PAPI unusable byd 5 degs right and left of
centerline. TPA—2219(1000) daylight, 2419(1200) night. Cold
temperature airport. Altitude correction required at or below –19C.
AIRPORT MANAGER: 607-968-9624
WEATHER DATA SOURCES: AWOS–3 118.475 (607) 324–9138.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.325 or ctc Cleveland ARTCC at
440–774–0227.
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.
RADIO AIDS TO NAVIGATION: NOTAM FILE ELZ.
WELLSVILLE (L) DME 115.85  ELZ  Chan 105(Y)  N42°05.38´ W77°59.97´  039º 22.5 NM to fld. 2298.
DME unusable:
- 170º–195º byd 25 NM
HUDSON

COLUMBIA CO  (1B1)  4 NE  UTC–5(–4DT)  N42°17.48′ W73°42.62′
199  B  LRA  NOTAM FILE BTV
RWY 03–21: H5350X100 (ASPH–GRVD)  S–69, D–111, 2D–358
PCN 29 F/C/T  MIRL
RWY 03: REIL, PAPI(P4L)—GA 3.0º TCH 40’. Tree.
SERVICE: FUEL 100, 100LL, JET A1+  OX 1, 3  LGT ACTIVATE
REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Attended 1200–2300Z‡. Wildlife on and invof arpt.
100LL self-svc avbl 24 hrs. Rwy 21 dsnd calm wind rwy.
AIRPORT MANAGER: 518-828-0871
WEATHER DATA SOURCES: AWOS–3 133.525 (518) 828–2577.
COMMUNICATIONS: CTAFF/UNICOM 123.05
ALBANY APP/DEP CON 132.825
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.
ALBANY (L) (L) VORTACW 115.3  ALB  Chan 100  N42°44.84′
184º 27.7 NM to fld. 273/13W.
VOR unusable:
045º–065º byd 11 NM
066º–069º byd 11 NM blo 10,000′
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 fid. 340/13W. NOTAM FILE BTV.

HUDSON VALLEY RGNL  (See Poughkeepsie on page 240)

HUGUENOT  N41°24.58′ W74°35.50′  NOTAM FILE ISP.
(H) (H) VOR/DME 116.1  HUO  Chan 108  093º 9.1 NM to Randall. 1300/11W.
VOR unusable:
029º–045º
050º–060º byd 10 NM
061º–079º
210º–230º byd 20 NM blo 6,500′
DME unusable:
037º–048º byd 20 NM
215º–225º byd 33 NM
RCO 122.1R 116.1T (NEW YORK RADIO)

HUNTER  N42°51.25′ W73°56.01′  NOTAM FILE SCH.
NDB (MHW) 356  HEU  at Schenectady Co. 332/14W.
ITHACA TOMPKINS INTL (ITH/KITH) 3 NE UTC–5(–4DT) N42°29.48’ W76°27.52’

1099  B ARFF Index—See Remarks  NOTAM FILE ITH

RWY 14–32: H6977X150 (ASPH–GRVD) S–100, D–192, 2S–114, 2D–574, 2D/2D2–1044 PCN 58 F/C/W/T HIRL 0.3% up SE
RWY 14: PAPI(P4L)—GA 3.0° TCH 50’ RVR–R
RWY 32: MALS R PAPI(P4L)—GA 3.2° TCH 53’ RVR–T Trees.

RWY 15–33: 2018X50 (TURF) 0.3% up SE
RWY 15: Road.
RWY 33: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–6977 TODA–6977 ASDA–6602 LDA–6602
RWY 32: TORA–6977 TODA–6977 ASDA–6602 LDA–6602

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd ACTVT MALS R
Rwy 32; HIRL Rwy 14–32; twy lghts—CTAF. PAPI Rwy 14 and 32 opr consly.


AIRPORT MANAGER: 607-257-0456

WEATHER DATA SOURCES: AWOS–3PT 125.175 (607) 257–2390.
COMMUNICATIONS: CTAF 119.6 ATIS 125.175 UNICOM 122.95
® ELMIRA APP/DEP CON 124.3 (1100–0500Z‡)
® NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)
TOWER 119.6 (1030–0200Z‡) GND CON 121.8 CLNC DEL 121.8

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC.
CLEARANCE DELIVERY PHONE: For CD when twr and elm Apch clsd ctc New York ARTCC.

AIRSPACE: CLASS D svc 1030–0200Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.
(L) DME 111.8 ITH Chan 55 N42°29.70’ W76°27.58’ at fld. 1112.
DME unusable: 360º–160º byd 20 NM blo 6,500’
ILS 108.7 I–ITH Rwy 32. Class IA. Unmonitored when ATCT closed. Gildeslope unusable byd 9 NM.

COMM/NAV/WEATHER REMARKS: UNICOM unmon. For Clnc Del when ATCT clsd ctc Elmira Apch on 124.3.
JAMESTOWN

CHAUTAUQUA CO/JAMESTOWN (JHW)(KJHW)  3 N  UTC–5(–4DT)  N42º09.20´ W79º15.48´

1723  B  ARFF Index—See Remarks  NOTAM FILE JHW  MON Airport

RWY 07–25: H5300X100 (ASPH–GRVD)  S–57, D–95, 2D–125
PCR 250 F/B/W/T  HIRL
RWY 07: VASI(V4L)—GA 3.0º TCH 52´.
RWY 25: MALSR.
RWY 13–31: H4499X100 (ASPH)  S–31, D–56 PCR 148 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–5300  TODA–5300  ASDA–5300  LDA–5300
RWY 31: TORA–4499  TODA–4499  ASDA–4499  LDA–4499

SERVICE:  S4  FUEL  100LL, JET A  OX 1, 2  LGT ACTVT MALSR Rwy 25; REIL Rwy 31; PAPI Rwy 13 and Rwy 31; VASI Rwy 07; HIRL Rwy 07–25; MIRL Rwy 13–31 and twy lgts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1100–1930Z‡. Deer and birds on and inof arpt. Attendance hrs and svcs avbl are subject to change, call arpt manager at 716–484–0204 to confirm. ARFF Index B cpbl. 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: CTA/UNICOM 122.975
RCO 122.1R 114.7T (BUFFALO RADIO)
BUFFALO APP/DEP CON 126.05 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

AIRSPACE: CLASS E svc 1100–0300Z‡ Sun–Fri, 1200–2300Z‡ Sat; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE JHW.

JAMESTOWN (VH) (H) VOR/DME 114.7  JHW  Chan 94  N42º11.32´ W79º07.28´  258º 6.5 NM to fld. 1786/7W.

VOR unusable: 045º–055º byd 40 NM
095º–110º byd 40 NM
150º–160º byd 40 NM
170º–225º byd 40 NM
295º–305º byd 40 NM
315º–325º byd 40 NM

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 226)

NEW YORK
JOHNSTOWN

FULTON CO  (NYR)  2 E  UTC–5(–4DT)  N42°59.89′ W74°19.77′

881 B  NOTAM FILE BTV

RWY 10–28: H4000X75 (ASPH)  MIRL  0.4% up E

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

SERVICE: S2  FUEL 100LL  LGT ACTIVATE REIL Rwy 10 & Rwy 28, MIRL


AIRPORT MANAGER: 518-882-6392

COMMUNICATIONS: CTA/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION:

ALBANY (L) (L) VORTAC W 115.3  ALB  Chan 100  N42°44.84′ W73°48.19′ 316º 27.7 NM to fld. 273/13W.

VOR unusable:

045º–065º byd 11 NM
066º–069º byd 11 NM blo 10,000′
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 (MIHW) 523 JJH  N42°59.97′ W74°19.89′ at fld. 867/14W. NOTAM FILE BTV.

JOSEPH Y RESNICK  (See ELLENVILLE on page 200)

KATHI  N43°06.54′ W78°50.30′  NOTAM FILE IAG.

NDB (LOM) 329 IA  279º 4.7 NM to Niagara Falls Intl.

KEENE

MARCY FLD  (111)  2 S  UTC–5(–4DT)  N44°13.25′ W73°47.28′

985 NOTAM FILE BTV

RWY 02–20: 2390X95 (TURF)

RWY 02: Road.

RWY 20: Trees.


AIRPORT MANAGER: 518-576-4444

COMMUNICATIONS: CTA/UNICOM 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4413, when Apch clsd ctc Boston ARTCC at 603-879-6859.

KENNEDY  N40°37.97′ W73°46.28′  NOTAM FILE JFK.

(H) (H) VOR/DME 115.9 JFK Chan 106 at John F Kennedy Intl. 10/12W.

VOR unusable:

340º–345º byd 20 NM blo 4,000′
340º–345º byd 30 NM

RCO 122.1R 115.9T (NEW YORK RADIO)
NEW YORK

KINGSTON–ULSTER (28N) 4 N UTC–5(–4DT) N41º59.12´ W73º57.86´
147 NOTAM FILE ISP
RWY 15–33: H3100X60 (ASPH) S–12.5 MIRL 0.4% up NW
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–3100 TODA–3100 ASDA–3010 LDA–2775
RWY 33: TORA–3100 TODA–3100 ASDA–2939 LDA–2630
SERVICE: S4 FUEL 100LL, JET A
LGT Actvt PAPI 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: 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: NOTAM FILE ISP. (VL) (L) VOR/DME 117.6 IGN Chan 123 N41º39.93´ W73º49.33´ 354º 20.2 NM to fld. 581/12W.
VOR unusable: 008º–018º byd 40 NM blo 4,000´ 008º–018º byd 70 NM 020º–123º byd 40 NM 045º–050º byd 35 NM blo 4,300´ 070º–140º byd 30 NM blo 3,400´ 130º–148º byd 40 NM 243º–253º byd 40 NM 275º–310º byd 40 NM 311º–321º byd 40 NM blo 6,000´ 311º–321º byd 64 NM 322º–001º byd 40 NM
RCO 122.1R 117.6T (NEW YORK RADIO)

KINGSTON N41º39.93´ W73º49.33´ NOTAM FILE ISP. (VL) (L) VOR/DME 117.6 IGN Chan 123 242º 3.6 NM to Hudson Valley Rgnl 581/12W.
VOR unusable: 008º–018º byd 40 NM blo 4,000´ 008º–018º byd 70 NM 020º–123º byd 40 NM 045º–050º byd 35 NM blo 4,300´ 070º–140º byd 30 NM blo 3,400´ 130º–148º byd 40 NM 243º–253º byd 40 NM 275º–310º byd 40 NM 311º–321º byd 40 NM blo 6,000´ 311º–321º byd 64 NM 322º–001º byd 40 NM
RCO 122.1R 117.6T (NEW YORK RADIO)

KLIME KILL (See GHENT on page 207)
KLUMP N43º00.02´ W78º39.05´ NOTAM FILE BUF.
NDB (LOMW) 231 BU 233º 5.0 NM to Buffalo Niagara Intl. 630/9W.
KOBELT (See WALLKILL on page 252)
LA GUARDIA N40º47.02´ W73º52.12´ NOTAM FILE LGA. (L) (L) VOR/DME 113.1 LGA Chan 78 at Laguardia. 9/12W.
VOR unusable: 245º–280º blo 6,000´
DME unusable: 245º–280º byd 25 NM blo 6,000´
LAGUARDIA (See NEW YORK on page 228)
LAKE PLACID  (LKP)(KLKP)  1 SE  UTC–5(–4DT)  N44°15.87´  W73°57.71´
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 dspclcd 1140´. Trees.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE PAPI Rwy 14, MIRL
Rwy 14–32 and twy lghts—CTAF.
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 (VL) (L) VOR/DME 117.5  BTV  Chan 122
N44°23.83´  W73º10.96´  272º  34.5  NM to fld. 417/15W.
VOR unusable:
030º–086º byd 40 NM
076º–132º byd 30 NM blo 9,000´
087º–097º byd 40 NM blo 9,000´
087º–097º byd 49 NM
098º–169º byd 40 NM
133º–165º byd 30 NM blo 8,000´
170º–180º byd 40 NM blo 5,800´
170º–180º byd 47 NM
181º–196º byd 40 NM
244º–292º byd 40 NM
340º–010º byd 40 NM
DME unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´
COMM/NAV/WEATHER REMARKS: Automated UNICOM. ADZY also avbl by calling 617–262–3825.
LANCASTER
BUFFALO–LANCASTER RGNL  (BQR)(KBQR)  3 NE  UTC–5(–4DT)  N42°55.32´  W78°36.72´
752  B  TPA—1552(800)  NOTAM FILE BUF
RWY 09–27: H3199X75 (ASPH)  MIRL
RWY 09: REIL. PAPI(P2R)—GA 3.0º TCH 40´. Fence.
RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Fence.
SERVICE: S6  FUEL  100LL  LGT ACTVT REILS Rwy 09 and Rwy 27; PAPIS Rwy 09 and Rwy 27; MIRLS 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 MANAGER: 716-860-6044
COMMUNICATIONS: CTAF/UNICOM 123.05
BUFFALO APP/DEP CON 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
(DH) DME 116.4  BUF  Chan 111  N42°55.74´  W78°38.78´  105º 1.6 NM to fld. 730.
DME unusable:
051º–085º byd 25 NM blo 4,500´
301º–050º byd 25 NM blo 3,500´
COMM/NAV/WEATHER REMARKS: Automated UNICOM. ADZY also avbl by calling 617–262–3825.
**NEW YORK**

<table>
<thead>
<tr>
<th>Location</th>
<th>Facility Code</th>
<th>Type</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>LE ROY</td>
<td>BUF</td>
<td>NOTAM FILE</td>
<td>780 \ B \ N \ W</td>
</tr>
<tr>
<td>RWY 10–28</td>
<td>H3854X60</td>
<td>ASPH</td>
<td>MIRL</td>
</tr>
<tr>
<td>RWY 10</td>
<td>REIL</td>
<td>PAPI(P2L)</td>
<td>GA 3.0º TCH 31´. Tree.</td>
</tr>
<tr>
<td>RWY 28</td>
<td>REIL</td>
<td>PAPI(P2L)</td>
<td>GA 3.5º TCH 53´. Tree.</td>
</tr>
<tr>
<td>SERVICE</td>
<td>S2</td>
<td>FUEL 100LL</td>
<td>LGT SS–SR, ACTVT REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF.</td>
</tr>
<tr>
<td>AIRPORT REMARKS</td>
<td></td>
<td></td>
<td>Attended Mon–Fri 1500–2100Z‡, except state and federal legal holidays. Deer on and invof arpt. Rwy 28 + 12´ fence, 280´ from rwy.</td>
</tr>
<tr>
<td>AIRPORT MANAGER</td>
<td></td>
<td></td>
<td>585-259-9308</td>
</tr>
<tr>
<td>COMMUNICATIONS</td>
<td></td>
<td></td>
<td>CTAF/UNICOM 122.8</td>
</tr>
</tbody>
</table>

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**LEDGEDALE AIRPARK** (See BROCKPORT on page 192)

**LIVINGSTON**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Code</th>
<th>Type</th>
<th>Note</th>
</tr>
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<tbody>
<tr>
<td>GREEN ACRES</td>
<td>(1A1)</td>
<td>B TV</td>
<td>297 NOTAM FILE</td>
</tr>
<tr>
<td>RWY 03–21</td>
<td>2275X75</td>
<td>TURF</td>
<td></td>
</tr>
<tr>
<td>RWY 03</td>
<td>Trees.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RWY 21</td>
<td>Tree.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SERVICE</td>
<td>S2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT REMARKS</td>
<td></td>
<td></td>
<td>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.</td>
</tr>
<tr>
<td>AIRPORT MANAGER</td>
<td></td>
<td></td>
<td>518-851-7460</td>
</tr>
<tr>
<td>COMMUNICATIONS</td>
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<td></td>
<td>CTAF 122.9</td>
</tr>
<tr>
<td>CLEARANCE DELIVERY PHONE</td>
<td></td>
<td></td>
<td>For CD ctc Albany Apch at 518-862-2299.</td>
</tr>
</tbody>
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**LONG ISLAND MAC ARTHUR** (See NEW YORK on page 229)

**LONG LAKE**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Code</th>
<th>Type</th>
<th>Note</th>
</tr>
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<tbody>
<tr>
<td>LONG LAKE</td>
<td>NY9</td>
<td>SPB</td>
<td>1629 NOTAM FILE</td>
</tr>
<tr>
<td>WATERWAY NE–SW</td>
<td>15000X1500</td>
<td>WATER</td>
<td></td>
</tr>
<tr>
<td>SERVICE</td>
<td>S2 FUEL 100LL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEAPLANE REMARKS</td>
<td></td>
<td></td>
<td>Attended Jun–Aug 1300Z–dusk. Bridge acrs lake (Rt 30) 500´ W 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´. P–line 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.</td>
</tr>
<tr>
<td>AIRPORT MANAGER</td>
<td></td>
<td></td>
<td>518-624-3931</td>
</tr>
<tr>
<td>COMMUNICATIONS</td>
<td></td>
<td></td>
<td>CTAF/UNICOM 122.8</td>
</tr>
<tr>
<td>CLEARANCE DELIVERY PHONE</td>
<td></td>
<td></td>
<td>For CD ctc Boston ARTCC at 603-879-6859.</td>
</tr>
</tbody>
</table>
LONG LAKE SAGAMORE SPB & MARINA SPB (K03) 1 N UTC–5(–4DT) N43º58.14´ W74º25.73´
1629 NOTAM FILE BUF
WATERWAY ALL–WAY: 15000X2000 (WATER)
SEAPLANE REMARKS: Attended April–Nov dawn–dusk. Major rwy orientation is NE–SW. Do not taxi under bridge at high water levels, possible at low water levels. Stay to west (high) side of bridge. Water levels vary +/- 10´. Access to Sagamore Base from land side via Owlhead Lane off of Rt 30 north of US Post Office on east side. One rwy north of bridge, another rwy south of bridge. Bridge across lake (Route 30) and building across road. +50´ P–lines along road and bridge (Route 30). Sagamore Base located 1/4 mile south of bridge on east shore. SPB located 60 NM east of Carthage, NY.
AIRPORT MANAGER: 518-624-5520
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

LT WARREN EATON (See NORWICH on page 233)

LUFKER (See EAST MORICHES on page 199)

MALONE–DUFORT (MAL)(KMAL) 2 W UTC–5(–4DT) N44º51.22´ W74º19.74´
790 B NOTAM FILE BTV
RWY 05–23: H3994X100 (ASPH) S–20 MIRL 0.4% up SW
RWY 05: REIL. PAPI (P2/L)—GA 3.15º TCH 42´. Trees.
RWY 23: REIL. PAPI (P2/L)—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 dpalc 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 aprt. Haying activity and equipment present Jun–Sept.
AIRPORT MANAGER: (518) 483-4740
WEATHER DATA SOURCES: AWOS–AV 122.8 (518) 651–2601.
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CENTER APP/DEP CON 135.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
MASSENA (H) TACAN Chan 88 MSS (114.1) N44º54.87´ W74º43.36´ 116º 17.2 NM to fld. 198/14W.

MARCY FLD (See KEENE on page 214)
MASSENA INTL–RICHARDS FLD (MSS)(KMSS)  2 E  UTC–5(–4DT)  N44°56.17′ W74°50.71′

RUNWAY DECLARED DISTANCE INFORMATION

**RWY 05–23:**
- TORA–5601
- TODA–5601
- ASDA–5601
- LDA–5601

**RWY 09–27:**
- 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 tway lghts—CTAF.

**AIRPORT REMARKS:**
- Attended Mon–Fri 0900–2200Z‡. Unattended Sat Sun and hol. Birds and deer on and inof arpt. Frequent concentration of seagulls and Canada geese on and inof arpt particularly during poor wx periods. 421´ lght/mdrk 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 inof 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 acft clearing customs. Parking avbl to right of terminal bldg. Flight Notification Service (ADCUS) avbl. Ldg fee.

**AIRPORT MANAGER:** 315-769-7429

**COMMUNICATIONS:**
- CTAF/UNICOM 122.9

**AIRSPACE:** CLASS E.

**RADIO AIDS TO NAVIGATION:**
- (H) TACAN Chan 88 MSS (114.1) N44°54.87′ W74°43.36′ 298° 5.4 NM to fld. 198/14W.
- MISSE NDB (LOMW) 278 MS N44°51.25′ W74°54.95′ 045° 5.8 NM to fld. 245/14W.
- ILS 108.7 I–MSS Rwy 05. Class IE. LOM MISSE NDB. LOM unmonitored.
MAYVILLE

DART (D79) 2 E UTC–5(–4DT) N42°16.09’ W79°28.90’
1330 TPA—2130(800) NOTAM FILE BUF
RWY 10–28: 3800X60 (TURF)
RWY 18: 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 dalgt hours. Extensive glider ops on and invof arpt. Ultralight activity on and invof arpt. Pole line running along north side of Rt. 430.

AIRPORT MANAGER: 716-753-6711

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

MIDDLESEX VALLEY (4N2) 1 NW UTC–5(–4DT) N42°42.84’ W77°16.32’

770 NOTAM FILE BUF
RWY 03–21: 2130X175 (TURF) 2.1% up NE
RWY 03: Brush.
RWY 21: Tree.
SERVICE: S2


AIRPORT MANAGER: (585) 465-3926

COMMUNICATIONS: CTAF/UNICOM

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

MIDDLETOWN

RANDALL (6N) 2 SE UTC–5(–4DT) N41°25.91’ W74°23.49’

523 NOTAM FILE ISP
RWY 08–26: H2810X60 (ASPH) S–25 MIRL 0.6% up E
RWY 08: PAPI(P2L)—GA 4.0º TCH 44’. Thld dsplcd 563’. Road.
RWY 26: PAPI(P2R)—GA 4.0º TCH 30’. Trees.
SERVICE: LGT Several rwy and twy lgts OTS indef. PAPI Rwy 26 OTS indef. ACTIVATE MIRL Rwy 08–26—CTAF.

AIRPORT REMARKS: Unattended. Heavy glider and hang glider activity on weekends and holidays. Ultralgt on and invof 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

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 HUD Chan 108 N41°24.58’
W74°35.50’ 093º 9.1 NM to fld. 1300/11W.
VOR unusable:
029º–045º
050º–060º byd 10 NM
061º–079º
210º–230º byd 20 NM blo 6,500’
DME unusable:
037º–048º byd 20 NM
215º–225º byd 33 NM

MIDLAKES (See GORHAM on page 208)
NEW YORK
221

SKY ACRES (44N) 6 SW UTC–5(–4DT) N41º42.45´ W73º44.28´
697 NOTAM FILE ISP
RWY 17–35: H3828X60 (ASPH) S–20 MIRL 1.3% up S
RWY 17: Trees.
RWY 35: PAPI(P2L)—GA 3.0º TCH 33 ´. Trees.
SERVICE: FUEL 100LL LGT ACTIVATE PAPI Rwy 35; MIRL Rwy
17–35—CTAF. PAPI Rwy 35 unusbl 8º right of cntrln.
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 lghtd. 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 (VL) (L) VOR/DME 117.6 IGN Chan 123 N41º39.93´
W73º49.33´ 068º 4.5 NM to fld. 581/12W.
VOR unusable:
008º–018º byd 40 NM blo 4,000´
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM blo 4,300´
070º–140º byd 30 NM blo 3,400´
130º–148º byd 40 NM
243º–253º byd 40 NM
275º–310º byd 40 NM
311º–321º byd 40 NM blo 6,000´
311º–321º byd 64 NM
322º–001º byd 40 NM

MISSE N44º51.25´ W74º54.95´ NOTAM FILE MSS.
NDB (LOMW) 278 MS 045º 5.8 NM to Massena Intl–Richards Fld. 245/14W.

NE, 21 MAR 2024 to 16 MAY 2024
NEW YORK

MONTAUK (MTP) (KMTP) 3 NE UTC-5(-4DT) N41°04.60′ W71°55.23′
7 NOTAM FILE MTP
RWY 06–24: H3246X75 (ASPH) MIRL
    RWY 06: PAPI(P2R)—GA 3.83° TCH 45′. Thld dsplcd 302′. Trees.
    RWY 24: PAPI(P2L)—GA 4.0° TCH 24′. Thld dsplcd 668′. Hill. Rgt tcf.
SERVICE: LGT ACTVT MIRL and PAPI Rwy 06–24—121.7. PAPI Rwy 06 temp. OTS.
NOISE: Noise abatement, Rwy 24 dep, right turn ASAP.
AIRPORT REMARKS: Attended 15 Apr–Oct dalgt hrs. Deer on or invof arpt. PPR hel opns SS–SR; call amgr 631–668–3738. PPR jet acft; call amgr 631–668–3738. Helicopters call for prior permission to lnd on ramp area. 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: 631-609-0932
COMMUNICATIONS: CTAF/UNICOM 122.7
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′ 075° 20.3 NM to fld. 22/13W.
DMX unusable:
280°–325° byd 35 NM blo 1,700′
326°–355° byd 30 NM blo 2,000′
TACAN AZIMUTH unusable:
280°–325° byd 35 NM blo 1,700′
326°–355° byd 30 NM blo 2,000′
VOR unusable:
010°–240°
270°–332°

NE, 21 MAR 2024 to 16 MAY 2024
MONTGOMERY

ORANGE CO (MGJ)(KMGJ) 1 SW UTC–5(–4DT) N41°30.71´ W74°15.81´

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 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  OX 1, 2, 3, 4  LGT ACTVT HIRL Rwy 04–22; MIRL Rwy 08–26; twy lghts—CTAF. REIL Rwy 04 and 22; PAPI Rwys 04 and 22; 08 and 26 opr consly. PCL only avbl SS–SR.


AIRPORT MANAGER: 845-457-4925

WEATHER DATA SOURCES: ASOS 119.275 (845) 457–1486.

COMMUNICATIONS: CTAF/AUNICOM 122.725

NEW YORK APP/DEP CON 132.75

MONTGOMERY CLNC DEL 123.85

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448 or 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) (R) VOR/DME 116.1  HUO  Chan 108  N41°24.58´ W74°35.50´  078º 16.0 NM to fld. 1300/11W.

VOR unusable:
029º–045º
050º–060º byd 10 NM
061º–079º
210º–230º byd 20 NM blo 6,500´

DME unusable:
037º–048º byd 20 NM
215º–225º byd 33 NM

ILS 111.7  I–MGJ  Rwy 04.  Class IT.  Unmonitored when MGJ Co office clsd.
MONTICELLO

SULLIVAN CO INTL (MSV) (KMSV) 6 NW UTC–5(–4DT) N41°42.10′ W74°47.70′
1403 B ARFF Index—See Remarks NOTAM FILE MSV
RWY 15–33: H6298X150 (ASPH–GRVD) S–95, D–131, 2D–223
PCN 37 F/C/X/T HIRL 0.4% up NW
RWY 15: REIL, PAPI(P4L)—GA 3.0º TCH 39′. Thld dspcld 298′. Trees.
RWY 33: REIL, PAPI(P4L)—GA 3.0º TCH 39′. Thld dspcld 300′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–6298 TODA–6298 ASDA–6198 LDA–5900
RWY 33: TORA–6298 TODA–6298 ASDA–6098 LDA–5798

SERVICE: S3 FUEL 100LL, JET A LGT ACTVT HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously.


AIRPORT MANAGER: 845-807-0184

WEATHER DATA SOURCES: AWOS–3PT 124.725 (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: NOTAM FILE ISP.

HUGUENOT (H) (H) VOR/DME 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 343º 19.8 NM to fld. 1300/11W.

VOR unusable:
029º–045º
050º–060º byd 10 NM
061º–079º
210º–230º byd 20 NM blo 6,500′

DME unusable:
037º–048º byd 20 NM
215º–225º byd 33 NM

ILS 109.1 I–MSV Rwy 15. Class IB.

MORAVIA

OWASCO AIRFIELD (2N4) 3 NW UTC–5(–4DT) N42°44.19′ W76°29.18′
1380 NOTAM FILE
RWY 11–29: 2333X50 (TURF) LIRL
RWY 11: Trees.
RWY 29: Trees.


AIRPORT MANAGER: 860-526-0809

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

NEELY N41°29.15′ W74°13.68′ NOTAM FILE SWF.

NBG (MH/LOM) 335 SW 093º 5.7 NM to New York Stewart Intl. 408/14W.
NEW YORK

DOWNTOWN MANHATTAN/WALL ST HELIPORT (JRB)(KJRB)  3 SE  N40°42.07’ W74°00.54’
7  NOTAM FILE ISP
HELIPAD H1: H62X52 (CONC)  S–50  PERIMETER LGTS
SERVICE:  FUEL  JET A
AIRPORT MANAGER: 212-248-7240
WEATHER DATA SOURCES: AWOS–3PT 128.175 (212) 425–1534.
COMMUNICATIONS:
CTAF/UNICOM 123.05
APP/DEP CON 120.8

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 blo elev highway. NX RAD wx sys avbl. No late or early ops avbl. All ops over East River. Call ahead for parking. Rwy H1 lgtd bldg and fence NW and SE, elev highway and bldg to the west, fence and bldg to the north and south. River on the east side, sailboats and ferries possible rwy edge of pad. H1 NSTD green perimeter lghts. Ldg fee.
AIRPORT MANAGER: 212-889-2319
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 tcf pat is west, southwest, south, southeast; rgt tcf 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, 21 MAR 2024 to 16 MAY 2024
NEW YORK COPTER H–10I, 12J, L–33B, 34H IAP, AD

CONTINUED ON NEXT PAGE
AIRPORT REMARKS:


COMM/NAV/WEATHER REMARKS: Use caution for possible radio interference or false instructions on twr frequencies.

NE, 21 MAR 2024 to 16 MAY 2024
LAGUARDIA (LGA)(KLGA) 4 E   UTC–5(–4DT)   N40°46.64’   W73°52.36’

21  B  LRA  Class I, ARFF Index D  NOTAM FILE LGA


HIRL  CL

RWY 13: MALS L TDLZ PAPI(P4L)–GA 3.1º TCH 55’. RVR–TR

RWY 31: RELI PAPI(P4R)–GA 3.0º TCH 71’. RVR–TR Bldg.


HIRL  CL

RWY 04: MALS L TDLZ PAPI(P4R)–GA 3.1º TCH 76’. RVR–TR Bldg.

RWY 22: ALSF1 L TDLZ PAPI(P4R)–GA 3.0º TCH 67’. RVR–TR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:
TORA–7001
TODA–7001
ASDA–7001
LDA–7001

RWY 13:
TORA–7003
TODA–7003
ASDA–7003
LDA–7003

RWY 22:
TORA–7001
TODA–7001
ASDA–7001
LDA–7001

RWY 31:
TORA–7003
TODA–7003
ASDA–7003
LDA–7003

ARRESTING GEAR/SYSTEM

RWY 04: EMAS
RWY 13: EMAS
RWY 22: EMAS
RWY 31: EMAS

SERVICE: S4  FUEL  100LL, JET A


AIRPORT MANAGER: 718-533-3401

WEATHER DATA SOURCES: ASOS (718) 672–6317 LLWAS.

COMMUNICATIONS: D–ATIS 129.50 (718) 424–4713  D–ATIS DEP 127.05 (718) 424–4713
UNICOM 122.95

® NEW YORK APP CON 120.8 120.05

TOWER 118.7  GND CON 121.7  CLNC DEL 135.2 (121.875 helicopters)
PRE TAXI CLNC 135.2

® NEW YORK DEP CON 120.4

CPDLC (LOGON KUSA)
PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE LGA.

LA GUARDIA (L) (L) VOR/DME 113.1  LGA  Chan 78  N40°47.02’  W73°52.12’  at flid. 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.

LOC/DME 108.5  I–PZV  Chan 22  Rwy 31.  Offset localizer angle 1.7 degrees.

H% HELIPAD H1: H45X45 (ASPH)

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 lgt.
LONG ISLAND MAC ARTHUR  (ISP)(KISP) P (ARNG)  40 E  UTC–5(–4DT)  N40º47.77’
W73º06.04’
99  B  LRA  Class I, ARFF Index C  NOTAM FILE ISP
RWH 06–24: H7006X150 (ASPH–GRVD)  S–100, D–210, 2S–175, 2D–300 PCN 55 F/B/X/U HIRL CL
RWH 06: MALSR. PAP(P4L)—GA 3.0º TCH 53’. RVR–TR Tree.
RWH 24: MALSR. PAP(P4L)—GA 3.0º TCH 52’. RVR–TR Rgt tfc.
RWH 15R–33L: H5186X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 55 F/B/X/U MIRL 0.4% up NW
RWH 15R: PAPI(P4L)—GA 3.1º TCH 46’. Rgt tfc.
RWH 33R: PAPI(P4L)—GA 3.0º TCH 50’. Trees.
RWH 15L–33R: H3175X75 (ASPH) S–25 PCN 19 F/B/X/U 0.3% up NW
RWH 33R: Rgt tfc.
LAND AND HOLD–SHORT OPERATIONS
LDG RWH  HOLD–SHORT POINT  AVBL LDG DIST
RWH 06 15R–33L 4200
RWH 33R 06–24 3000
RUNWAY DECLARED DISTANCE INFORMATION
RWH 06: TORA–7006 TODA–7006 ASDA–7006 LDA–7006
RWH 15R: TORA–3175 TODA–3175 ASDA–3175 LDA–3175
RWH 24: TORA–7006 TODA–7006 ASDA–7006 LDA–7006
RWH 33L: TORA–5186 TODA–5186 ASDA–5186 LDA–5186
RWH 33R: TORA–3175 TODA–3175 ASDA–3175 LDA–3175
SERVICE:  S4  FUEL 100LL, JET A  OX 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. MILITARY— FUEL 100LL, A
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 ktf and ldg ops. Ltd to 48,000 lbs or less. Rwy 15L–33R clsd to fixed wing acft and heli at 200’; other times CLASS E.
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 unusable: Byd 25 NM blo 5,000’.
DME unusable: 265º–274º byd 17 NM blo 5,000´
275º–280º
281º–015º byd 17 NM blo 5,000´
LOKKS NDB (LOMW) 366’ IS  N40º43.74´ W73º11.41´  059º 5.7 NM to fld. 12/14W.
ILS/DME 108.3 I–ISP  Chan 20  Rwy 06. Class IIE. LOM LOKKS NDB. Unmonitored when ATCT clsd. LOC unusable byd 22º left of course.
ILS 108.3 I–RXN  Rwy 24. Class IT. Unmonitored when ATCT clsd. Autopilot cpd apch na blw 800’.
HELIPAD H1: H50X50 (ASPH)
HELIPAD H2: H50X50 (ASPH)
HELIPORT REMARKS: Helipad H1 lctd on Twy W south of the int of Twy B. Helipad H2 lctd on Twy C north of Twy S.
NEW YORK SKYPORTS INC SPB (6N7)  O E  UTC–5(–4DT)  N40°44.04′ W73°58.37′

NEW YORK

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 tfc in river. Pilots rqrd to taxi 1000´ offshore on Manhattan side before beginning tkf. CH13 (VHF 165.65) is monitored at seaport for inbound boat tfc and intership nav safety. Ldg fee.

AIRPORT MANAGER: (201) 214-0969

COMMUNICATIONS:

CTAF 122.9

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

NEW YORK STEWART INTL (SWF)(KSWF)  P (A AR ANG MC)  44 N  UTC–5(–4DT)  N41°30.25′

AIRPORT MANAGER: 845-838-8200

COMMUNICATIONS:

ATIS 124.575  845–567–9311

® NEW YORK APP/DEP CON 132.75

TOWER 121.0  GND CON 121.9

AIRSPACE: CLASS D.

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NEW YORK

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RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (VL) (L) VOR/DME 117.6 IGN Chan 123 N41º39.93´ W73º49.33´ 245º 16.0 NM to fld. 581/12W.

VOR unusable:
008º–018º byd 40 NM blo 4,000´
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM blo 4,300´
070º–140º byd 30 NM blo 3,400´
130º–148º byd 40 NM
243º–253º byd 40 NM
275º–310º byd 40 NM
311º–321º byd 40 NM blo 6,000´
322º–001º byd 40 NM

NEELY NDB (MHW/LOM) 335 SW N41º29.15´ W74º13.68´ 093º 5.7 NM tofld. 408/14W. NOTAM FILE SWF.

I LS 110.1 I–SWF Rwy 09. Class IIIE. LOM NEELY NDB.
I LS/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.

WEST 30TH ST HELIPORT (JRA)(KJRA) 0 N N40º45.29´ W74º00.42´

HELIPAD H1: H45X45 (ASPH) S–6 PERIMETER LGTS
HELIPAD H2: H45X45 (ASPH) S–6
HELIPAD H3: H45X45 (ASPH)
HELIPAD H4: H45X45 (ASPH)
HELIPAD H5: H45X45 (ASPH)
HELIPAD H6: H45X45 (ASPH)
SERVICE: FUEL JET A
HELIPORT REMARKS: Attended continuously. North and south finger pier pads are clsd. +40´ lgts lctd at south end of heliport. +10´ fencing lctd along east edge of heliport and btn ldg spots 2 and 3. All tkfs and ldgs made over Hudson River. Fire alarm box to nearby firehouse lctd at fac. All helipads, H1, H6 circular. Helipad H3 no ingress/egress over 12th Avenue. Parking avbl. Helipad H1 perimeter lgts.

AIRPORT MANAGER: 212-563-4442
COMMUNICATIONS: CTAF/UNICOM 123.05
APP/DEP CON 126.05 127.85

NEWFEANE

HOLLANDS INTL FLD (85N) 3 SW UTC–S(–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 smd 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 bvy. 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, 21 MAR 2024 to 16 MAY 2024
NEW YORK

NIAGARA FALLS INTL (IAG/OKIA) (AFRC ANG) 4 E Utc–5(–4DT) N43°06.45’ W78°56.75’

RWY 28R: MALSR. TD2L. PAPI(P4L)—GA 2.5º TCH 67’. RVR–T Tree.
RWY 06–24: H5188X150 (ASPH) S–120, D–250, 2D–462 PCN 69 F/B/W/T MIRL.
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 48’. Tree.
RWY 10R–28L: H3972X78 (ASPH) S–73, D–97 PCN 29 F/C/T MIRL.
RWY 10R: REIL. PAPI(P2L)—GA 3.26º TCH 31’. Tree.
RWY 28L: REIL. PAPI(P2L)—GA 3.06º TCH 30’. Stack.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5188 TODA–5188 ASDA–5188 LDA–5188
RWY 10L: TORA–9829 TODA–10829 ASDA–9829 LDA–9129
RWY 10R: TORA–3973 TODA–3973 ASDA–3973 LDA–3973
RWY 24: TORA–5188 TODA–5188 ASDA–5188 LDA–5188
RWY 28R: TORA–9829 TODA–10529 ASDA–9129

SERVICE: FUEL 100LL, JET A, A+ LT0 When ATCT clsd ACTVT.
MALSR Rwy 28R; REIL Rwy 06, 24, 10R, 28L; HIRL Rwy 10L–28R; MIRL Rwy 06–24 and Rwy 28R; Cntrln Rwy 10L/28R; PAPI Rwy 24, 10R, 28L; HIRL Rwy 10L–28R; MIRL Rwy 06–24 and Rwy 28R and twy lgts—CTAF.

MILITARY—JASU 2(A/M32A–86) 1(A/M32A–60) 1(MA–1A) FUEL A++(Mil) FLUID OIL O–148(Mil)


MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD All mil acft opr rstd during Bird Watch Condition. Moderate (tkf and ldg permission only when departing/arrival route avoids identified bird activity, no local IFR/VFR tcf pat activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc Comd Post for current Bird Watch Condition. MISC Local mission acft have priority for de–icing, full acft de–icing for C–17 and C–5 acft not avbl. All mil acft only minimal classified materials avbl, aircrews should arrive with appropriate amount to complete their mission. For current Mil Rwy Condition Reading (RCR) call or ctc 914 ARW comd post or 914th ARW afld management. AFRC/ANG PPR ctc Afdgmt DSN 238–2176, C716–236–2176. Airfield ops svc 1200–0400Z‡ Mon–Fri exc hol. Customs/AG/IMG svc not lctd on Niagra Falls ARS. Svc avbl 24 hrs. Twys A, A1, A2, and A3 painted mrk faded and retro–reflectivity ineffective. Afdgmt management does not issue or store COMSEC, for COMSEC storage ctc Command Post DSN 238–2150, C716–236–2150. Minimum alt over Niagara Falls scenic falls is 3500’. No fleet svc avbl. Nstd ops apn mrks identifying prkg rows and prkg lctn. Nstd main apn mrks prkg stop bar and acft gnd eqpt (AGE) box.

AIRPORT MANAGER: (716) 297-4494

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NEW YORK

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WEATHER DATA SOURCES: ASOS (716) 297–6984
COMMUNICATIONS: CTAF 118.5 ATIS 120.8 269.4 UNICOM 122.95
BUFFALO APP/DEP CON 126.5 317.6
TOWER 118.5 349.0 (1200–0400Z‡) GND CON 125.3 275.8 CLNC DEL 119.25 251.1
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Buffalo ATCT on freq or 716–626–6920.
AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION:
BUFFALO (DH) DME 116.4 BUF Chan 111 N42º55.74´ W78º38.78´ 309º 17.0 NM to fld. 730.
DME unusable: 051º–085º byd 25 NM blo 4,500´
301º–350º byd 25 NM blo 3,500´
(T) TACAN Chan 47 IAG (111.0) N43º06.75´ W78º57.61´ at fld. 592/10W. NOTAM FILE IAG. TACAN status unmonitored dly amops non–duty hrs 0400–1100Z‡.
TACAN AZIMUTH unusable: 079º–089º byd 20 NM blo 3,000´
090º–078º byd 20 NM
DME unusable: 079º–089º byd 20 NM blo 3,000´
090º–078º byd 20 NM
KATHI NDB (LOMW) 329 IA N43º56.55´ W78º50.30´ 279º 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) N42º33.99´ W75º31.45´
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.
Rwy safety areas have depressions in sfc. Overnight tie–down fee, fee waived with fuel purchase.
AIRPORT MANAGER: 607-334-9430
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
ROCKDALE (L) (L) VOR/DME 112.6 RKA Chan 73 N42º27.98´ W75º14.35´ 307º 14.0 NM to fld. 2032/11W.
OGDENSBURG INTL  (OGS/KOGS)  2 SE UTC–5(–4DT)  N44°40.94′ W75°27.80′

302  B AOE  ARFF Index—See Remarks  NOTAM FILE OGS

Rwy 09–27:  H6400X150 (ASPH–GRVD)  S–114, D–151, 2D–225

PCR 523 F/D/X/T. HIRL

Rwy 09:  PAPI(P4L)—GA 3.0º TCH 46′.

Rwy 27:  MALS. PAPI(P4L)—GA 3.0º TCH 45′.

 runway declared distance information

Rwy 09:  TORA–6400  TODA–6400  ASDA–6006  LDA–6006


service:  FUEL 100LL, JET A

LGT ACTIVATE MALS. Rwy 27; PAPI Rwy 09 & 27; HIRL Rwy 09–27; Twy lgts—CTAF.

airport remarks:


Birds and deer on or inv of arpt. Fuel avbl after 2100Z‡ call 315–869–2676. Class I, ARFF Index A. PPR 24 hrs for unsked acr ops with more than 30 pax seats, call amgr. ARFF Index B coverage is avbl upon req. Rwy/twy/apn cond not monitored outside nml attendance hrs. AOE free except Sun after 0500Z‡ and hol. Ldg Fee arpt. Flight Notification Service (ADCUS) avbl.

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′ 260º 34.6 NM to fld. 198/14W.

ogive NDB (LOM) 358  OG  N44°42.09′ W75°21.18′ 269º 4.9 NM to Ogdensburg Intl. 358/13W.

com/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.

NDG (LOM) 358  OG  269º 4.9 NM to Ogdensburg Intl. 358/13W.

olcott–newfane  (D88)  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:  Tree.

rwy 06–24:  2408X30 (TURF)

rwy 06:  Trees.

rwy 24:  Trees.

airport remarks:


airport manager:  716-778-6700

communications:  CTAF/UNICOM 122.7

clearance delivery phone:  For CD ctc Cleveland ARTCC at 440-774-0490.
NEW YORK

OLEAN

CATTARAUGUS CO–OLEAN  (OLE)(KOLE)  10 N UTC–5(–4DT)  N42°14.47´ W78°22.28´

RWY 04–22: H4800X100 (ASPH–GRVD)  S–81, D–103, 2D–168
PCN 32 F/D/X/T  HIRL 0.4% up SW
RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 40°. Thld dsplcd 100’. Trees.
RWY 16–34: 2117X100 (TURF)  0.9% up NW
RWY 16: Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04:
TORA–4800  TODA–4800  ASDA–4600  LDA–4500
RWY 22:
TORA–4800  TODA–4800  ASDA–4700  LDA–4500

SERVICE:  FUEL 100LL, JET A+

AIRPORT REMARKS:

AIRPORT MANAGER:  716-557-8800

COMMUNICATIONS:  CTAF/UNICOM

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0227.

RADIO AIDS TO NAVIGATION:
NOTAM FILE ELZ.

DETROIT

GIERMEK EXEC  (BG3)  2 SE UTC–5(–4DT)  N42°04.06´ W78°24.33´

RWY 10–28: 3150X80 (TURF)
RWY 10: Brush.
RWY 28: Trees.

AIRPORT REMARKS:


AIRPORT MANAGER:  (716) 307-3581

COMMUNICATIONS:  CTAF/UNICOM

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0227.
ONEONTA

ALBERT S NADER RGNL  (N66)  3 N  UTC–5(–4DT)  N42°31.49´ W75°03.87´

1763  B  LRA  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.
SERVICE: S4  FUEL  100LL, JET A, A+  LGT
ACTIVATE MALS Rwy 24, REIL Rwy 06 and Rwy 24, VASI Rwy 06 and Rwy 24, MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Bcn twr partially obscured by trees. Ldg fee.
AIRPORT MANAGER: (607) 431-1076
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NEW YORK

ORANGE CO  (See MONTGOMERY on page 223)

OSWEGO CO  (See FULTON on page 205)

OVID  (D82)  2 SE  UTC–5(–4DT)  N42°39.29´ W76°47.78´

1062  NOTAM FILE BUF
RWY 01R–19L: H2800X40 (ASPH)
RWY 01R: Trees.
RWY 19L: Trees.
RWY 01L–19R: 2200X60 (TURF)
RWY 01L: Trees.
RWY 19R: Trees.
SERVICE: FUEL  MOGAS
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 224)

PAWLING  (L) L VOR/DME  114.3  PWL  Chan 90  247º 27.7 NM to New York Stewart Intl. 1250/12W.
NEW YORK

PENN YAN/YATES CO (PEO) (KPEO) 1 S UTC–5(–4DT) N42°38.23′ W77°03.17′
988 B NOTAM FILE PEO
RWY 01–19: H5499X100 (ASPH–GRVD) S–82.6, D–112, 2D–195
PCN 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: H5361X50 (ASPH) S–12.5 PCN 4 F/B/X/U LIRL 1.6% up E
SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT ACTIVATE PAPI Rwy 01, Rwy 19, Rwy 10, Rwy 28; MIRL Rwy 01–19; LIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1400–2000Z‡, Sun 1400–2000Z‡. Selfsvc avbl 24/7. Due to topography, acft to acft gnd coms ltd. Acft cannot be seen or heard on opposite ends of Rwy 01–19. Use extm cntr. 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. FBO lctd cntr fld. Lobby aces 24/7.
AIRPORT MANAGER: 315-536-4471
WEATHER DATA SOURCES: ASOS 121.175 (315) 536–4102.
COMMUNICATIONS: CTAF/UNICOM 123.0
ELMIRA APP/DEP CON 124.3 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 127.475 (0500–1100Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc elmyra Apch at 607-739-1971, when Apch clsd ctc Cleveland ARTCC at 440-774-0231.
RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.
ITHACA (L) DME 111.8 ITH Chan 55 N42°29.70′ W76°27.58′ 288º 27.6 NM to fld. 1112.
DME unusable:
360º–160º byd 20 NM blos 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°44.48′ W78°03.13′
1558 B NOTAM FILE BUF
RWY 10–28: H3429X60 (ASPH) MIRL
RWY 10: REIL. Tree.
RWY 04–22: 1806X60 (TURF) 0.5% up NE
RWY 04: Trees.
RWY 22: Fence.
SERVICE: S4 FUEL 100LL LGT ACTVT REIL Rwy 10 and 28; MIRL Rwy 10–28—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.
GENESEO (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 blos 5,000′
225º–230º
231º–245º byd 29 NM blos 5,000′
DME unusable:
115º–120º byd 29 NM blos 4,000′
140º–155º byd 30 NM blos 5,000′

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 189)

NE, 21 MAR 2024 to 16 MAY 2024
PISECO (K09)  1 N  UTC–5(–4DT)  N43º27.20´ W74º30.90´  
1703  NOTAM FILE BUF.

RWY 04–22: H3016X60 (ASPH)  S–8  MIRL  0.3% up NE

RWY 04: REIL. PAPI(P2L)—GA 3.8º TCH 52´. Trees. Rgt tfc.

RWY 22: REIL. Trees.

SERVICE:  FUEL  100LL  LGT ACTVT REIL Rwy 04 and 22; PAPI Rwy 04; MIRL Rwy 04–22; helipad perimeter lgts—CTAF. Rwy 04 PAPI unusbl byd 9 degs right of cntrln. Rwy lgts (electric eye over–ride).

AIRPORT REMARKS:  Attended May–Oct, Sat–Sun 1400–2200Z‡. Airport unattended Nov–Apr. Large birds, deer, bears occasionally vcty rwy during summer months. Expect turbulence and downdrafts during periods of strong crosswinds. Area not maintained for ski equipped acft. Rwy 04–22 may be unusable due to snow accumulation Nov–Apr. Check NOTAMS or call 518–548–3415 for afld conditions. Acft departing Rwy 22 are requested to maintain rwy heading until past Island checkpoint, prior to making left turn. Acft arriving maintain rgt downwind heading until past Island checkpoint. Rwy lgts (electric eye over–ride).

AIRPORT MANAGER:  518-548-3415

COMMUNICATIONS:  CTAF/UNICOM  122.8

® BOSTON CENTER APP/DEP CON  135.25

CLEARANCE DELIVERY PHONE:  For CD ctc Syracuse Apch at 315-455-6218.

AIRPORT MANAGER:  518-548-3415

PLATEAU SKY RANCH  (See EDINBURG on page 199)

PLATTSBURGH INTL  (PBG)(KPBG)  3 S  UTC–5(–4DT)  N44º39.06´ W73º28.09´

234  B  ARFF Index—See Remarks  NOTAM FILE PBG

RWY 17–35:  H11759X200 (ASPH–GRVD)  S–119, D–174, 2S–175, 2D–510, 2D/2D2–780

PCN 57 F/C/W/T  HIRL

RWY 17:  REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree. Rgt tfc. 0.8% down.

RWY 35:  MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Tree. 0.5% up.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17:  TORA–11759  TODA–11759  ASDA–11759  LDA–11759

RWY 35:  TORA–11759  TODA–11759  ASDA–11759  LDA–11759

SERVICE:  S1  FUEL  100LL, JET A  OX 3  LGT ACTIVATE MALSR Rwy 35 REIL Rwy 17, HIRL Rwy 17–35 and ttw lgts—CTAF.

AIRPORT REMARKS:  Attended 1030–0230Z‡. During periods of snow removal ops Nov 1–May 1 acct ctc 122.7 or 518–335–3279 15 min prior to ldg. Class I, ARFF Index B. PPR 24 hrs for unskd acr opns with more than 30 psgr seats. Index E coverage is avbl upon req. 24 hrs prior notice reqd. Call amgr at 518–565–4008 or 518–335–3735. PPR and ARFF Index E call 518–335–3735. Expect downdrafts and turbulence during periods of strong cross winds. Acft arriving or departing PBG must announce intentions on CTAF. User fee arpt. Ldg fees for acft over 12,500 lbs max gross ldg weight; no ldg fee for government acft. US Cust avbl Mon–Fri, 1300–2100Z‡. PPR 24 hours for aft hours; ctc CBP Supvr @ 518–324–5617. Skydiving opns southeast of arpt, invof FBO.

AIRPORT MANAGER:  518-565-4794

WEATHER DATA SOURCES:  ASOS 132.225 (518) 324–5539.

COMMUNICATIONS:  CTAF/UNICOM 122.7

® BURLINGTON APP/DEP CON  121.1 (1030–0500Z)

® BOSTON CENTER APP/DEP CON  120.35 (0500–1030Z)

CLNC DEL 121.85

CLEARANCE DELIVERY PHONE:  For CD ctc Burlington Apch at 802-657-4413, when Apch clsd ctc Boston ARTCC at 603-879-6859.

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

BURLINGTON (VL) VOR/DME 117.5 BTV Chan 122 N44°23.83’ W73°10.96’ 336° 19.5 NM to fld. 417/15W.

VOR unusable:
- 030°–086° byd 40 NM
- 075°–132° byd 30 NM bld 9,000’
- 087°–097° byd 40 NM bld 9,000’
- 098°–109° byd 49 NM
- 133°–165° byd 30 NM bld 9,000’
- 170°–180° byd 40 NM bld 5,800’
- 181°–196° byd 40 NM
- 244°–292° byd 40 NM
- 340°–010° byd 40 NM

DME unusable:
- 075°–132° byd 30 NM bld 9,000’
- 133°–165° byd 30 NM bld 9,000’
- 181°–196° byd 40 NM

VOR unusable:
- 030°–086° byd 40 NM
- 075°–132° byd 30 NM bld 9,000’
- 087°–097° byd 40 NM bld 9,000’
- 098°–109° byd 49 NM
- 133°–165° byd 30 NM bld 9,000’
- 170°–180° byd 40 NM bld 5,800’
- 181°–196° byd 40 NM
- 244°–292° byd 40 NM
- 340°–010° byd 40 NM

PLAZZ N42°52.43’ W78°48.99’ NOTAM FILE GBD.

NDB (LOMW) 204 GB 052° 5.5 NM to Buffalo Niagara Intl. 593/9W.

PORT WASHINGTON

SANDS POINT SPB (7N3) 2 NW UTC–5(–4DT) N40°49.65’ W73°43.03’

00 NOTAM FILE ISP

WATERWAY 01W–19W: 6000X300 (WATER)

WATERWAY 12W–30W: 6000X300 (WATER)


AIRPORT MANAGER: 516-883-7800

COMMUNICATIONS: CTAF 122.9


POTSDAM MUNI/DAMON FLD (PTD)(KPTD) 2 E UTC–5(–4DT) N44°40.60’ W74°56.91’

474 B TPA—1274(800) NOTAM FILE PTD

RWY 06–24: H3703X75 (ASPH) S–30 MIRL

RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 45’. Tree.

RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 45’. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 06 and 24; PAPI Rwys 06 and 24; MIRL Rwy 06–24; twy lgts—CTAF.

NOISE: Noise abatement procs in effect–left turn when able departing Rwy 24.


AIRPORT MANAGER: 315-268-1000

WEATHER DATA SOURCES: AWOS–3P 118.325 (315) 265–6106

COMMUNICATIONS: CTAF/UNICOM 122.8

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

Radio aids to navigation: NOTAM FILE MSS.

MASSEMA (H) TACAN (114.1) N44°54.87’ W74°43.36’ 228° 17.2 NM to fld. 198/14W.

NDB (MHW) 400 PTD N44°43.40’ W74°52.96’ 239° 4.0 NM to fld. 360/14W. NOTAM FILE PTD.

NDB unusable:
- Byd 20 NM
POUGHKEEPSIE

POUGHKEEPSIE (POU) (KPOU) 4 S UTC–5(–4DT) N41°37.60´ W73°53.05´ 164 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE POU

RWY 06–24: H5001X100 (ASPH–GRVD) S–50, D–60, 2D–110
PCN 42 F/D/W/T HIRL
RWY 06: MALS R. PAP(P4L)—GA 3.0º TCH 57´. Tree.
RWY 15–33: H2743X100 (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.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 15: TORA–2743 TODA–2743 ASDA–2743 LDA–2743
RWY 24: TORA–5001 TODA–5001 ASDA–5001 LDA–4886
RWY 33: TORA–2743 TODA–2743 ASDA–2743 LDA–2743

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTVT MALSR Rwy 06, REIL Rwy 24, HIRL Rwy 06–24—CTAF. Rwy 33 use of VASI rstd to category A acft only.

NOISE: Noise abatement procedures in effect, ctc arpt manager for details.


AIRPORT MANAGER: 845-463-6000

WEATHER DATA SOURCES: ASOS 126.75 (845) 462–0648. LAWRS.

COMMUNICATIONS: CTAF 124.0 ATIS 126.75 UNICOM 122.95

NEW YORK APP/DEP CON 132.75
TOWER 124.0 (1200–0300Z‡ 15 May–14 Sept, 1200–0200Z‡ 15 Sept–14 May) GND CON 121.8 CLNC DEL 121.8

CLEARANCE DELIVERY PHONE: For CD  when ATCT clsd ctc New York Apch at 516-683-2448 or 121.8.

AIRSPACE: CLASS D svc 1200–0300Z‡ 15 May–14 Sep, 1200–0200Z‡ 15 Sep–14 May; other times CLASS E.

RAIDERS AID TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (VL) (L) VOR/DME 117.6 IGN Chan 123 N41°39.93´ W73°49.33´ 242º 3.6 NM to fid. 581/12W.

VOR unusable:
008º–018º byd 40 NM b/o 4,000´
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM b/o 4,300´
070º–140º byd 30 NM b/o 3,400´
130º–148º byd 40 NM
243º–253º byd 40 NM
275º–310º byd 40 NM
311º–321º byd 40 NM b/o 6,000´
311º–321º byd 64 NM
322º–001º byd 40 NM

ILS 111.3 I–POU Rwy 06. Class IA. Unmonitored when ATCT clsd.

POUGHKEEPSIE N41°37.60´ W73°53.02´
RCO 122.2 (NEW YORK RADIO)

PRATT’S EASTERN DIVIDE (See SHERMAN on page 246)

RANDALL (See MIDDLETOWN on page 220)

RENSSELAER CO (See TROY on page 252)

REPUBLIC (See FARMINGDALE on page 203)

NE, 21 MAR 2024 to 16 MAY 2024
NEW YORK

ROCHESTER
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC) (KROC) P (ARNG) 3 SW
UTC–5(–4DT) N43º07.15’ W77º40.31’
559 B TPA—See Remarks AOE Class I, ARFF Index C NOTAM FILE ROC
PCN 55 R/C/X/THIRL CL
RWY 04: ALSF2. TDZL. RVR–TR Trees. 0.3% up.
RWY 22: MALSR. PAPI(P4L)—GA 3.0º TCH 67’. RVR–TR Tree. Rgt tfc. 0.5% down.
PCN 47 R/C/X/THIRL CL
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.
AIRPORT REMARKS: Attended continuously. J8 avbl for DoD acft. Birds, deer and coyote on and inof arpt. Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other. No practice apchs or maintenance engine run–ups between 0400–1100Z‡. +80’ obstruction lgtd twr 1250’ west of Rwy 04–22 centerline 1000’ south of extd centerline Rwy 10–28. Multiple unshielded lgtls in final apch area Rwy 28. Terminal ramp is uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi for departure. Twa F from Twa F1 to Rwy 07 clsd to acft with wingspan greater than 100’. Rwy 07–25 clsd to sked acr ops more than 9 pax seats and non sked acr ops more than 30 pax seats.
NOTE: See Special Notices—Arrival Alert.
AIRPORT MANAGER: 585-753-7056
WEATHER DATA SOURCES: ASOS 124.825 (585) 235–7322. WSP.
COMMUNICATIONS: ATIS 124.825 UNICOM 122.95
ROCHESTER RCO 122.6 (BUFFALO RADIO)
APP/DEP CON 119.55 (330º–160º) 118.3 (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.

DETROIT
H–10I, 11C, 12J, L–31E, 32F
NEW YORK
H–10I, 11C, 12J, L–32F, 33A
NE, 21 MAR 2024 to 16 MAY 2024
NOTAM FILE BUF
RWY 06–24: H3000X23 (ASPH) S–12 RWY LGTS (NSSTD)
RWY 06: Trees.
RWY 24: Road.
SERVICES: LGT Rwy edge lights activate upon request.
AIRPORT REMARKS: Attended Mon–Fri daignt hrs. Large birds (turkeys) and
deer on and invof Rwy 06–24. Rwy edge lights are not centered on
pavement on approach to Rwy 06. Note that bldg, bushes are 45–55´
north of centerline at 495´ from Rwy 24 thld.
AIRPORT MANAGER: 315-271-6726
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

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 tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 33: TORA–11820 TODA–11820 ASDA–11820 LDA–11820
SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE
MALSR Rwy 33, HIRL Rwy 15–33, and twy lgts —CTAF.
AIRPORT REMARKS: Attended 1200–0400Z‡. Migratory bird alert Aug–Nov
and Apr–May. Class IV, ARFF Index A. ARFF not prvdd from
0400–1200Z‡ w/o PPR, PPR 24 hrs for air carrier ops with more than
9 passenger seats outside of attendance schedule hrs call arpt
manager 315–790–3072 or 315–272–5881. PPR 24 hrs for air
carrier ops with more than 30 passenger seats call arpt manager
315–790–3072 or 315–272–5881. Index B is provided. Index C
avbl upon request 315–790–3072 or 315–272–5881. Rwy 15–33
military assault ldg zone and precision instrument markings. Rwy 33
designated calm wind rwy. Portions of apron not visible from twr.
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.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
UTICA (L) TACAN Chan 49 UCA (111.2) N43°01.59’ W75°09.87’ 319º 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) N42º55.87´ W73º46.25´
178 NOTAM FILE BTV
RWY 14–32: 1927X76 (TURF) 1.0% up SE
RWY 14: Tree.
RWY 32: Trees.
AIRPORT MANAGER: 518-899-6316
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
WATERWAY 14W–32W: 4000X600 (WATER)

ROYALTON (See GASPORT on page 206)

SANDS POINT SPB (See PORT WASHINGTON on page 239)

SARANAC LAKE

ADIRONDACK RGNL (SLK)(KSLK) 4 NW UTC–5(–4DT) N44º23.12´ W74º12.37´
1663 B LRA 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: 54 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
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 CO (See SARATOGA SPRINGS on page 244)
SARATOGA SPRINGS

SARATOGA CO  (5B2)  3 SW UTC–5(–4DT) N43º03.04´ W73º51.70´
434  B  TPA—1201(767) LRA NOTAM FILE 5B2
R WY 05: REIL. Trees.
R WY 23: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.
R WY 14–32: H4000X100 (ASPH–CONC) S–83, D–126 PCN 30 F/A/X/T MIRL
R WY 14: Trees.
R WY 32: Trees.

SERVICE: S4  FUEL 100LL, JET A  OX 4  LGT ACTVT REIL Rwy 05–23; MIRL Rwy 05–23–CTAF. Rwy 14–32 nght lgts OTS.


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

GO 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) L VOR/W/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´

SCHENECTADY CO  (SCH)(KSCH) (ANG) 3 N UTC–5(–4DT) N42º51.16´ W73º55.77´
378  B  LRA NOTAM FILE SCH
R WY 04–22: H7001X150 (ASPH–GRVD)  S–95, D–175, 2D–348, 2D/2D–850 PCN 49 F/C/X/T HIRL 0.9% up NE
R WY 04: MALSR. PAPI(P4L)—GA 3.0º TCH 51´. Trees.
R WY 10: PAPI(P2L)—GA 4.0º TCH 50´. Thld dsplcd 200´. Road.
R WY 28: REIL. PAPI(P2L)—GA 3.0º TCH 50´. Trees.

SERVICE: S6  FUEL 100LL, JET A  OX 4  LGT When twr clsd, ACTVT MALSR Rwy 04; PAPI Rwy 04, 10, 22 and 28; HIRL Rwy 04–22; MIRL Rwy 10–28—CTAF. MILITARY—JASU (AM32A–86) (MA–1A) (AM32–95) FUEL A++(Mil) (NC–100LL, A) FLUID SP(Mil) LOX(Mil) OIL 0–148–156(Mil).

NOISE: Noise abatement procedure in effect for large acft remaining in pattern ctc airfield manager for details.

AIRPORT REMARKS: Attended 1230–0330Z‡. Birds on and invof arpt. No ultra–light opr in Class D airspace without apvl from ATCT. Military C–130 pattern opr conducted daily. 60´ dropoff 150´ from Rwy 28 end. No fdl 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 (ADCCUS) 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.

CONTINUED ON NEXT PAGE
NEW YORK
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.
ALBANY (L) (L) VORTACW
115.3 ALB Chan 100 N42º44.84’ W73º48.19’ 332º 8.4 NM tofld. 273/13W.

VOR unusable:
045º–065º byd 11 NM
066º–069º byd 11 NM blo 10,000’
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

HUNTER NDB (MHW) 356 HEU N42º51.25’ W73º56.01’ at fld. 332/14W. NOTAM FILE SCH.

ILS 109.7 I–SCH Rwy 04. Class IB. Unmonitored when ATCT clsd.

COMM/NAV/WEATHER REMARKS: UNICOM use 122.95 for svc from FBO.

SCHROON LAKE (4B7) 2 N UTC–5(–4DT) N43º51.75’ W73º44.43’
384 NOTAM FILE BTV

RWY 16–34: H3000X60 (ASPH) S–13
RWY 16: Thld dspcld 100’. Road.

RWY 34: Trees.

AIRPORT REMARKS: Attended dalgt hrs. Debris from adjacent land fill is occasionally blown onto and across rwy. 25 ft dropoff 30 ft fm pavement AER 34. Recommend ldg Rwy 16, tkl 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 (VL) (L) VOR/DME 117.5 BTV Chan 122 N44º23.83’ W73º10.96’ 232º 40.1 NM to fld. 417/15W.

VOR unusable:
030º–036º byd 40 NM
075º–132º byd 30 NM blo 9,000’
087º–097º byd 40 NM blo 9,000’
087º–097º byd 49 NM
098º–169º byd 40 NM
133º–165º byd 30 NM blo 8,000’
170º–180º byd 40 NM blo 5,800’
170º–180º byd 47 NM
181º–196º byd 40 NM
244º–292º byd 40 NM
340º–010º byd 40 NM

DME unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’

SCHUYLERVILLE

GARNSEYS (BØ4) 1 S UTC–5(–4DT) N43º04.06’ W73º35.03’
100 NOTAM FILE BTV

RWY 02–20: 2500X90 (TURF)
RWY 02: Road.
RWY 20: Road.

AIRPORT REMARKS: Attended May–Sep dalgt hours. Arpt open dalgt hours only. Numerous buildings in apch to Rwy 20. Tiedowns located immediately north of driveway adjacent to Rwy 20 end.

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)

NE, 21 MAR 2024 to 16 MAY 2024
SENECA FALLS

FINGER LAKES RGNL (0G7) 2 SE UTC-5(-4DT) N42°53.01’ W76°46.87’

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 dispcl 392’. Trees.

RWY 18: 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: 315-539-1640

WEATHER DATA SOURCES: AWOS–3 120.0 (315) 568–5362.

COMMUNICATIONS: CTAF/UNICOM 122.8

® ELMIRA APP CON 124.3 (SW–SE) (1100–0500Z‡)

® NEW YORK CENTER APP CON 133.35 (SW–SE) (0500–1100Z‡)

® ROCHESTER APP CON 119.55 (W–NW)

® SYRACUSE APP/DEP CON 126.125

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA (L) DME 111.8 ITH Chan 55 N42°29.70’ W76°27.58’ 329º 27.3 NM to fld. 1112.

DME unusable: 360º–160º byd 20 NM bly 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 MANAGER: 518-284-2081

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

SHERMAN

PRATT’S EASTERN DIVIDE (D88) 4 W UTC-5(-4DT) 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

BROOKHAVEN (HWV) (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, 2S–89, 2D–120 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 47 ′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 46 ′. Trees.

RWY 06–24: H4201X100 (ASPH) S–32, D–56, 2D–93 MIRL
0.3% up NE
RWY 06: MALSR. VASI(4VAL)—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 invovl 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 lgt acft training on and invovl 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. TGL on hol, wkends and non–dalgt hrs not rcmdd. Relocated thld is Taxiway Z1. Overnight ramp parking $5.00. Landing fees vary. See arpt website for more info.

AIRPORT MANAGER: 631-451-6299
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS:
CTAF/UNICOM 122.8

SIDNEY MUNI (N23) 1 W UTC–5(–4DT) N42°18.16′ W75°24.96′

1027  B  LRA  NOTAM FILE BUF
RWY 07–25: H4201X75 (ASPH) S–25, D–45 MIRL

RWY 07: REIL. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z†. Parachute Jumping. Deer all areas of arpt especially at rgt. Extensive parachute jumping activity invovl 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 lgt acft training on and invovl 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. TGL on hol, wkends and non–dalgt hrs not rcmdd. Relocated thld is Taxiway Z1. Overnight ramp parking $5.00. Landing fees vary. See arpt website for more info.

AIRPORT MANAGER: 607-561-2346
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTA/F/UNICOM

NE, 21 MAR 2024 to 16 MAY 2024
SKANEATELES AERO DROME (6B9) 2 SW UTC–5(–4DT) N42º54.84´ W76º26.45´

1039 TPA—1839(800) NOTAM FILE BUF
RWS 04–22: 3350X130 (TURF) 0.8% up SW
RWS 04: Trees.
RWS 22: Fence.
RWS 10–28: H3134X58 (ASPH) S–9 MIRL(NSTD) 0.4% up W
RWS 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 svc credit card. Rwy 28 two 55´ power poles 70´ either side centerline 700´ from thld. Rwy 04–22 avbl 15 May to 15 Oct. Rwy 10–28 NSTD MIRL, lghts are 38´ from pavement edge. Rwy 28 has 4 lghts out and 2 lghts very dim. One thld lght is rotated 90º (red/green lens). Rwy 10 3´ fence 20´ from thld on both sides, 15´ road 30´ from thld on both sides and 4´ fence 80´ from thld on both sides. –10´ culvert/ditch 50´ left of centerline at thld. Rwy 04–22 has variations in rwy sfc.

AIRPORT MANAGER: 707-580-9240

WEATHER DATA SOURCES: AWOS–3P 120.125 (315) 685–5790.
COMUNICATIONS: CTAF/UNICOM 122.8

SKY ACRES (See MILLBROOK on page 221)

SOUTH ALBANY (See SOUTH BETHLEHEM on page 248)

SOUTH BETHLEHEM

SOUTH BETHLEHEM (4B0) 2 N UTC–5(–4DT) N42º33.64´ W73º50.04´

196 NOTAM FILE BTV
RWS 01–19: H2853X60 (ASPH) LIRL 0.4% up N
RWS 01: RVR–T Thld dsplcd 150´. Fence.

SERVICE: FUEL 100LL JET A LGT Arpt lgt OTS indef. ACTIVATE LIRL Rwy 01–19 and windsock lgt—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: CTAF 122.9

CAMBRIDGE (L) (VOR/DME) 115.0 CAM Chan 97 N42º59.66´ W73º20.64´ 234º 33.8 NM to ffd. 1490/14W.

DME portion unusable: 040º–130º blo 9,000´
SOUTHAMPTON HELIPORT (87N) 5 SE N40°50.78′ W72°27.98′
HELIPAD HL: 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 E; +47 FT house 230 FT SW. Rwy H1; +3’ concrete block, 53’ NE of helipad. Rwy H1, +5’ dune, 300’ NW of helipad.
AIRPORT MANAGER: 631-283-0247
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2449
RADIO AIDS TO NAVIGATION: DME unusable:
280°–325° byd 35 NM blo 1,700′
326°–355° byd 30 NM blo 2,000′
TACAN AZIMUTH unusable:
280°–325° byd 35 NM blo 1,700′
326°–355° byd 30 NM blo 2,000′
VOR unusable:
010°–340°
270°–330°
SPADARO (See EAST MORICHES on page 199)
SPENCERPORT AIRPARK (D91) 2 S N43°10.17′ W77°49.10′
RWY E–W: 2450X90 (TURF)
RWY E: Trees.
RWY W: Trees.
AIRPORT MANAGER: (585) 737-3018
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
SPRINGVILLE XNT N42°30.54′ W78°39.52′
AWOS–3P 122.8 (716) 592–4400 XNT AWOS–3P is associated with Betrand Chafee Hospital heliport 2NK6.
STAATSBURG AIRHAVEN (09N) 3 SE N41°49.96′ W73°52.57′
RWY 02–20: 1863X75 (TURF) 1.5% up N
RWY 02: Tree.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Rwy not plowed in winter. Rwy 02–20 2’ pvc reflective markers, blue markers at thld, all others along edges are white. Rwy 20 has +50’ trees, 30’ from thld, 50’ left. Steep grades and drop-offs located in Rwy 02 safety area.
AIRPORT MANAGER: 845-889-4717
COMMUNICATIONS: CTAF 122.9
NE, 21 MAR 2024 to 16 MAY 2024
STORMVILLE (N69) 1 NE UTC–5(–4DT) N41°34.62´ W73°43.94´
358 NOTAM FILE ISP
RWY 06–24: H3315X50 (ASPH) S–25 0.8% up NE
RWY 06: Trees.
AIRPORT REMARKS: Unattended. Geese on and in of 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 N40°50.27´ W72°37.91´ 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 224)
SYRACUSE HANCOCK INTL (SYR)(KSYR) P (ANG AR) 4 NE UTC–5(–4DT) N43°06.67´
W76°06.38´
421 B LRA Class I, ARFF Index C NOTAM FILE SYR
PCN 121F/B/W/T HIRL CL
RWY 10: MALSR. VASI(V4L)—GA 3.0º TCH 55´. RVR–TMR Trees.
RWY 28: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 60´. RVR–TMR Trees. 0.4% up.
PCN 143F/B/W/T HIRL CL
RWY 15: MALSR. VASI(V4L)—GA 3.0º TCH 53´. RVR–R Trees.
RWY 33: PAPI(P4L)—GA 3.0º TCH 53´. RVR–T Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–9014 TODA–9014 ASDA–9014 LDA–9014
RWY 15: TORA–7500 TODA–7500 ASDA–7500 LDA–7500
RWY 33: TORA–7500 TODA–7500 ASDA–7500 LDA–7500
SERVICE: S4 FUEL 100LL, JET A 0X 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 in of 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 Rwy 33. Direct custom notification is required. Hrs of notification are Mon–Sat 1300–2200Z. Arrivals outside of these hrs must make arrangements during regular work hrs, call 315–455–2271. UAS operate within the confines of the Syracuse Class C, times vary. UAS ops in Syracuse Apch/Dep airspace will be controlled by SYR ATC at all times.
AIRPORT MANAGER: 315-454-3263

CONTINUED ON NEXT PAGE
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:

(TACAN) (VH) VORTACW 117.0  SYR  Chan 117  N43°09.63´ W76°12.27´  135° 5.2 NM to fld. 453/11W.

TACAN AZIMUTH unusable:
    Byd 35 NM blo 4,000´
    VOR unusable:
        010°–025°
        026°–066° byd 40 NM
        067°–077° byd 30 NM
        078°–133° byd 40 NM
        134°–144° byd 19 NM
        145°–216°
        217°–227° byd 40 NM blo 18,000´
        228°–288° byd 40 NM
        289°–299° byd 40 NM blo 2,300´
        290°–299° byd 47 NM
        300°–351° byd 40 NM
        352°–009° byd 40 NM blo 3,000´
        352°–009° byd 57 NM

DME unusable:
    Byd 35 NM blo 4,000´

ILS/DME
    109.9 I–MRZ  Chan 36  Rwy 10.  Class IB.  Monitored by ATCT.
    109.9 I–SYR  Chan 36  Rwy 28.  Class IIIE.

BURLINGTON  (VL) (L) VORW/DME 117.5  BTV  Chan 122  N44º23.83´ W73º10.96´

VOR unusable:
    075°–132° byd 30 NM blo 9,000´
    087°–097° byd 49 NM blo 9,000´
    098°–169° byd 40 NM
    133°–165° byd 30 NM blo 8,000´
    170°–180° byd 40 NM blo 5,800´
    170°–180° byd 47 NM
    181°–196° byd 40 NM
    244°–292° byd 40 NM
    340°–010° byd 40 NM

DME unusable:
    075°–132° byd 30 NM blo 9,000´
    133°–165° byd 30 NM blo 8,000´

TRI–CITIES  (See ENDICOTT on page 202)
TROY

RENSSELAER CO (5B7) 6 SE UTC–5(–4DT) N42°41.50′ W73°34.80′

440 NOTAM FILE BTV
RWY 18–36: H2670X50 (ASPH) S–8
RWY 36: Trees.

AIRPORT REMARKS: Unattended. Tran acft call 518–596–5947 for fld conditions prior to arrival. Deer and birds on and invof arpt. Surrounding terrain slopes down to rwy, due to higher surrounding terrain recommend use of the following procedures, departing Rwy 36, use best angle of climb speed until well clear of residential area north of Rwy 36, arrivals Rwy 18 maintain sufficient alt on final so as to avoid low alt and/or high power over residential area which underlies final apch to Rwy 18. Departures Rwy 18 and arrivals Rwy 36 use normal procedures. Rwy 18–36 widespread svr cracking and distortion, Svr spalling and faulting, Widespread 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–Highland (6B4) 4 SE UTC–5(–4DT) N43°00.97′ W75°10.17′

1325 NOTAM FILE BUF
RWY 13–31: H2750X60 (ASPH) S–12 LIRL 0.4% up NW
RWY 13: Thld dsplcd 200′. Trees.
RWY 31: Thld dsplcd 205′.

SERVICe: FUEL 100LL

AIRPORT REMARKS: Unattended. Self-serve fuel. Geese on and invof arpt during spring and fall. Model plane club opr on arpt. Rwy 31 has 120′ dropoff 90′ from thld on both sides. LIRL Rwy 13–31 not avbl to tran acft.

AIRPORT MANAGER: 315-796-6257
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

UTICA N43°01.59′ W75°09.87′ NOTAM FILE BUF.
(L) TACAN 111.2 UCA Chan 49 319° 16.4 NM to Griffiss Intl. 1420/0W.
RCO 122.2 (BUFFALO RADIO)

WALLKILL

KOBELT (N45) 2 NE UTC–5(–4DT) N41°37.45′ W74°08.50′

420 B NOTAM FILE ISP
RWY 03–21: H2864X50 (ASPH) S–13
RWY 03: Trees.
RWY 21: Trees.

AIRPORT REMARKS: Unattended. Arpt clsd to acft 13,500 lbs and over. Deer on and invof arpt. PJE at arpt 3.0 NM radius SFC–14,500′. Rwy 03 has access road 16′ from thld both sides. Rwy center width of 30′ in good condition, 10′ width on both sides of centerline in poor condition with extensive cracks and vegetation. Rwy 03–21 slight depression in grass areas opposite south end of rwy. Rwy center 30′ in fair condition, outside edges beyond this in poor condition. 18′ wide parallel twy, stub connectors to rwy between ends in poor condition.

AIRPORT MANAGER: 914-548-3028
COMMUNICATIONS: CTAF/UNICOM 122.8
WARWICK MUNI  
(N72)  3 NE  UTC–5(–4DT)  N41°17.26´ W74°17.23´

RWY 08–26: 2250X80 (TURF)  Tree.
RWY 08:  Tree.
RWY 26:  Tree.
RWY 08R–26L: H2150X28 (ASPH)  LIRL(NSTD)
RWY 08R:  Tree.
RWY 26L:  Trees.
RWY 03L–21R: 2100X50 (TURF)  LIRL(NSTD)
RWY 03L:  Trees.
RWY 21R:  Trees.

SERVICE:  FUEL  100LL  LGT
ACTIVATE LIRL Rwy 03R–21L—CTAF.


AIRPORT MANAGER:  845-258-0183

COMMUNICATIONS:  CTAF/UNICOM  123.0


WATERTOWN INTL  
(ART)(KART)  5 W  UTC–5(–4DT)  N43º59.51´ W76º01.17´

PCN 43 F/C/X/T  MIRL  0.3% up E
RWY 10:  PAPI(P4L)—GA 3.0º TCH 47´. Trees.
RWY 28:  MALSR. 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:  FUEL  100LL, JET A
ACTIVATE MALSR Rwy 07; PAPI Rwy 10 and Rwy 28; HIRL Rwy 07–25; MIRL Rwy 10–28; twy lgts—CTAF.


AIRPORT MANAGER:  315-786-6002

WEATHER DATA SOURCES:  ASOS 132.325 (315) 639–4002. (WX CAM)
COMMUNICATIONS:  CTAF/UNICOM  123.0
RCO 122.2 (BURLINGTON RADIO)
RCO 122.1R 109.8T (BURLINGTON RADIO)
⑤ WHEELER–SACK APP/DEP CON 124.875
CLNC DEL 120.8
CLEARANCE DELIVERY PHONE:  For CD if unu to ctc Wheeler Sakc ATCT on freq, ctc Wheeler Sakc ATCT at 315-772-7105.

AIRSPACE:  CLASS E.

RADIO AIDS TO NAVIGATION:  NOTAM FILE ART.
(L) (L) VORTAC 109.8  ART  Chan 35  N43º57.13´ W76º03.88´  051º 3.1 NM to fld. 374/12W.
VOR unusable:  090º–111º byd 15 NM
112º–150º
151º–175º byd 20 NM
ILS 111.1  I–ART  Rwy 07.  Class ID.  Autopilot cpd apch na blw 900´.
WEEDSPORT

WHITFORDS  (B16)  2 NE  UTC–5(–4DT)  N43º04.84’ W76º32.29’  400  B  TPA—1200(800)  NOTAM FILE BUF

RWY 10–28: H3630X60 (ASPH)  MIRL

RWY 18: Thld dsplcd 430’. Trees.
RWY E–W: 2800X100 (TURF)

SERVICE:  S2  FUEL  100LL  LGT ACTVT MIRL Rwy 10–28—122.7.

Beacon OTS indefly. Beacon dusk—0400Z‡, for rotating bcn after 0400Z‡ call 315–834–9950.


AIRPORT MANAGER: 315-834-9950

COMMUNICATIONS: CTAF/UNICOM 122.8

SYRACUSE APP/DEP CON 126.125

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (VH) (H) VORTACW 117.0  SYR Chan 117  N43º09.63’ W76º12.27’  263º 15.4 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’

WELLSVILLE MUNI/TARANTINE FLD  (ELZ)(KELZ)  2 SW  UTC–5(–4DT)  N42º06.57’ W77º59.40’

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 cntrln. Bcn on dusk–dawn daily.

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. Unattended weekends, Memorial Day, 4th of July, Labor Day, Thanksgiving, Christmas Eve, Christmas and New Years Day. After hrs svcvs are avbl call 585–593–3350 for numbers. 24 hr access to the lobby and restrooms. 24 hr self svc AVGAS and Jet–A.

AIRPORT MANAGER: 585-593-3350

WEATHER DATA SOURCES: ASOS 119.275 (585) 593–0203.

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEVELAND CENTER APP/DEP CON 124.325

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

RADIO AIDS TO NAVIGATION: NOTAM FILE ELZ.

(L) DME 115.85  ELZ Chan 105(Y)  N42º05.38’ W77º59.97’

DME unusable: 170º–195º byd 25 NM

WEST 30TH ST HELIPORT  (See NEW YORK on page 231)
WESTCHESTER CO  (See WHITE PLAINS on page 257)

WESTHAMPTON BEACH
FRANCIS S GABRESKI  (FOK)(KFOK)  P (ANG)  3 N  UTC–5(–4DT)  N40º50.62´ W72º37.91´

NEW YORK

COPPER
H–10I, L–33B, 34G
IAP, DIAP, AD

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, PAPI(P2L)—GA 3.0° TCH 66°. Trees.


RWY 01–19:  H5100X150 (ASPH–CONC)  S–50, D–50, 2D–100
PCN 17 R/B/Y/T  0.4% up N

RWY 01:  Trees.

RWY 19:  Trees.

RWY 15–33:  H5002X150 (ASPH)  PCN 42 F/B/W/T  MIRL
0.3% up NW

RWY 15:  REIL, PAPI(P2L)—GA 3.0° TCH 62°. Trees.


SERVICE:  S4  FUEL 100LL, JET A
OX 3, 4  LGT When ATCT clsd ACTVT
MALS 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 proc 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. Extv glider activity. Rcmmd rsvn with FBO prior to arr. No 180° turns permitted on asph section of
Rwy 06–24. Mil parachute drops on fl and offshore from Shinnecock Inlet, 8 miles ESE of fd, 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 ILS glidepath not coincident. Rwy 24 VASI and ILS glidepath not
coincident.

MILITARY REMARKS:  See FLIP AP/1 Supplementary Arpt Remarks. CAUTION Birds and deer haz. PJE vcnty of arpt. ANG Radio ctl
actr opr 0.5 NM north of AER 15 SR–SS, ctc twr for advsy. PPR DSN 456–7362/4, C631–723–7362/4. PPR offl bus.
For use of ANG ramp. Offl bus only PPR all actr, 48 hr PN, ctc afld ops DSN 456–7362, C631–723–7362 drg duty hr.

Tue–Fri PPR drg off–duty hr. 106 OG/CC apvl required nml duty hr. Nml duty hr 1200–2130Z‡ Mon–Fri. Cldsd Sat, Sun,
hol and ev otr Mon. Ld ramp space. Tran actr may be diverted to civ FBO drg non–duty hr. Non–standard markings on
HH–60 apron; white 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 actr AUW 100,000 lb exc C130/emerg UFN. AMC/ACC
actr opr rstd dur Bird Watch cond MODERATE (tkof or ldg proh wo OG/CC apvl), ctc Afld Managment OPS for current Bird
Watch cond. Dur Phase II BASH window (+/– 1 hr of SR/SS), not tkof or ldg perms, 106 OG/CC waiver auth. Bird haz
(waterfowl) hvy dur Phase II BASH Window. Phase II nml begins 1 Aug and ends 30 Nov. CSTMS/AMG US CSTMS cnc
svc avbl with FRG 631–753–2691 (mil flts will coord thru Base Opns 631–723–7362/7364). Min 24 hr pn on rgr
bus day predec svc rqr date, max pax 15. US CSTMS hrs btn 1300 and 0300Z‡.

AIRPORT MANAGER:  631-852-8095

WEATHER DATA SOURCES:  ASOS 119.925 (631) 288–0588.

COMMUNICATIONS:  CTAF 125.3 UNICOM 122.95

NEW YORK APP/DEP CON 125.975 343.75 343.65
TOWER 125.3 236.6 (1200–0400Z) GND CON 121.8 225.4
ANG OPS (RESCUE OPS) 328.475

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

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

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION:  NOTAM FILE ISP.
CALVERTON  (L) (H) VOR/DME 114.55  CCC  Chan 92(Y)  N40°55.78´ W72°47.93´  137º 9.2 NM to fld. 85/13W.
VOR unusable:
055º–075º  233º–268º byd 25 NM
269º–290º
DME unusable:
056º–066º byd 39 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 blo 3,500´
090º–155º byd 7 NM
335º–345º byd 7 NM blo 3,500´
ILS/DME 111.7  I–FOK  Chan 54  Rwy 24.  Class IT.  Unmonitored when ATCT clsd.

WHEELER–SACK AAF  (GTB)(KGHB)  A  1 NE  UTC–5(–4DT)  N44º03.34´ W75º43.19´

NOISE:
Noise abatement Quiet hrs 0300–1100Z‡.

MILITARY REMARKS:
Attended 1200–0300Z‡ Mon–Fri, clsd otr times PPR. Arpt clsd hols. See FLIP AP/1 Supplementary Arpt Information. Base Ops opr 1200–0400Z‡ Mon–Fri; clsd Sat, Sun and Federal Hol Hld; no cathering, lav, trash removal, water, or crew transp avbl.

COMMUNICATIONS:
ATIS 119.525
APP/DEP CON 124.875 257.6
TOWER 118.75 290.25
COND CON 121.9 229.8
CLNC DEL 121.9

COMM/NAV/WEATHER REMARKS:
Radar see Terminal FLIP for Radar Minima. 128.875 and 257.8 in all apch plates/mins.
WHITE PLAINS CO (HPN)(KHPN) 3 NE UTC–5(–4DT) N41º04.02´ W73º42.45´
439  B  LRA  ARFF Index—See Remarks  NOTAM File HPN
RWY 16–34: H65/49X150 (ASPH–GRVD): D–120, 2S–152, 2D–120, 2B–120 133.8
PCR 537 F/B/W/T HIRL  CL  0.9% up NW
RWY 16: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 55’. RVR–T
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 56’. RVR–R Bldg.
RWY 11–29: H4451X150 (ASPH–GRVD)  D–120, 2S–152, 2D–120 PCN 28
PCR 537  F/B/X/U MIRL
RWY 11: REIL. PAPI(P4L)—GA 3.0º TCH 54’.
RWY 29: Thld dispcl 1292’. Trees.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 11  16–34  2500
RWY 16  11–29  4000

RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–4451 TODA–4451 ASDA–4451 LDA–4451
RWY 16: TORA–6549 TODA–6549 ASDA–6549 LDA–6549
RWY 29: TORA–4451 TODA–4451 ASDA–4451 LDA–3159
RWY 34: TORA–6549 TODA–6549 ASDA–6549 LDA–6549

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

ACTVT MALSR Rwy 16; REIL Rwy 11 and Rwy 34; TDZ lgts Rwy 16;
ctnln lgts Rwy 16–34; HIRL Rwy 16–34; MIRL Rwy 11–29; twy lgts—CTAF.

NOISE: Noise abatement procedures in effect ctc arpt management 914–995–4861. Four designated helicopter routes in use

AIRPORT REMARKS: Attended continuously. Deer, birds and other wildlife on and invof arpt. Class I, ARFF Index B. FAR 139
ARFF Index C is rstrd to max acft len of 130´ when operg at main terminal, Gates 1 thru 6. Rwy 11–29 clsd to sked acr
ops with more than 9 pax seats and non sked acr ops with more than 30 pax seats exc for tax. Rwy 11–29 dly closures
for staging and/or prkg of sked ACR. Rwy 29 dly closures for staging and/or prkg of sked ACR. Rwy 29 clsd to ldg acft more than
12,500 lbs. Snow removal equipment operating on all acft movement areas Nov thru Apr. Lighter than air aircraft rstrd fm opns at arpt. Mowing within safety areas of all
rwy and twys May thru Nov. Equipment and materials staged adjacent to the southern edge of Hangar 6 ramp. Acft opns
with MTOW over 120,000 lbs must have prior permission. Ctc arpt opns for PPR link, call 914–995–4850. All apvd
acft must ctc arpt opns on UNICOM with actual tkof and ldg wts. ATC clnc rqrd for pushback onto movement areas. Hangar
D3 ramp adj to active pax loading area at main terminal ramp, acft requested use minimum thrust and avoid excess power
and jet blast. Rwy 11 aiming point markings. Ldg fee. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 914-995-4887
WEATHER DATA SOURCES: ASOS (914) 288–0216 WSP.
COMMUNICATIONS: D–ATIS 133.8  914–948–0130 CTAF 118.575
© 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.

COMM/NAV/WEATHER REMARKS: ATIS can also be received via CMK VOR frequency 116.6 (CARMEL)

NE, 21 MAR 2024 to 16 MAY 2024

WHITFORDS (See WEEDSPORT on page 254)
WILLIAMSON/SODUS  (SDC/KSDC)  3 W UTC–5(–4DT)  N43º14.08´ W77º07.17´
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 invof arpt.
AIRPORT MANAGER:  315-483-6011
WEATHER DATA SOURCES:  AWOS–3 124.2 (315) 483–6171.
COMMUNICATIONS:  CTAF/UNICOM 122.8
®
ROCHESTER  (L) VORW/DME 110.0 ROC Chan 37  N43º07.08´
086º 25.3 NM to fld. 545/12W.

WURTSBORO/SULLIVAN CO  (N82)  2 NE UTC–5(–4DT)  N41º35.87´ W74º27.55´
548 NOTAM FILE ISP
RWY 05–23:  H3591X60 (ASPH)  S–30  0.3% up SW
RWY 05:  Thld dsplcd 233´. Trees.
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 New York Apch at 516-683-2448
RADIO AIDS TO NAVIGATION:  NOTAM FILE ISP.
KINGSTON  (VL) VOR/DME 117.6 IGN Chan 123  N41º39.93´
W73º49.33´  274º 28.9 NM to fld. 581/12W.
VOR unusable:
008º–018º byd 40 NM blo 4,000´
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM blo 4,300´
070º–140º byd 30 NM blo 3,400´
130º–148º byd 40 NM
243º–253º byd 40 NM
275º–310º byd 40 NM
311º–321º byd 40 NM blo 6,000´
311º–321º byd 64 NM
322º–001º byd 40 NM
ALLENTOWN

ALLENTOWN QUEEN CITY MUNI (XLL)(KXLL) 2 SW UTC–5(–4DT) N40°34.22´ W75°29.30´

399 B NOTAM FILE IPT

RWY 07–25: H3950X75 (ASPH–GRVD) S–12 MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 41´. Brush.
RWY 25: REIL. PAPI(P4L)—GA 3.5º TCH 40´. Pole.

RWY 15–33: H3160X75 (ASPH) S–12 MIRL 0.4% up SE

SERVICE: 52 FUEL 100LL, JET A LOT Actv REIL Rwy 07–25; MIRL
RWY 07–25 & 15–33—CTAF. Rwy 25 VGSJ unusbl byd 3 deg L of course.

NOISE: Noise abatement procedures in effect, for details ctc arpt manager.

AIRPORT REMARKS: Attended 1200–2300Z. Deer, groundhogs and birds on and inv of arpt. For svc after hrs ctc 610–266–6000.

AIRPORT MANAGER: 610-791-5193

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM 122.7

® APP/DEP CON 119.65 (3000´ and blo) 124.45 (above 3000´)

CLNC DEL 118.9

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) (L) VORW/DME 110.2 ETX Chan 39 N40°34.86´ W75º41.04´ 103º 9.0 NM to fld. 741/9W.

VOR unusable: 255º–265º
WEATHER DATA SOURCES: ASOS 126.975 (610) 264–1765.
COMMUNICATIONS: ATIS 126.975 UNICOM 122.95

CONTINUED FROM PRECEDING PAGE

ALLENTOWN APP/DEP CON 119.65 (3000’ & blo) 124.45 (abv 3000’) 124.45 (from west)
TOWER 120.5 GND CON 121.9 CLNC DEL 124.05

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 IIE.

ILS 111.9 I–BXY Rwy 13. Class IB.

COMM/NAV/WEATHER REMARKS: During ATC Zero events, ARFF will mnt 120.5 for emerg notifications.

ALTOONA/BLAIR CO (AOO)(KAOO) 12 S UTC-5(–4DT) N40°17.78´ W78º19.20´

RWY 03–21: H5465X100 (ASPH–GRVD) S–16, D–44 PCN 13 F/B/X/T
HIRL 0.6% up S
RWY 03: REIL. PAPI(P4L)—GA 3.0º TCH 43’. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0º TCH 52’. Trees.
RWY 12–30: H3668X75 (ASPH) S–11.5, D–33 PCN 11 F/B/X/T MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0º TCH 54’. Trees.
RWY 30: REIL. PAPI(P4R)—GA 4.0º TCH 54’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 12: TORA–3668 TODA–3668 ASDA–3668 LDA–3668
RWY 21: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 30: TORA–3668 TODA–3668 ASDA–3668 LDA–3668

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT Rwy 03–21, thld lgts and edge lgts OTS exc with PCL, avbl fm 0100–1300Z daily. Rwy 12–30, thld lgts and edge lgts OTS exc with PCL avbl fm 0100–1300Z daily. HIRL Rwy 03–21 and MIRL Rwy 12–30 preset low intst, incr intst and ACTVT PAPI Rwy 12, 30, 03 and 21, MALSR Rwy 21 and REIL Rwy 03, 12 and 30—CTAF.

NOISE: Preferred rwy is Rwy 21; for noise abatement when departing Rwy 03, maintain rwy heading until 2 NM north of arpt.

AIRPORT REMARKS: Attended Mon–Fri 0930–0330Z, Sat 1230–0030Z, Sun 1330–0130Z. Rwy/twy conds unmonitored outside of normal attendance hrs. Specialized actv (ultraigl, 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 unsk for acr ops with more than 30 pax.

AIRPORT MANAGER: 814-793-2027

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: ASOS 127.125 (814) 793–9655.
COMMUNICATIONS: CTAF 123.6 UNICOM 123.0
RCO 122.2 (ALTOONA RADIO)
© JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡)
© CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) TACAN Chan 97 THS (115.0) N39º55.99´ W77º57.06´ 329º 27.6 NM to fld. 2338/7W.
ILS 111.1 I–AOO Rwy 21. Class IA. LOC unusable byd 25º right of course.

ARNOLD PALMER RGNL (See LATROBE on page 288)

BALLY
BUTTER VALLEY GOLF PORT (7N8) 1 E UTC–5(–4DT) N40º23.85´ W75º33.79´
500 NOTAM FILE IPT
RWY 16–34: H2420X85 (ASPH–TURF)
RWY 16: Thld dsplcd 205´. Road.
RWY 34: Thld dsplcd 250´. Road.
AIRPORT REMARKS: Attended daylight hours. Rwy 16–34 located in middle of golf course. Trees and substantial terrain elevation changes within 125´ of each rwy edge. Rwy 16–34 1535 ft X 24 ft asph insert at S end; remainder turf. Rwy 16 marked with yellow wood panels; turf rwy edges marked with tires painted yellow. Rwy 34 dsplcd thld marked with 3 white lines. Rwy 16 dsplcd thld marked by 3 yellow tires. Rwy 34: 119 ft tree line 1472 ft fm rwy end; 233 ft right. 12:1 slope to dthr.
AIRPORT MANAGER: 610-845-2491
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

BANDEL (See EIGHTY FOUR on page 274)

BAUBLITZ COMMERCIAL (See BROGUE on page 266)

BEAVER CO (See BEAVER FALLS on page 262)
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 18: REIL, PAPI(P4L)—GA 3.0° TCH 42′. Trees.
RWY 26: REIL, PAPI(P4L)—GA 3.0° TCH 43′. Trees.
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
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 RCO 122.1R 115.8T (ALTOONA RADIO)
Ellwood City (VH) (H) VOR/DME 115.8 EWC Chan 105 N40º49.50′ W80º12.69′ 257º 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.

BEDFORD CO (HMZ)(KHMZ) 4 N UTC–5(–4DT) N40°05.17′ W78º30.81′
1162 B NOTAM FILE AOO
RWY 14–32: H5006X75 (ASPH) S–38, D–60, 2D–100 MIRL
RWY 14: REIL, PAPI(P2R)—GA 3.0° TCH 41′. Rgt tfc.
RWY 32: REIL, PAPI(P2L)—GA 4.0° TCH 53′.
SERVICE: S4 FUEL 100LL, JET A OX LGT ACTIVATE MIRL Rwy 14–32; REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 opr consly. REIL ACTIVATE only with 3, 5 or 7 clicks.
AIRPORT MANAGER: 814-623-0704
COMMUNICATIONS: CTAF/UNICOM 122.7
JOHNSTON 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.
ST THOMAS (L) TACAN Chan 97 THS (115.0) N39º55.99′ W77º57.06′ 297º 27.5 NM to fld. 2338/7W.
BELLEFONTE  (N96)  3 SW  UTC–5(–4DT)  N40°53.13´ W77°48.97´
1072  B  TPA—2101(1029)  NOTAM FILE AOO
RWY 07–25: H3632X60 (ASPH)  RWY LGTS(NSTD)  0.3% up SW
RWY 07: Tree.
RWY 25: PAPI(P2L)—GA 3.5º TCH 40’. Rgt tfc.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE PAPI Rwy 25, LiRL Rwy
07–25—122.7. ACTIVATE rotating bcn—122.7. Rwy 25 rwy thld lgts
located 43´ past rwy thld marking.
AIRPORT REMARKS: Attended 1300Z‡–dusk. For svc after hrs ctc
814–355–7407 or 814–883–7646. Ultralights on and invof arpt. All
helicopters rqrd to use fixed wing tfc pat. Heavy glider activity during
dalgt hrs, all alts within 10 NM area, all directions, especially along
ridge 1 NM west and north of arpt. Ctc UNV twr (University Park)
128.475 prior to entering Class D airspace. Rwy 07–25 markings
extremely faded.
AIRPORT MANAGER: 814-355-7407
COMMUNICATIONS: CTAF/UNICOM 122.8
®
NEW YORK CENTER APP/DEP CON 134.8
CLNC DEL 125.725
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG  (VH)  (H)  VORTAC 115.5  PSB  Chan 102  N40°54.98´
W77°59.56´  113º  8.2  NM to fld. 2443/10W.
VOR unusable:
005º–010º byd 40 NM
035º–060º byd 40 NM
095º–104º byd 40 NM
105º–115º byd 40 NM blo 18,000´
116º–145º byd 40 NM
146º–156º byd 40 NM blo 5,000´
146º–156º byd 70 NM
157º–171º byd 40 NM
172º–189º byd 40 NM blo 10,000´
172º–189º byd 78 NM
200º–205º byd 40 NM
320º–325º byd 40 NM
COMM/NAV/WEATHER REMARKS: Clearance delivery pvdd by New York ARTCC on freq 118.55 when UNV twr clsd.

BELLGROVE  N40°26.14´ W76°33.18´  NOTAM FILE IPT.
NDB (MHW) 328  BZJ  at Muir Ahp (Fort Indiantown Gap). 480/10W.
NEW YORK  L–301, 346, A

BELTZVILLE  (See LEIGHTON on page 289)

BENDIGO  (See TOWER CITY on page 316)

BENSALLEM
TOTAL RF HELIPORT  (ØA)  1 E  UTC–5(–4DT)  N40°04.25´ W74°56.02´
11  NOTAM FILE ITP
HELIPAD HL: HBOX80 (ASPH)  PERIMETER LGTS
AIRPORT MANAGER: 215-990-5300
COMMUNICATIONS: CTAF 122.9
BERMUDIAN VALLEY AIRPARK (See KRALLTOWN on page 287)

BETHEL

GRIMES (8N1) 2 E UTC–5 (–4 DT) N40°29.09’ W76°15.81’
582 NOTAM FILE IPT

RWY 11–29: 2720X100 (TURF)
RWY 11: Thld displcd 250’. Road.
RWY 29: Thld displcd 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 (–4 DT) 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

® WILKES–BARRE APP/DEP CON 120.95

CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MILTON (L) 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 274)

BRADFORD CO (See TOWANDA on page 316)
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 lghts—CTAF.
AIRPORT MANAGER: 814-368-5928
WEATHER DATA SOURCES: ASOS 133.825 (814) 368–2581.
COMMUNICATIONS: CTAF/UNICOM 123.075
RCO 122.2 (ALTOONA RADIO)
© CLEVELAND CENTER APP/DEP CON 124.325
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.
AIRSPACE: CLASS E svc 1100–0330Z‡ Mon–Fri, 1100–2330Z‡ Sat, 1300–0330Z‡ Sun; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BFD.
(L) DME 116.6  BFD  Chan 113  N41°47.18’ W78°37.16’  317º 1.4 NM to fld. 2110.
DME unusable:
  Wi 1 NM
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.
DME unusable:
  Wi 1 NM
RCO 122.2 (ALTOONA RADIO)

BRANDYWINE RGNL  (See WEST CHESTER on page 319)

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.
PENNSYLVANIA

BROGLUE

BAUBLITZ COMMERCIAL (9W8) 1 S UTC–5(–4DT) N39º51.14’ W76º29.18’

750 B NOTAM FILE IPT

RWY 10–28: 2493X100 (TURF)

RWY 18: Thld dsplcd 476’. Pole.

RWY 28: Thld dsplcd 200’. Road.

SERVICE: FUEL 100LL


AIRPORT MANAGER: (717) 870-4076

COMMUNICATIONS: CTAF 122.9

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

BROKENSTRAW (See PITTSFIELD on page 304)

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: FUEL 100LL, JET A, A+, OX 1, 2 LGT Actvt MALSF Rwy 08; REIL Rwy 26; PAPI Rwy 08 & 26; HIRL Rwy 08–26—CTAF.

NOISE: Noise abatement procedures in effect; climb to 2000’ before turning.


AIRPORT MANAGER: 724-586-6665

WEATHER DATA SOURCES: AWOS–3PT 121.450 (724) 586–6434. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 123.05

ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)

® PITTSBURGH APP/DEP CON 124.75

CLNC DEL 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (VH) (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 261)
CAMOR  N39°52.97´ W79°44.68´ NOTAM FILE AOO.
NDB (MHW/LOM) 299 VV 049° 6.1 NM to Joseph A Hardy Connellsville. 1020/8W.
NDB unusable:
Byd 10 NM

CANADENSIS
FLYING DOLLAR (8N4) 2 N UTC–5(–4DT) N41°12.90´ W75°10.46´
1430 NOTAM FILE IPT
RWY 02–28: H4008X60 (ASPH) S–12.5, D–12.5 LILR
SERVICE: S2 FUEL 100LL, JET A+ LGT ACTVT LILR Rwy
10–28—CTAF.
AIRPORT REMARKS: Attended regularly. Deer and wildlife on and inv of rwy. No snow removal. Ldg prohibited Rwy 10,
departure prohibited Rwy 02. Rwy 02–20 marked with white cones. Announce tfc on—CTAF 122.9
AIRPORT MANAGER: 646-298-4753
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

HARRISBURG (L) (L) VORTACW 115.35 HAR Chan 100(Y)
N40º18.13´ W77º04.17´ 225º 8.4 NM to fld. 1301/10W.
VOR unusable:
069º–071º
084º–087º byd 20 NM bly 5,000´
084º–087º byd 30 NM
097º–107º byd 10 NM
116º–120º byd 25 NM bly 4,000´

CASTLE N41º01.38´ W80º24.95´ NOTAM FILE AOO.
NDB (MHW) 272 UCP at New Castle Muni. 1023/9W.

CENTRE AIRPARK (See CENTRE HALL on page 267)
### PENNS CAVE (N74) 4 NE UTC–5(–4DT) N40°53.40’ W77°36.19’


### CHAMBERSBURG

**FRANKLIN CO RGNL (N68) 3 N UTC–5(–4DT) N39°58.38’ W77°38.60’**


### CHEYENNE RIDGE (See HONESDALE on page 284)

### CHESTER CO G O CARLSON (See COATESVILLE on page 269)

**CLARION CO (AXQ)(KAXQ) 3 NW UTC–5(–4DT) N41°13.50’ W79°26.53’**


**CLARION N41°08.78’ W79°27.48’ NOTAM FILE AOO. (L) DME 112.9 CIP Chan 76 009º 4.8 NM to Clarion Co. 1520.**

### DETROIT

**DETROIT**

**WASHINGTON** L–290, A IAP

**CLEVELAND CENTER** APP/DEP CON 126.725 or call 440–774–0234.

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0234/0442.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO. (L) DME 112.9 CIP Chan 76 N41°08.78’ W79°27.48’ 009º 4.8 NM to fld. 1520.
CLEARFIELD—LAWRENCE (FIG)(KFIG) 2 NE UTC—5(−4DT) N41°02.95′ W78°24.91′

1516  B NOTAM FILE FIG
Rwy 12–30: H4499X75 (ASPH) S–12.5 MIRL
Rwy 12: PAPI(P2L)—GA 3.1º TCH 29′.
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.


AIRPORT MANAGER: 814-768-7710
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725

NEW YORK CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

PHILIPSBURG (VH) (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77º59.56′ 303º 20.8 NM to fld. 2443/10W.
VOR unusable:
005º–010º byd 40 NM
035º–060º byd 40 NM
095º–104º byd 40 NM
105º–115º byd 40 NM blos 18,000′
116º–145º byd 40 NM
146º–156º byd 40 NM blos 5,000′
146º–156º byd 70 NM
157º–171º byd 40 NM
172º–189º byd 40 NM blos 10,000′
172º–189º byd 78 NM
200º–205º byd 40 NM
320º–325º byd 40 NM

COATESVILLE CHESTER CO G O CARLSON (MQS)(KMQS) 2 W UTC—5(−4DT) N39º58.74′ W75º51.93′

660  B NOTAM FILE IPT
Rwy 11–29: H5400X100 (ASPH–GRVD) S–30, D–48 HIRL
0.4% up E
Rwy 11: REIL. VASI(V4R)—GA 3.0º TCH 52′. Tree.
Rwy 29: REIL. PAPI(P4L)—GA 3.0º TCH 57′. Trees.

SERVICE: 84 FUEL 100LL, JET A 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 inof arpt. Helicopter ops inof arpt south and southwest of Rwy 11 thld. For svc after hrs ctc 610–384–9000. Helicopter tfc requested to land and tkl from rwy only. Hover taxi along Twy A prohibited. Wheel taxi on bry or hover from rwy to ramp side parking spot by crossing perpendicular to Alpha. Helicopter hover taxiing, tklrs and lgds prohibited from Twy A. +164′ water twr 1343′ from Rwy 11 thld 1842′ right marked with strobe lgt dalgt hrs, standard obstruction lgt ngt hrs.

AIRPORT MANAGER: 610-383-6057
WEATHER DATA SOURCES: AWOS–3 126.25 (610) 384–6132.
COMMUNICATIONS: CTAF/UNICOM 122.7
PHILADELPHIA APP/DEP CON 124.35
CLNC DEL 125.6

CONTINUED ON NEXT PAGE

PENNSYLVANIA 269

DETOIT L–30I

WASHINGTON H–10I, L–34G, A

CONTINUED ON NEXT PAGE

NE, 21 MAR 2024 to 16 MAY 2024
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) (L) VOR/TACW 113.2 MEK 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 blo 7,500’
170º–248º byd 30 NM blo 9,500’
170º–248º byd 8 NM blo 6,000’
268º–278º byd 28 NM
278º–290º blo 10,000’
290º–326º
ILS 108.5 I–MQS Rwy 29. Class IA.

CONNELLSVILLE

JOSEPH A HARDY CONNELLSVILLE (VVS)(KVVS) 5 SW UTC–5(–4DT) N39º57.54’ W79º39.45’ CINCINNATI L–29C (VVS)
1264 B NOTAM FILE AOO
RWY 05–23: H3833X100 (ASPH) S–12.5 MIRL 1.2% up NE
RWY 05: REIL PAPI(P2L)—GA 3.0º TCH 41’.
RWY 23: PAPI(P2R)—GA 3.0º TCH 20’.
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 100LL, JET A LGT ACTVT Rwy 05; PAPI Rwy 05, 23 and 14. MIRL Rwy 05–23 and Rwy
AIRPORT REMARKS: Attended 1300–2200Z. Deer and birds on and inv of arpt. Self svc 100LL avbl 24 hrs; credit card only.
Rwy 23 has a 265 ft relocated thr for taxi only. Rwy 14 has a 315 ft relocated thr for taxi only, Rwy 32 has a 260 ft
relocated thr for taxi only. Twy B clsd to acft wingspan more than 40’. Ldg fee for all acft over 6,000 lbs gross weight
waived for fuel purchase.
AIRPORT MANAGER: 724-628-2276
WEATHER DATA SOURCES: AWOS–3P 133.325 (724) 626–8745.
COMMUNICATIONS: CTAF/UNICOM 122.8
® CLARKSBURG APP/DEP CON 119.425 (1200–0400Z)
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z)
CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at
440-774-0226.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) TACAN Chan 19 IHD (108.2) N39º58.45’ W79º21.50’ 272º 13.8 NM to fld. 2820/6W.
TACAN AZIMUTH OTS indef.
CAMOR NDB (MHW/LOM) 299 VV N39º52.97’ W79º44.68’ 049º 6.1 NM to fld. 1020/8W.
NDB unusable:
Byd 10 NM
LOC 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC unmonitored indef.
<table>
<thead>
<tr>
<th>Airport Name</th>
<th>Abbreviation</th>
<th>Lat/Long</th>
<th>Service/Remarks</th>
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<tbody>
<tr>
<td>PENNSYLVANIA</td>
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</tbody>
</table>
| CORRY–LAWRENCE       | (8G2)        | N41º54.45´ W79º38.46´ | RWY 14–32: H4101X75 (ASPH) S–12.5 MIRL 1.7% up SE  
Rwy 14 and 32—CTAF.  
AIRPORT MANAGER: 814-462-5652  
COMMUNICATIONS: CTAF/AUNICOM 122.8  
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 N41º42.78´ W79º25.04´ 117.6 TDT Chan 123 N41º42.78´ W79º25.04´ 319º 15.4 NM to fld. 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´ |
| CRESO                | (48P)        | N41º08.91´ W75º16.52´ | RWY 09–27: 1000X100 (TURF)  
RWY 09: Thld dsplcd 130´. Trees.  
AIRPORT MANAGER: 570-595-2269  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.  
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.  
MILTON (L) (L) VORTACW 109.2 MIP Chan 29 N41º01.40´ W76º39.92´ 177º 4.6 NM to fld. 1000/9W. |
| DANVILLE             | (8N8)        | N40º56.90´ W76º38.64´ | 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 lghts dsplcd 365´ from rwy end for ngt displacement. Rwy end lghts with two red lghts 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) (L) VORTACW 109.2 MIP Chan 29 N41º01.40´ W76º39.92´ 177º 4.6 NM to fld. 1000/9W. |
| DECK                 |              |              | (See MYERSTOWN on page 295)  
DONEGAL SPRINGS AIRPARK | (See MOUNT JOY/MARIETTA on page 293) |
DOVER

LAZY B RANCH (OP8)  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 23: Trees.

SERVICE: S4 LGT For LIRL Rwy 05–23 key 122.9 five times.


AIRPORT MANAGER: 717-577-8827

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

DOYLESTOWN (DYL)(KDYL)  2 N  UTC−5(−4DT)  N40°19.98´ W75°07.34´

394  B  NOTAM FILE DYL
RWY 05–23: H3002X60 (ASPH) S–12 MIRL
RWY 05: SAVASII(S2L)—GA 5.0’. Tree.
RWY 23: REIL, PAPI(P2L)—GA 3.0º TCH 20’. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT Actvt REIL Rwy 23; MIRL Rwy 05–23—CTAF. MIRL Rwy 05–23 opr consly SS–SR.


AIRPORT MANAGER: 215-340-0707

WEATHER DATA SOURCES: ASOS 118.875 (215) 345–0392.

COMMUNICATIONS: CTAF/UNICOM 122.975

® PHILADELPHIA APP/DEP CON 123.8

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDLEY (L) (L) VOR/DME 108.2  ARD Chan 19  N40°15.20´ W74°54.46´ 306º 11.0 NM to fld. 294/10W.

VOR unusable:
020º–040º
195º–225º byd 25 NM blo 5,000´
250º–265º blo 3,500´
265º–280º byd 20 NM blo 5,000´
281º–300º byd 14 NM blo 6,000´

DME unusable:
225º–275º byd 25 NM blo 5,000´
PENNSYLVANIA

DUBOIS RGNL  (DUJ/KDUJ)  7 NW UTC–5(–4DT)  N41º10.70´ W78º53.92´

1817  B  Class II, ARFF Index A  NOTAM FILE DUJ
RWY 07–25: H5503X100 (ASPH–GRVD)  S–45, D–60, 2D–93
PCN 18 F/C/X/U  HIRL
RWY 07: REIL, VASI(V2L)—GA 3.0º TCH 28´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5503 TODA–5503 ASDA–5503 LDA–5503

SERVICE:  FUEL 100LL, JET A
LGT ACTIVATE HIRL Rwy 07–25, REIL and VASI Rwy 07, MALSR Rwy 25, twy lghts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1000–0300Z‡, Sat 1230–0130Z‡, Sun 1230–0100Z‡. Flocks of birds on and invof 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)

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234.
AIRSPACE: CLASS E  svc 1025–0330Z‡ Mon–Fri, 1300–2300Z‡ Sat, 1300–0330Z‡ Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) DME 112.9 CIP Chan 76  N41º08.78´ W79º27.48´  085º 25.4 NM to fld. 1520.

EAST TEXAS  N40º34.86´ W75º41.04´ NOTAM FILE IPT.
(L) (L) VOR/DME 110.2 ETX Chan 39  103º 9.0 NM to Allentown Queen City Muni. 741/9W.
VOR unusable:
255º–265º
RCO 122.4 (WILLIAMSPORT RADIO)
EASTON

BRADEN AIRPARK (N43) 3 N UTC–5(–4DT) N40°44.53′ W75°14.58′
397  B NOTAM FILE IPT
RWY 18–36: H1956X165 (ASPH–TURF) LIRL(NSTD) 0.5% up N
RWY 18: Thid displic 192’, Tree.
RWY 36: Trees.
SERVICE: S2 FUEL 100LL LGT Rwy 18–36 NSTD LIRL, lghts spaced at 400′ intervals.
AIRPORT REMARKS: Attended 1300–2130Z‡. Rwy 18–36 1956 ft by 50 ft asph aligned in center of 165 ft turf strip. Acft may not be visible on all parts of fld. 24 hr self serve fuel avbl.
AIRPORT MANAGER: 610-231-5270
COMMUNICATIONS: CTAF/UNICOM 123.0

ALLENTOWN APP/DEP CON 119.65 (3000′ and blo) 124.45 (abv 3000′)
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.
ALLENTOWN (L) (L) VORTACW 117.5 FJC Chan 122 N40°43.60′ W75°27.28′ 094º 9.7 NM to fld. 681/10W.
TACAN AZIMUTH & DME unusable: 061º–299º byd 30 NM blo 4,000′ 300º–060º byd 26 NM blo 4,500′
VOR unusable: 021º–189º byd 10 NM 190º–260º blo 9,000′ 190º–260º byd 24 NM 261º–306º byd 9 NM blo 4,000′ 307º–349º 350º–020º blo 3,500′ 350º–020º byd 33 NM blo 4,000′

EBENSBURG (9G8) 3 SW UTC–5(–4DT) N40°27.68′ W78°46.52′
2099  B NOTAM FILE AOO
RWY 07–25: H3204X50 (ASPH) S–12.5 MIRL 0.6% up NE
RWY 07: Trees.
RWY 25: Road.
RWY 11U–29U: 1636X150 (TURF–DIRT) 1.9% up E
RWY 11U: Tree.
RWY 29U: Tree.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 07–25 and twy lghts—CTAF.
AIRPORT MANAGER: (814) 934-5717
COMMUNICATIONS: CTAF/UNICOM 122.8

JOHNTOWN APP/DEP CON 121.2 (1200–0400Z) or ctc 814–532–5960.
CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z) or ctc Cleveland ARTCC at 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 194º 5.3 NM to fld. 2340.

EIGHTY FOUR

BANDEL (22D) 3 SE UTC–5(–4DT) N40°07.84′ W80°05.77′
1210  NOTAM FILE AOO
RWY 01–19: 2260X100 (TURF–DIRT) 0.3% up N
RWY 01: Hill.
RWY 19: Trees.
AIRPORT REMARKS: Attended irregularly. PAEW adj Rwy 01–19 indefly. 250 ft high terrain 3450 ft north of Rwy 19. Rwy 01–19 marked with flush white bucket lids boundary markers. Rwy 01 150 ft dthr mkd with flush orange bucket lids. Rwy 19 1330 ft dthr mkd with flush orange bucket lids. Rwy not maintained durg winter months.
AIRPORT MANAGER: 412-877-4584
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.
ELLWOOD CITY  N40°49.50’ W80°12.69’ NOTAM FILE AOO.
(VH) (H) VOR/DME  115.8  EWC  Chan 105  257º 8.8 NM to Beaver Co. 1227/8W.
VOR unusable:
285º–335º
RCO  122.1R 115.8T (ALTOONA RADIO)

ENOLA  N40°14.78’ W76º54.04’ NOTAM FILE MDT.
NDB (LOMW)  204  MD  128º 7.1 NM to Harrisburg Intl. 461/11W.

ERIE  732  B  LRA  ARFF Index—See Remarks

ERIE INTL/TOM RIDGE FLD  (ERI)(KERI)  5 SW UTC–5(–4DT)  N42º04.99’ W80º10.44’
RWY 06–24: H8420X150 (ASPH–GRVD)  2S–114, D–161, 2D–264  PCN 45 F/C/X/T
HIRL
RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 54’. RVR–TR Thld dsplcd 919’. Railroad.
RWY 02–20: H3508X150 (ASPH)  2D–150  MIRL
RWY 02: Thld dsplcd 817’. Railroad.
RWY 20: VASI(V4L)—GA 4.0º TCH 69’. Thld dsplcd 306’. Road.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 24  02–20  6550

RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–3508  TODA–3508  ASDA–3337  LDA–2520
RWY 06: TORA–8420  TODA–8420  ASDA–8420  LDA–7501
RWY 20: TORA–3508  TODA–3508  ASDA–3208  LDA–2902
RWY 24: TORA–8420  TODA–8420  ASDA–7500  LDA–7500
SERVICE: S2  FUEL  100LL, JET A

AIRPORT REMARKS:
Attended Mon–Fri 1000–0400Z‡, Sat–Sun 1000–0300Z‡. Birds on and inv of 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 wgt, ctc aprt for fee sked. Flight Notification Service (ADCUS) available, prior reservation required, phone 814–833–1355.

AIRPORT MANAGER: 814-833-4258

COMMUNICATIONS: CTAF 118.1  ATIS 120.35

WEATHER DATA SOURCES: ASOS 120.35 (814) 835–7112.

COMMUNICATIONS: CTAF 118.1  ATIS 120.35  UNICOM 122.95

BUFFALO APP/DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.
TOWER 118.1 (1100–0500Z‡) GND CON 121.9  CLNC DEL 126.8

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

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

TRSA svc ctc BUFFALO APP CON within 20 NM

RADIO AIDS TO NAVIGATION: 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 unusable:
076º–109º byd 30 NM blo 5,000’
110º–180º byd 25 NM blo 5,000’
181º–249º byd 30 NM blo 5,000’
250º–274º byd 20 NM
295º–315º byd 35 NM blo 3,000’

DME unusable:
076º–109º byd 30 NM blo 5,000’
110º–180º byd 25 NM blo 5,000’
181º–249º byd 30 NM blo 5,000’
250º–274º byd 20 NM
295º–315º byd 35 NM blo 3,000’

ILS/DME 110.3  I–ERI  Chan 40  Rwy 06.  Class IE.  Unmonitored when ATCT closed.

ILS/DME 110.3  I–AWY  Chan 40  Rwy 24.  Class ID.
Lake Erie Landing Area SPB (E75) 3 NW UTC–5(–4DT) N42°10.26´ W80°06.70´

571 NOTAM FILE Not insp.
WATERWAY 06W–24W: 2830X200 (WATER)
WATERWAY 24W: Rgt tfc.
AIRPORT MANAGER: 814-397-7974
COMMUNICATIONS: CTAF 122.9

Thermal–G (Q3G) 3 W UTC–5(–4DT) N42°01.24´ W80°04.24´

1434 NOTAM FILE AOO
RWY 07–25: 1264X110 (TURF) 1.0% up E
RWY 07: Rgt tfc.
AIRPORT REMARKS: Attended continuously. Glider ops on the arpt. Rw 07–25 NSTD markings, rwy marked with white tires. Turf with topsoil base can be soft; call for condition. 945´ turf twy on east end of rwy. 1,000´ turf twy on west end of rwy. Circular hot air balloon launching pad radio controlled model airplane circle.
AIRPORT MANAGER: 814-866-1131
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

Erwinna Vansant (9N1) 2 SW UTC–5(–4DT) N40°29.06´ W75°05.98´

390 TPA—See Remarks NOTAM FILE IPT
RWY 07–25: 3058X120 (TURF)
RWY 07: Thld dsplcd 365´. Road.
RWY 25: Tree.
RWY 05G–23G: 1340X200 (TURF)
SERVICE: S4 FUEL 100LL
AIRPORT MANAGER: 610-847-8494
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

Essington Philadelphia SPB (9N2) 1 S UTC–5(–4DT) N39°51.54´ W75°17.98´

00 TPA—300(300) NOTAM FILE IPT
WATERWAY 11W–29W: 9100X250 (WATER)
WATERWAY 11W: Rgt tfc.
AIRPORT MANAGER: 610-521-3530
COMMUNICATIONS: CTAF 122.9
FACTORVILLE
SEAMANS FLD  (9N3)  2 N  UTC–5(–4DT)  N41º35.36´ W75º45.36´  
1209  B  NOTAM FILE IPT  
RWY 04–22: H2500X50 (ASPH)  LI
SERVICE:  FUEL  100LL  
AIRPORT MANAGER:  570-945-5125  
COMMUNICATIONS:  CTAF/UNICOM 122.7  
WILKES–BARRE APP/DEP CON 120.95  
CLEARANCE DELIVERY PHONE:  For CD ctc Wilkes-Barre Apch at 570-655-2084.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE AVP.  
WILKES–BARRE (L) (L) VORTACW 111.6  LVZ Chan 53  N41º16.37´  
W75º41.37´  001º 19.2 NM to fld. 2118/10W.  
VOR unusable:  290º–305º byd 15 NM blo 6,000´

FAIRFIELD
MID ATLANTIC SOARING CENTER  (W73)  2 SE  UTC–5(–4DT)  N39º45.42´ W77º21.08´  
573  NOTAM FILE IPT  
RWY 15–33: H2700X50 (ASPH)  S–12.5, D–12.5  
RWY 15:  Tree.  
AIRPORT MANAGER:  717-642-9886  
COMMUNICATIONS:  CTAF 123.3  
CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-709-4993.  
COMM/NAV/WEATHER REMARKS:  Multicom 123.3 used during glider activity.

FARMERS PRIDE  (See FREDERICKSBURG on page 279)
FINLEYVILLE AIRPARK  (G05)  1 SW UTC–5(–4DT)  N40°14.73´ W80°00.59´
1236  B  TPA—See Remarks  NOTAM FILE A00
RWY 14–32:  H2497X50 (ASPH)  LIRL  1.2% up NW
SERVICE:  S4  FUEL  100LL  LGT ACTIVATE LIRL—CTAF. After 0500Z‡
ACTIVATE rotating bcn—CTAF.
AIRPORT REMARKS:  Attended irregularly. Deer on and inof rwy. Terrain falls
off rapidly off apch end Rwy 14; terrain rises off apch end Rwy 32.
Lmtd sight dist down rwy due to hump near app end of Rwy 14. Tran
pilots advised to check rwy condition prior to use during winter
months. Ultralights avoid overflying houses northeast of arpt.
Helicopters follow fixed wing tcf pat. Rwy 14–32 ultralights fly rgt tcf.
TPA ultralights 1736(500). Parl twy marked with reflectors. No act
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)  VOR/DME 110.0  AGC  Chan 37  N40°16.72´  
W80°02.45´  153º 2.4 NM to fld. 1285/9W.
VOR unusable:
036º–059º byd 10 NM blo 7,000´
071º–175º
226º–261º byd 10 NM
300º–310º
CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: AWOS–3PT 118.175 (814) 437–2066.

COMMUNICATIONS: CTA/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´ W79º51.40´  189º  3.7 NM to fld. 1528/6W.  NOTAM FILE FKL.

VOR unusable:
140º–207º byd 20 NM blo 9,000’
248º–291º blo 4,000’
355º–005º blo 4,000’

ILS 110.5  I–FKL  Rwy 21.  Class IB.  Unmonitored Sat 0100Z‡–Sun 1200Z‡.

FRANKLIN CO RGNL (See CHAMBERSBURG on page 268)

FREDERICKSBURG

FARMERS PRIDE  (9N7)  0 W  UTC–5(–4DT)  N40º26.57´ W76º26.50´  495  B  NOTAM FILE IPT

RWY 10–28: 3410X150 (TURF)  RWY LGTS(NSTD)

RWY 10: Thld dsplcd 504’. Tree.

RWY 28: Thld dsplcd 590’. Tree.

SERVICE: FUEL 100LL  LGT ACTIVATE LIRL Rwy 10–28 on CTA—122.9. ACTIVATE rotating bcn CTA—122.9.


AIRPORT MANAGER: (717) 507-0303

COMMUNICATIONS: CTA—122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

FREEPORT

MCVILLE  (6P7)  7 NE  UTC–5(–4DT)  N40º44.07´ W79º35.74´  1105  B  NOTAM FILE AOO

RWY 14–32: H2800X60 (ASPH)  MIRL

RWY 14: Trees.


AIRPORT MANAGER: 724-335-0390

COMMUNICATIONS: CTA/UNICOM 123.0

JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡, other times ctc)

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

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.

RADIO AIDS TO NAVIGATION: NOTAM FILE JST.

JOHNSTOWN (L) VOR/DME 113.0  JST  Chan 77  N40º19.00´  W78º50.05´  312º  42.9 NM to fld. 2279/6W.

VOR unusable:
088º–102º byd 25 NM
120º–135º byd 25 NM
GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC–5(–4DT) N40°44.25´ W75°42.33´

735 NOTAM FILE IPT
RWY 08–26: 2380X100 (TURF) 0.4% up E
RWY 26: Thld dsplcd 300´. Road.

SERVICE: S2

AIRPORT REMARKS: Attended irregularly. Rwy 08–26 marked with white cones. Rwy 26 dthr mkd with white cones.

AIRPORT MANAGER: 610-248-8190

COMMUNICATIONS: CTAF/UNICOM 122.725

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

GETTYSBURG RGNL (W95) 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: S4 FUEL 100LL LDT 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 (VHI) (H) VORTAC 117.9 EMI Chan 126 N39°29.70´ W76°58.71´ 335° 24.9 NM to fld. 820/8W.

VOR unusable:
009º–056º byd 40 NM
128º–161º byd 20 NM blo 6,500´
221º–231º blo 4,500´
221º–231º byd 13 NM blo 16,000´
284º–294º byd 40 NM
295º–334º blo 5,500´

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

GRAND CANYON RGNL (See WELLSBORO on page 318)

GREATER BREEZEWOOD RGNL (See BREEZEWOOD on page 265)

GREENE CO (See WAYNESBURG on page 318)

GREENSBURG JEANNETTE RGNL (See JEANNETTE on page 285)
GREENVILLE MUNI (4G1) 3 N UTC–5(–4DT) N41º26.81´ W80º23.47´
1206 B NOTAM FILE A00
RWY 15–33: H3006X75 (ASPH) S–12.5 MIRL 1.4% up SE
RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 44´. Trees.
RWY 05–23: 2551X118 (TURF) 0.5% up SW
RWY 05: Thld dspcl 984´. Trees.
RWY 23: Trees.
SERVICE: 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 110.775 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.
CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apc at 330-856-4806, when Apc clsd ctc Cleveland ARTCC at 440-774-0232.
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) (L) VORTACW 109.0 YNG Chan 27 N41º19.86´ W80º40.48´ 066º 14.6 NM to fld. 1159/5W. VOR unusable: 015º–179º blo 5,000´ 180º–014º byd 25 NM blo 5,000´
GRIMES (See BETHEL on page 264)
GROVE CITY (29D) 3 W UTC–5(–4DT) N41º08.76´ W80º10.07´
1371 B NOTAM FILE A00
RWY 10–28: H4500X75 (ASPH) S–12.5 MIRL 1.6% up W
RWY 10: REIL. PAPI(P2L)—GA 3.8º TCH 37´. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 56´. Trees.
SERVICE: FUEL 100LL, JET A, A+ LGT ACTVT PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. Rwy 10 PAPI unusable byd 5º left of rwy centerline. Twy lgts stub to apron.
AIRPORT MANAGER: 724-748-5530
COMMUNICATIONS: CTAF/UNICOM 122.725
® YOUNGSTOWN APP/DEP CON 113.95 (1100–0500Z‡)
® CLEVELAND CENTER APP/DEP CON 132.725 (0500–1100Z‡) or ctc Cleveland ARTCC at 440-774-0234.
CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apc at 330-856-4806, when Apc clsd ctc Cleveland ARTCC at 440-774-0234.
RADIO AIDS TO NAVIGATION: NOTAM FILE A00.
ELLWOOD CITY (WH) (H) VOR/DME 115.8 EWC Chan 105 N40º49.50´ W80º12.69´ 014º 19.4 NM to fld. 1227/8W. VOR unusable: 285º–335º
HARRISBURG (CXY)(KCXY) 3 SE UTC—5(—4DT) N40°13.03’ W76°51.08’
347 B TPA—See Remarks NOTAM FILE CXY
RKY 08–26: H5000X150 (ASPH–GRVD) S–65, D–105, 2S–133, 2D–185 HIRL
RKY 08: MALSR. PAPI(P4R)—GA 3.0º TCH 55’. RVR–T Trees.
RKY 26: VASI(V4L)—GA 3.1º TCH 56’. Pole. Rgt tlc.
RKY 12–30: H3778X100 (ASPH) S–40, D–65, 2S–82, 2D–115 MIRL
0.3% up SE
RKY 12: REIL. VASI(V4L)—GA 3.9º TCH 49’. Tree. Rgt tlc.
RKY 30: REIL. VASI(V4L)—GA 4.0º TCH 56’.
LAND AND HOLD–SHORT OPERATIONS
LDG RKY HOLD–SHORT POINT AVRBL LDG DIST
RKY 26 12–30 3450
SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR
Rwy 08, HIRL Rwy 08–26, MIRL Rwy 12–30 and twy lgts—CTAF. Rwy 08 PAPI unusbl byd 7º right of course.
AIRPORT REMARKS: Attended 1100–0400Z‡. PPR for hazardous cargo. Bird
flocks on and invof arpt. All rwys for loads over 100,000 lbs prior
permission rqr. Arpt CLOSED to FAR PART 121 acft. Active twy prior to
Rwy 12 relocated thld, no tfl or ldg on this sfc. High terrain south Rwy
12–30. TPA 1500(1153) conventional.
AIRPORT MANAGER: 717-774-8335
WEATHER DATA SOURCES: ASOS (717) 770–0880 LAWRS.
COMMUNICATIONS: CTAF 119.5 ATIS 134.95 UNICOM 122.95
CAPITAL CRY RCO 122.2 (WILLIAMSPORT RADIO)
® HARRISBURG APP/DEP CON 124.1
TOWER 119.5 (1200–0200Z‡) GND CON 121.9 CLNC DEL 124.1 (when twr clsd)
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Harrisburg Apch 124.1 or 800-932-0712.
AIRSPACE: CLASS D svc 1200–0200Z‡; other times CLASS E.
TRSA svc ctc APP CON 20 NM out.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (L) VOR/DME 117.3 LRP Chan 120 N40°07.20’ W76°17.48’ 292º 26.4 NM to fld. 399/9W.
VOR unusable:
195º–273º byd 21 NM bio 9,000’
DME unusable:
180º–190º
320º–30º byd 31 NM bio 8,000’
ILS 109.1 I–CXY Rwy 08. Class IB. LOC unusable byd 30º r of course.
HARRISBURG INTL  (MDT) (KMDT) P (ANG) 8 SE  UTC–5(–4DT)  N40°11.59’ W76°45.76’

310  B  TPA—See Remarks  LRA  Class I, ARFF  Index B  NOTAM FILE MDT

RWY 13–31: H10001X200 (ASPH–GRVD)  S–155, D–330, 2S–175,
2D–550  PCN  90  F/C/X/T  HIRL  CL

RWY 13: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 75’. RVR–TMR Thld
dspcld 993’. Pole.

RWY 31: REIL. 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: 54  FUEL  100LL, JET A  QX 1, 2, 4  MILITARY—FUEL A, A+
(C717–944–4666) (NC–100LL) FLUID  LOX OIL–0–128(Mil)

AIRPORT REMARKS: Attended continuously. Bird flocks on and inv of arpt.
Cago ramp clsd to tnt acft without prior permission, call amgr
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
Notifcation 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 (310°–079°) 124.1 (180°–309°) 126.45 (080°–179°)

HARRISBURG INTL TOWER 124.8  GND CON 121.7

AIRSPACE: CLASS D.

TRSA svc ctc Apch Ctl 20 NM out

VOR TEST FACILITY (VOT) 110.0

RADIO AIDS TO NAVIGATION:

LANCASTER (L) (L) VOR/DME 117.3  LRP  Chan 120  N40°07.20’ W76°17.48’
291º 22.1 NM to fld. 399/9W.

VOR unusable: 195º–273º byd 21 NM blo 9,000’

DME unusable: 180º–190º

320º–300º byd 31 NM blo 8,000’

ENOLA NDB (LOMW) 204  MD  N40°14.78’ W76°54.04’
128º 7.1 NM to fld. 461/11W.  NOTAM FILE MDT.

ILS 110.9 I–MDT Rwy 13.  Class IIE.  LOM ENOLA NDB. LOC unusable above 1,800’ at thld; above 4,800’ byd
OM (6.4 NM).

ILS 110.9 I–HQA Rwy 31.  Class IB.  Unmonitored when ATCT clsd.

HARRISBURG N40°18.13’ W77°04.17’ NOTAM FILE CXY.

(L) (L) VORTACW 115.35  HAR  Chan 100(Y)  225° 8.4 NM to Carlisle. 1301/10W.

VOR unusable: 069º–071º

084º–087º byd 20 NM blo 5,000’

084º–087º byd 30 NM

097º–107º byd 10 NM

116º–120º byd 25 NM blo 4,000’
HAZLETON RGNL (HZL) 2 NW UTC–5(–4DT) N40°59.21’ W75°59.68’
1603 B NOTAM FILE IPT
Runway Declared Distance Information
Rwy 10: TORA–5001 TODA–5001 ASDA–5001 LDA–4801
Service: S2 Fuel 100LL, JET A OX
Airport Manager: (484) 661-8994
Weather Data Sources: AWOS–3 119.975 (570) 459–4901.
Communications: CTAF/UNICOM 126.3
Radio Aids to Navigation: NOTAM FILE AVP. WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37’ W75°41.37’ 229º 24.6 NM to fld. 2118/10W.
VOR unusable: 290º–305º byd 15 NM bly 6,000’.
LOC/DME 110.5 I–HZL Chan 42 Rwy 28. LOC unusable abv 5,000’.

HERITAGE FLD (See POTTSTOWN on page 305)

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
Communications: CTAF/UNICOM 122.8
Radio Aids to Navigation: NOTAM FILE AVP. WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37’ W75°41.37’ 229º 22.0 NM to fld. 2118/10W.
VOR unusable: 290º–305º byd 15 NM bly 6,000’.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC–5(–4DT) N40°12.12’ W75°10.69’
250 NOTAM FILE IPT
HeliPad H1: H60X60 (ASPH)
Service: LGT HeliPad H1: flood lgts fm bldgs. Avbl upon req.
Airport Manager: 215-674-2100
Communications: CTAF/UNICOM 123.075
Clearance Delivery Phone: For CD ctc Philadelphia Apch at 800-354-9884.

INDIAN HEAD N39°58.45’ W79°21.50’ NOTAM FILE AOO.
(L) TACAN 108.2 IHD Chan 19 272º 13.8 NM to Joseph A Hardy Connellsville. 2820/6W. TACAN Azimuth OTS indef

NE, 21 MAR 2024 to 16 MAY 2024
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. PAPI(P4L)—GA 3.0º TCH 42′. Trees.
RWY 29: PAPI(P4L)—GA 3.0º TCH 46′. Trees.
SERVICE: S2 FUEL 100LL, JET A, A+ LTG ACTIVATE REIL Rwy 11;
PAPI Rwy 11 and Rwy 29; HIRL Rwy 11–29 and twys—CTAF.
AIRPORT MANAGER: 724-463-3883
COMMUNICATIONS: CTAF/UNICOM
JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡)
CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 2340.

IRWIN
INTER CO (See IRWIN on page 285)

IRWIN
INTER CO (31D) 4 W UTC–5(–4DT) N40°20.00′ W79°46.75′
1250 NOTAM FILE AOO
RWY E–W: 1800X120 (TURF)
RWY E: Trees.
RWY W: Trees.
AIRPORT REMARKS: Attended irregularly. Deer on and inv of arpt. Caution: Trees in apch path, use short fld tkof and lndg procedure. Ultralight activity on and inv of arpt. Marked water tank approximately nine tenths of a mile east of arpt, unmarked cell twr near water tank and marked transmission line approximately 1460 ′ east of arpt. Fence approximately 4′ high along south side of Rwy W and extends approximately 500 ′ into the apch sfc. Turf rwy may be soft during spring thaw and wet periods. Call for current rwy conditions. Rwy E–W dog leg in rwy approximately 15º. Rwy E–W width varies 118′–178′. Rwy E marked with yellow cones. Rwy W marked with yellow cones. Rwy E–W 275′ unmarked safety area west end, 225′ unmarked safety area east end.
AIRPORT MANAGER: 412-751-9009
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

JEANNETTE
GREENSBURG JEANNETTE 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 tlc.
SERVICE: LTG Arpt bcn opr dusk to 0600Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 no twy lgts. NSTD rwy lgt spacing. NSTD thld lgt spacing.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Parachute Jumping. Rwy 02 open for tkof and Indg SR to SS, CLOSED for Indg SS to SR. Deer and birds on and inv of arpt with occasional rwy incursions. 240′ hill/trees 4,690′ south of Rwy 02. Terrain drops off rapidly on both ends of rwy.
AIRPORT MANAGER: 724-744-2900
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 082° 20.7 NM to fld. 1285/9W.
VOR unusable:
- 036°–059° byd 10 NM bl 7,000′
- 071°–175°
- 226°–261° byd 10 NM
- 300°–310°
JOHN MURTHA JOHNSTOWN/CAMBRIA CO (See JOHNSTOWN on page 286)

JOHNSTOWN

JOHN MURTHA JOHNSTOWN/CAMBRIA CO (JST) (KJST) P (ANG ARNG AR) 3 NE UTC–5 (–4DT)

N40°18.93’ W78º50.08’

2284 B Class I, ARFF Index A NOTAM FILE JST


RWY 15: VASI(V4L)–GA 3.0º TCH 52’. Trees.

RWY 33: MALSR. PAPI(P4R)–GA 3.0º TCH 53’. Trees.


RWY 05: REIL. PAPI(P4L)–GA 3.0º TCH 44’. Trees.

RWY 23: REIL. VASI(V4L)–GA 3.0º TCH 45’. Bldg.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–4387 TODA–4387 ASDA–4387 LDA–4387

RWY 15: TORA–7004 TODA–7004 ASDA–6698 LDA–6698


RWY 33: TORA–7004 TODA–7004 ASDA–6484 LDA–6484

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR Rwy 33, PAPI Rwy 33, HIRL Rwy 15–33, MIRL 05–23, and all twy lghts—CTAF. PAPI Rwy 05 unavbl when ATCT clsd.

AIRPORT REMARKS: Attended 1000–0500Z‡. Deer and birds on and inv 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.


AIRPORT MANAGER: 814-536-0002

WEATHER DATA SOURCES: ASOS (814) 535–3511

COMMUNICATIONS: CTAF 125.75 ATIS 118.325 UNICOM 122.95

JOHNSTOWN APP/DEP CON 128.2 121.2 244.875 (1200–0400Z‡ or ctc 814–532–5960), other times ctc Cleveland ARTCC at 440–774–0234.

TOWER 125.75 253.5 (1200–0400Z‡)

GND CON 121.6 CLNC DEL 126.85

KEYSTONE OPS ARNG 138.55 241.35 46.75

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE JST.

JOHNSTOWN (L) (L) VOR/DME 113.0 JST Chan 77 N40°19.00’ W78º50.05’ at fld. 2279/6W.

VOR unusable: 088º–102º byd 25 NM 120º–135º byd 25 NM

ILS 110.1 J–JST Rwy 33. Class IB. Glide slope unusable byd 5º left of course. Unmonitored when ATCT clsd.

COMM/NAV/WEATHER REMARKS: UNICOM frequency 122.95 avbl for ground svcs only. All tfc to ARNG ramp ctc Keystone Ops: 138.55, 241.35, 46.75, ramp deconfliction 46.75.

JOSEPH A HARDY CONNELLSVILLE (See CONNELLSVILLE on page 270)

KAMPEL (See WELLSVILLE on page 318)

KEATING N41°12.90’ W78º08.57’ NOTAM FILE AOO.

(H) (H) VORTACW 116.0 ETG Chan 107 241º 15.9 NM to Clearfield–Lawrence. 2250/10W.
KELLER BROTHERS (See LEBANON on page 288)

BERMUDIAN VALLEY AIRPARK (ØN) 2 W UTC–5(–4DT) N40°01.01´ W77°00.23´

RWY 16–34: 2200X100 (TURF)
RWY 16: Thld dsplcd 802´. Trees.
RWY 34: Thld dsplcd 264´. Trees.

AIRPORT REMARKS: Attended irregularly. Helicopter activity on and inv of arpt. Fld soft after prolonged rain. Rwy 16–34 rwy ends and edges mkd with w cones. Rwy 16 and Rwy 34 dpclcd thlds marked with 3 white cones each side of rwy and 2 white tires east side of rwy.

AIRPORT MANAGER: 908-788-6901

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

LAKE ERIE LANDING AREA SPB (See ERIE on page 276)

LANCASTER (LNS)(KLNS) 4 N UTC–5(–4DT) N40°07.34´ W76°17.66´

RWY 08–26: H6933X150 (ASPH–GRVD) S–65, D–92, 2S–117, 2D–146 HIRL 0.3% up W
RWY 08: MALSR. PAPI(P4R)—GA 3.0º TCH 40´. Thld dsplcd 357´. Road.
RWY 26: PAPI(P4L)—GA 3.0º TCH 47´. Thld dsplcd 59´. Tree.
RWY 13–31: H4102X100 (ASPH) S–65, D–92, 2S–117, 2D–146 MIRL
RWY 13: PAPI(P2R)—GA 3.0º TCH 40´. Tree.
RWY 31: REL.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 26 13–31 5190

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–6934 TODA–6934 ASDA–6475 LDA–6118
RWY 26: TORA–6934 TODA–6934 ASDA–6177 LDA–6118
RWY 31: TORA–4102 TODA–4102 ASDA–4102 LDA–4102

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT When ATCT clsd ACTVT MALSR Rwy 08; REL Rwy 31; HIRL Rwy 08–26; MIRL Rwy 13–31 and twy lgts—CTAF. Rwy 13 VGSI and glidepath not coincident. Rwy lgts and MALSR unmonitored when twr clsd.

AIRPORT REMARKS: Attended Mon—Fri 1100–0200Z‡, Sat 1100–2300Z‡, Sun 1300–0200Z‡. PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 717–569–1221. Rwy/Twy conditions not monitored outside of attendance hours.

AIRPORT MANAGER: 717-569-1221

WEATHER DATA SOURCES: ASOS 125.675 (717) 569–8860.

COMMUNICATIONS: CTAF 120.9 ATIS 125.675 UNICOM 122.95

HARRISBURG APP/DEP CON 126.45
TOWER 120.9 (1100–0400Z) GND CON 121.8

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.

AIRSPACE: CLASS D svc 1100–0400Z‡, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS
(L) (L) VOR/DME 117.3 LRP Chan 120 N40°07.20´ W76°17.48´ at fld. 399/9W.
VOR unusable:
195º–273º byd 21 NM blo 9,000’
DME unusable:
180º–190º
320º–030º byd 31 NM blo 8,000’
ILS 108.7 I–LNS Rwy 08. Class IE. Unmonitored when ATCT clsd.
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: REIL. PAPI(P4L)—GA 3.0º TCH 48´. Pole. 1.4% down.

RUNWAY DECLARED DISTANCE INFORMATION
  RWY 06: TORA–8222  TODA–8222  ASDA–8222  LDA–8222
  RWY 24: TORA–8222  TODA–8222  ASDA–8222  LDA–7372

SERVICE: FUEL 100LL, JET A

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) or ctc 814–532–5960.

LAZY B RANCH (See DOVER on page 272)

LEBANON

KELLER BROTHERS (08N)  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

AIRPORT REMARKS: Unattended. 100LL self serve.

AIRPORT MANAGER: 717-598-0057

COMMUNICATIONS: CTAF 122.9

HARRISBURG APP/DEP CON 126.45 (080º–179º)

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VOR/W/DMR 117.3  LRP Chan 120  N40º07.20´ W76º17.48´ 360º 10.4 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´

LEHIGH VALLEY INTL (See ALLENTOWN on page 259)
LEHIGHTON

BELTZVILLE (14N) 3 E UTC–5(–4DT) N40°50.66′ W75°38.12′

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

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

JAKE ARNER MEML (22N) 3 SW UTC–5(–4DT) N40°48.57′ W75°45.69′

534  B  NOTAM FILE IPT
RWY 08–26: H3000X60 (ASPH) S–12.5 MIRL 0.8% up W
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40°. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40°. Trees.
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

ALLENTOWN APP/DEP CON 119.65 (3,000′ and blo) 124.45 (abv 3,000′)

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) (L) VOR/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 355° 14.1 NM to fld. 741/9W.

VOR unusable: 255°–265°
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)


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.


No simultaneous rwy ops.

AIRPORT MANAGER: 570-748-5123

COMMUNICATIONS: CTAF/UNICOM 122.8

® NEW YORK CENTER APP/DEP CON 134.8


RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

PHILIPSBURG (VH) (H) VORTAC 115.5 PSB Chan 102 N40º54.98´ W77º59.56´ 073º.29.1 NM to fld. 2443/10W.

VOR unusable:

005º–010º byd 40 NM
036º–060º byd 40 NM
095º–104º byd 40 NM
105º–115º byd 40 NM b/o 18,000´
116º–145º byd 40 NM
146º–156º byd 40 NM b/o 5,000´
146º–156º byd 70 NM
157º–171º byd 40 NM
172º–189º byd 40 NM b/o 10,000´
172º–189º byd 78 NM
200º–205º byd 40 NM
320º–325º byd 40 NM

COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).

MCVILLE (See FREEPORT on page 279)
MEADVILLE  

PORT MEADVILLE (GKJ)(KGKJ)  3 W  UTC–5(–4DT)  N41°37.59′ W80°12.88′

1399 B NOTAM FILE GKJ

RWY 07—25: H5001X75 (ASPH)  S–12, D–60  MIRL
RWY 07: VASI(V4L)—GA 3.0º TCH 58′. Trees.
RWY 25: MALS. PAPI(P4L)—GA 3.0º TCH 41′.

SERVICE:  54 FUEL 100LL, JET A


AIRPORT MANAGER:  814-720-2261

COMMUNICATIONS:  CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.

YOUNGSTOWN (L) (L) VORTACW 109.0  YNG  Chan 27  N41°19.86′ 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 277)

MID–STATE  (See PHILIPSBURG on page 301)

MIFFLIN CO  (See REEDSVILLE on page 309)

MIFFLINTOWN  (P34)  2 N  UTC–5(–4DT)  N40°35.94′ 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 lgts—CTAF.

AIRPORT REMARKS:  Unattended. Rwy 08–26 not mkd for NPI apch.

COMMUNICATIONS:  CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION:  NOTAM FILE SEG.

SYLENSGROVE (L) (L) VOR/DME 110.4  SEG  Chan 41  N40°47.45′ W76°53.04′  252º 26.4 NM to fld. 610/8W.

VOR unusable:
098º–150º byd 20 NM blo 5,000′
106º–116º byd 20 NM blo 10,000′
151º–185º byd 19 NM
250º–285º byd 10 NM blo 14,000′
295º–300º byd 25 NM blo 4,500′
DME unusable:
098º–150º byd 20 NM blo 5,000′
151º–185º byd 19 NM
255º–265º blo 7,000′
295º–300º byd 25 NM blo 4,500′

MILTON  N41°01.40′ W76°39.92′  NOTAM FILE IPT.

(L) (L) VORTACW 109.2  MIP  Chan 29  107º 10.6 NM to Bloomsburg Muni. 1000/9W.
MODENA  N39°55.08´ W75°40.25´ NOTAM FILE IPT.
(L) (L) VORTAC W 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 7 NM
170º–248º byd 9 NM
170º–248º byd 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 A00
RWY 08–26: H4002X75 (ASPH–GRVD)  S–26, D–30  MIRL
RWY 08: REIL. VASI(V4R)—GA 3.0º TCH 51´, Tower.
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 REMARKS: Attended Mon–Fri 1200–2200Z‡. After hrs ctc
724–640–6349/2409. Deer and birds on and inv of arpt. Rwy 08 rgt tfc
helicopter/ultralights. Rwy 26 Rgt tfc helicopter/ultralights.
AIRPORT MANAGER: 724-379-6980
WEATHER DATA SOURCES: AWOS–3 118.475 (724) 379–5815.
COMMUNICATIONS: CTAF/UNICOM 122.8
® PITTSBURGH APP/DEP CON 119.35
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY  (L) VOR/DME  110.0  AGC  Chan 37  N40º16.72´
W80º02.45´  122º 10.5 NM to fld. 1285/9W.
VOR unusable:
036º–059º byd 10 NM
071º–175º
226º–261º byd 10 NM
300º–310º

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
126º–165º byd 15 NM
390º–360º byd 30 NM
MOUNT JOY/MARIETTA
DONEGAL SPRINGS AIRPARK (N71) 3 SW UTC–5(–4DT) N40°05.53’ W76°34.46’
459  B  NOTAM FILE IPT
RWY 10–28: H3250X50 (ASPH) S–12.5 MIRL
RWY 10: Thld dsplcd 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 dsplcd thld bar 300’ from rwy end, dsplcd thld lghts 300’ from rwy end.
AIRPORT MANAGER: 717-928-4360
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEP CON 126.45
CLNC DEL 127.05
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (L) (L) VOR/DME 117.3 LRP Chan 120 N40°07.20’ W76°17.48’ 272º 13.1 NM to fld. 399/9W.
VOR unusable: 195º–273º byd 21 NM blo 9,000’. DME unusable: 180º–190º 320º–030º byd 31 NM blo 8,000’
MOUNT PLEASANT
MOUNT PLEASANT/SCOTTDALE (P45) 3 S UTC–5(–4DT) N40°06.46’ W79°32.58’
1160  NOTAM FILE AOO
RWY 06–24: 2037X135 (TURF) 1.8% up NE
RWY 06:  Trees.
RWY 24:  Tree.
RWY 14–32: 1625X175 (TURF) 2.6% up SE
RWY 14: Thld dsplcd 565’. Road.
SERVICE:  FUEL  100LL
AIRPORT REMARKS: Attended irregularly. Wildlife on and inov rwys. Extensive helicopter activity at adjacent heliport. Ultralight activity on and inov 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 scfs are rolling. Rwy 14 road crosses centerline 90’ out, angling to the left side of thld. Rwy 06–24 marked with yellow cones. Rwy 14–32 marked with yellow cones. First 375’ AER 06 has 7% gradient. First 100’ AER 32 has 5.5% gradient. Seasonal crops located around rwys.
AIRPORT MANAGER: 814-442-1747
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.
W P H S HELIPORT (P99) 3 S UTC–5(–4DT) N40°06.49’ W79°32.88’
1090  NOTAM FILE AOO
HELIPAD H1: H74X74 (ASPH–CONC)
SERVICE:  S4  FUEL  JET A
AIRPORT MANAGER: 724-887-4410
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch ctc Cleveland ARTCC at 440-774-0234.
POCONO MOUNTAINS RGNL (MPO)(KMPO) 2 NW UTC–5(–4)DT N41°08.26´ W75°22.80´

RWY 13–31: H5001X75 (ASPH) S–30, D–45 MIRL
RWY 31: REIL. PAPI(P2L)—GA 3.5º TCH 40´.

RWY 05–23: H3999X100 (ASPH) S–30, D–45, 2D–70 MIRL
RWY 05: REIL. PAPI(P2L)—GA 4.0º TCH 43´. Trees.
RWY 23: REIL. PAPI(P2L)—GA 4.0º TCH 53´. Road.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 05, 13, 23 and 31; PAPI Rwy 05 13, 23 and 31; MIRL Rwy 05–23 and 13–31—CTAF. 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 involv arpt. For svc after hrs call 570–807–8966. 24 hr self svc 100LL avbl.

COMMUNICATIONS: CTAF/UNICOM 122.7 WILKES–BARRE APP/DEP CON 126.3

MUIR AHP (FORT INDIANTOWN GAP) HELIPORT (MUIJ)(KMUI) ARNG 6 N UTC–5(–4)DT

N40°26.11´ W76°34.12´

HELIPAD H1: H100X100 (CONC)
HELIPAD H2: H100X100 (CONC)
HELIPAD H3: H100X100 (CONC)
HELIPAD 07–25: H3981X98 (ASPH) PCN 24 F/B/W/T MIRL 0.5% up E HELIPAD 07: REIL. Thld dsplcd 350´. Rgt tfc.
HELIPAD 25: REIL. PAPI(P4L)—GA 3.0º TCH 69´. Thld dsplcd 121´.


MILITARY REMARKS: Opr 1200–0600Z‡ Mon–Fri May–Aug exc wkend and hol; 1200–0400Z‡ Mon–Fri Sep–Apr exc wkend and hol. Open additional hrs for scheduled training. Rotary wing traffic only. See FLIP AP/1 Supplementary Arpt Remark. Airfield clsd on wkends and hol. Any actv arriving or departing on wkends or hol requires prior apvl. Access to airfield is rstd when csld. Ctc Muir AHP Ops at (717)–861–8963; DSN 491–8963. Echo 5 parking pad is for VIP loading and unloading only. RSTD PPR 24 hr, call during normal duty hr. PPR all tran acft. Ctc OPS DSN 491–8963, C717–861–8963. Rwy 07–25 clsd to fixed wing tfc. Augmented/man visbl obstruction from 20´ AGL. Building obstruction may impact prevailing visibility 270–020. CAUTION Rwy has gradual 30´ rise fr AER 07 to a pt 2800´ up rwy, rwy ends not mutually vis. Lgtd water twr 0.7 NM W and 0.5 NM S of afld. TFC PAT CPA rotary wing 1200(713). MISC Ltd prk. Wx 1200–0300Z‡ excld wkend and hol, OT ctc 15 OWS, Scott AFB, DSN 576–9755. 2 hr lead time rqr. Wx stn DSN 491–2536, C717–861–2536, AN/FMQ–19 ASOS in use. Augmented when nec drg wx stn hrs. Inst procedures may inadvertently interrupt localized gnd trng at R5802. All tran acft or crews unfamiliar with Muir AHP are highly advs to practice inst procedures under VFR in VMC to the max extent. Practice inst procedures under IFR are not recommended. See AP 1 for more information.

AIRPORT MANAGER: 717–861–8963

CONTINUED ON NEXT PAGE
MYERSTOWN

DECK (9D4) 1 SW UTC–S(–4DT) N40°21.13' W76°19.78'

253 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 dspcld 177’.

SERVICE: S4 FUEL 100LL, JET A 01, 3 LGT ACTIVATE REIL Rwy 01 and 19; MIRL Rwy 01–19, and rotating bcn—CTAF. Rwy 01 NSTD REIL, strobe lghts identify thlm ends. Rwy 19 NSTD REIL, strobe lghts identify thlm ends. Rwy 01–19 no amber caution lghts last half of thlm.

AIRPORT REMARKS: Attended 1200–0000Z‡. Rwy 01–19 turn around area at thlm end of Rwy 01 left side. Actf thrgtr 570’ behind Rwy 01 thld and 132’ left. Thwng by lgry military helicopters not authorized.

AIRPORT MANAGER: 717-866-4388

WEATHER DATA SOURCES: AWOS–2 118.45 (717) 866–2906.

COMMUNICATIONS: CTAF/UNICOM 122.8

HARRISBURG APP/DEP CON 118.25

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) (L) VORTACW 109.0 YNG Chan 27 N40°33.20’ W76°35.96’ 145º 17.3 NM to fld. 1750/11W.

NEW CASTLE MUNI (UCP)(KUCP) 4 NW UTC–S(–4DT) N41°01.52’ W80°24.80’

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 13–31: H2855X100 (ASPH) S–12.5 2.0% up SE
RWY 31: Thld dspcld 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.

AIRPORT REMARKS: Attended 1330–2200Z‡. Deer on and inv of arpt.

AIRPORT MANAGER: (724) 651-2100

WEATHER DATA SOURCES: AWOS–3PT 124.175 (724) 652–4184.

COMMUNICATIONS: CTAF/UNICOM 123.0

YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)

CLEVELAND CENTER APP/DEP CON 126.725 (0500–1100Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apch at 330-856-4806, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) (L) VORTACW 109.0 YNG Chan 27 N41°19.86’ W80°40.48’ 152º 21.8 NM to fld.

1159/5W.

VOR unusable:
015º–179º blo 5,000’
180º–014º byd 25 NM blo 5,000’

CASTLE NDB (MHW) 272 UCP N41°01.38’ W80°24.95’ at fld. 1023/9W. NOTAM FILE AOO.
NEW GARDEN (See TOUGHKENAMON on page 315)

NORTH PHILADELPHIA  N40°04.92’ W75°00.64’  RCO 122.2 (WILLIAMSPORT RADIO)

NORTHEAST PHILADELPHIA (See PHILADELPHIA on page 298)

NORTHUMBERLAND CO (See SHAMOKIN on page 311)

PALMYRA

REIGLE FLD (58N)  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. NSDL LIRL, lghts located 125’ left and right of centerline. Rwy 13; first 110’ unlgtd. Rwy 31; first 60’ unlgtd. 1780’ of rwy lgtd.

RWY 31 dsplcd thld identified at ngt by one green lgt each side of rwy.

AIRPORT REMARKS: Attended 1400–2200Z‡.

AIRPORT MANAGER: 717-838-5519

COMMUNICATIONS: CTAF/UNICOM 122.8

HARRISBURG APP/DEP CON 118.25 (001º–079º) 126.45 (080º–210º) 124.1 (211º–300º)

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VOR/DME 117.3  LRP  Chan 120  N40°07.20’ W76°17.48’  316º 16.5 NM to fld. 399/9W.

VOR unusable:

195º–273º byd 21 NM bio 9,000’

DME unusable:

180º–190º  320º–030º byd 31 NM bio 8,000’

PENN VALLEY (See SELINSGROVE on page 310)

PENN’S LANDING HELIPORT (See PHILADELPHIA on page 298)

PENNRIDGE (See PERKASIE on page 297)

PENNS CAVE (See CENTRE HALL on page 268)

NE, 21 MAR 2024 to 16 MAY 2024
PERKASIE (CKZ/KCKZ) 1 N UTC–5(–4DT) N40º23.35´ W75º17.43´

RWY 08–26: H4211X100 (ASPH–PTC) D–26 MIRL 1.1% up E


SERVICE: S4 FUEL 100LL, JET A LGT ACTVT PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26—CTAF.

AIRPORT REMARKS: Attended 1300–2100Z‡. For svc aft hrs call AMGR.

Parachute Jumping. Occasional deer and wild turkeys invof rwy. Skydiving act daily dawn to dusk. Rwy 08–26 clsd to touch and go ldgs. TPA for light acft 1368(800), TPA for turbo prop and jets 1768(1200).

AIRPORT MANAGER: 267-718-4254


COMMUNICATIONS: CTAF/UNICOM 123.0

PHILADELPHIA APP/DEP CON 123.8

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) (L) VOR/DME 110.2 ETX Chan 39 N40º34.86´ W75º41.04´ 131º 21.4 NM to fld. 741/9W.

VOR unusable:

255º–265º
PHILADELPHIA

NORTHEAST PHILADELPHIA (PNE/ KPNE) 10 NE UTC–5(–4DT) N40°04.92′ W75°00.63′

120 B TPA—See Remarks LRA NOTAM FILE PNE


RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 56’. Thld dspclg 498’. Trees.


RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 39’. Tree.

RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 39’. Tree.

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 LGT When ATCT clsd

HIRL RWY 06–24 preset med inst, to incrs inst and actvt MALS. Rw 24—CTAF.

NOISE: Rw 15 is noise sensitive. Rw 15 arrivals are requested to fly at or above glide path.

AIRPORT REMARKS: Attended Sun–Thurs all; Fri–Sat 1500–0330Z‡. Deer and birds on and inv of arpt. Be alert, 3 large bright lights 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 Rw 06–24 unless strong winds dictate otherwise. Twy L3 safety area non std. Twy J1 non movement area. Compass rose not for pub use. Twy J btn Twy G and hel apn is non mov area. Ldg fee. CBP 24 hr PPR by calling 215–594–4272 or 215–594–4141.

AIRPORT MANAGER: 215-937-7968

WEATHER DATA SOURCES: ASOS (215) 677–0146

COMMUNICATIONS: CTAF 126.9 ATIS 121.15 UNICOM 122.95

RADIO AIDS TO NAVIGATION:

NOTAM FILE IPT.

YARDLEY (L) (L) VOR/W/DME 108.2 ARD Chan 19 N40°15.20′ W74º54.46′ 215º 11.3 NM to fld. 294/10W. VOR unusable:

020º–040º
195º–225º byd 25 NM blo 5,000’
250º–265º blo 3,500
266º–280º byd 20 NM blo 5,000’
281º–300º byd 14 NM blo 6,000’

DME unusable:
225º–275º byd 25 NM blo 5,000’

ILS 111.1 I–PNE Rw 24. Class IA. LOC unusable byd 025º left and 025º r of course; wi 5.8 NM abv 2,000’; at thld abv 1,000’; wi 0.5 NM.

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′

15 B NOTAM FILE IPT

HELIPAD H1: H68X88 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


WASHINGTON
PHILADELPHIA INTL (PHL/KPHL) 5 SW UTC–5 (–4DT) N39°52.33’ W75°14.44’
36 B LRA Class I, ARFF Index E NOTAM FILE PHL
PCN 60 F/A/X T HIRL CL
RWY 09R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TMR Trees.
RWY 27L: MALS. PAPI(P4L)—GA 3.0º TCH 73’. RVR–TMR Thld
dspldc 1913’. Boat.
RWY 09L–27R: H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350
PCN 60 F/A/X T HIRL CL
RWY 09L: MALS. REIL. RVR–TMR Trees.
RWY 27R: MALS. PAPI(P4L)—GA 3.0º TCH 81’. RVR–TMR Boat.
RWY 17–35: H6500X150 (ASPH–GRVD) S–100, D–170, 25–175,
2D–300 PCN 27 F/A/X T HIRL
RWY 17: MALS. PAPI(P4L)—GA 3.15º TCH 52’. RVR–TR Sign.
RWY 08–26: H5001X150 (ASPH–GRVD) D–145 PCN 27 F/A/X T
HIRL CL 0.5% up E
RWY 26: MALS. PAPI(P4R)—GA 3.15º TCH 50’. RVR–TR Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 09L: TORA–9500 TODA–9500 ASDA–9500 LDA–9500
RWY 09R: TORA–12000 TODA–12000 ASDA–12000 LDA–12000
RWY 17: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
RWY 26: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 27L: TORA–12000 TODA–12000 ASDA–11825 LDA–9912
RWY 27R: TORA–9500 TODA–9500 ASDA–9500 LDA–8864
RWY 35: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
SERVICE: 54 FUEL 100LL JET A OX 1, 2, 3, 4 LGT
Rwy 26 PAPI unusable byd 8º right of cntrn.
NOISE. Arpt is lctd in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used.
AIRPORT NOTAMS: Attended continuously. Birds on and inofv arpt. Unlgtd stack 288’ MSL (271’ AGL) 2.3 NM southwest
of arpt. TCAS equipped actf, 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 27 RDA 9500’ avbl 0/R to ATC. Possible unmarked ship obst transitng east
or westbound along the Delaware River reaching heights of 189’, be alert when aphp PHL Rwy 35 and whenever circling
or visually apch all other rwy. Pilots can exp to exit and re-enter the PHL Class B airspace dur moderate to heavy arrival
periods. Rwy 09R rollout RVR used for Rwy 09L midpoint RVR. ASDE–X in use. Operate transponders with altitude
reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Only nose–in parking permitted on North remote
aprons. PPR from arpt ops for all acft parking on remote aprons, ctc 215–937–6914/6800. Land Rwy 26, tkf Rwy 08.
Ldg fee. Flight Notification Service (ADCUS) avbl.
AIRPORT MANAGER: 215-937-6914
WEATHER DATA SOURCES: ASOS 133.4 (215) 492–9617. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS ARR 133.4 D–ATIS DEP 135.925 UNICOM 122.95
APP CON 123.8 (001º–089º at or blo 5000’) 126.85 (270º–360º at or blo 5000’) 127.35 (090º–269º at or blo 5000’) 128.4 (270º–089º abv 5000’) 133.875 (090º–269º 8000’–6000’)
DEP CON 119.75 (090º–269º) 124.35 (270º–089º)
TOWER 118.5 (Rwys 09L–27R, 17–35, 08–26) 135.1 (Rwy 09R–27L) GND CON 121.9 121.65
CLNC DEL 118.85
OPCL (LOGON KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT) 109.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
DUPONT (L) (L) VORTAC 114.0 DQO Chan 87 N39º40.69’ W75º36.43’ 066º 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 IIE. DME also serves Rwy 27R.
ILS/DME 108.75 I–VII Chan 24(Y) Rwy 17. Class I. LOC unusable byd 15º left of course.
ILS/DME 111.55 I–LH Chan 52(Y) Rwy 26.
ILS/DME 109.3 I–GLC Chan 30 Rwy 27L. Class IIE.
ILS/DME 108.95 I–FDI Chan 26(Y) Rwy 27R. Class IIE. DME installed on Rwy 09L serves Rwy 09L/27R.
WINGS FLD  (LOM)(KLOM)  3 NW  UTC–5(–4DT)  N40°08.25′ W75°15.91′
302  B  NOTAM FILE LOM
RWY 06–24: H3700X75 (ASPH)  S–12.5  MIRL  0.6% up SW
   RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Pole.
   RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
SERVICE: S4  FUEL  100LL, JET A  OX 1, 2  LGT Dusk–Dawn. ACTVT
MIRL Rwys 06–24, PAPI and REIL. Rwy 06 and 24—CTAF.
NOISE: Noise abatement Rwy 06 and 24, no turns after tkof before 1000′
AGL. Avoid overflight of schools east and west of arpt. Rwy 06–24 no
  touch and go landings.
AIRPORT REMARKS: Attended 1100–0300Zt. Deer and large flocks of geese
  on and invof arpt. For svc after hrs ctc amgr by phone or email. 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)
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at
   800-354-9884.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
   MODENA  (L) (L) VORTACW 113.2  MXE  Chan 79  N39°55.08′ W75°40.25′
   064° 22.9 NM to fld. 473/9W.
PHILADELPHIA SPB  (See ESSINGTON on page 276)
PHILIPSBURG  (1N3)  5 N  UTC–5(–4DT)  N40°58.30′ W78°14.58′
1784  NOTAM FILE AOA
RWY 11–29: 3350X125 (TURF–GRVL)  0.5% up W
   RWY 11: Thld dsplcd 750′. Trees.
   RWY 29: Thld dsplcd 200′. Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Mar annually. Birds, deer and ground hogs on and invof arpt. Ultralight ops
  mkd with yellow cones.
AIRPORT MANAGER: (814) 553-4693
COMMUNICATIONS: CTAF 122.9
MID–STATE (PSB)(KPSB) 8 E UTC–5(–4DT) N40º53.06´ W78º05.24´

1948 NOTAM FILE AOO

RWY 16–34: H5711X100 (ASPH) S–48, D–60, 2D–90 MIRL
0.5% up NW

RWY 16: Brush.

RWY 34: Trees.

RWY 06–24: H5006X100 (ASPH) S–48, D–60, 2D–90 MIRL
1.0% up NE

RWY 06: Trees.

RWY 24: Trees.

SERVICE: LGT ACTVT MIRL Rwy 06–24 and Rwy 16–34—CTAF.

AIRPORT REMARKS: Unattended. Arpt aces ltd; ctc mgr to coord

814–342–1080. Deer on and invof arpt. Heavy glider activity during
dalgt hrs, all alts, on and invof arpt and within 15 NM east and south
of arpt. Rwy 06–24 asph crumbling at intxn of rwys causing potholes
and FOD. Rwy 16–34 asph crumbling at intxn of rwys causing
potholes and FOD. Rwy 06, Rwy 16 and Rwy 24 markings extremely
faded. Rwy 34 mrkgs extrmly faded.

AIRPORT MANAGER: 814-342-1080


COMMUNICATIONS: CTAF 122.9

RCO 122.1R 115.5T (ALTOONA RADIO)

PHILIPSBURG RCO 122.5 (ALTOONA RADIO)

NEW YORK CENTER APP/DEP CON 134.8

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

PHILIPSBURG (VH) (H) VORTAC 115.5 PSB Chan 102 N40º54.98´ W77º59.56´ 256º 4.7 NM to fld. 2443/10W.

VOR unusable:

005º–010º byd 40 NM
035º–060º byd 40 NM
095º–104º byd 40 NM
105º–115º byd 40 NM blo 18,000´
116º–145º byd 40 NM
146º–156º byd 40 NM blo 5,000´
157º–171º byd 70 NM
172º–189º byd 40 NM blo 10,000´
172º–189º byd 78 NM
200º–205º byd 40 NM
320º–325º byd 40 NM

COMM/NAV/WEATHER REMARKS: Ctc NG Ops 30.5, 122.85, 242.4.
PITTSBURGH

ALLEGHENY CO (AGC)(KAGC) 4 SE UTC–5(–4DT) N40°21.27’ W79°55.74’

1252  B  NOTAM FILE AGC


HIRL

RWY 10: REIL. VASI(V4L)—GA 3.0º TCH 47’. RVR–R


RWY 13–31: H3825X100 (CONC–GRVD)  S–20, D–22  HIRL

RWY 13: REIL.

RWY 31: REIL.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST

RWY 10  13–31  3250

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

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Jet A anti–ice avbl upon req. Ldg fee for acft 5,000 lbs and abv to include all helicopters.

AIRPORT MANAGER: (412) 466-4327

WEATHER DATA SOURCES: ASOS  120.55 (412) 466–8968.

COMMUNICATIONS: ATIS  120.55  UNICOM  122.95

RCO 122.2 (ALTOONA RADIO)

®PITTSBURGH APP/DEP CON 119.35

TOWER 121.1  GND CON 121.7

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

(L) (L) VOR/W/DME 110.0  AGC  Chan 37  N40°16.72’ W80°02.45’  057º 6.9 NM to fd. 1285/9W.

VOR unusable:

036º–059º byd 10 NM bio 7,000’

071º–176º

226º–261º byd 10 NM

300º–310º


HELIPAD H1: H47X45 (CONC)

HELIPORT REMARKS: Heliport H1 located on general aviation apron E of Twy C.
PITTSBURGH INTL  (PIT)(KPIT) P  (AFRC ANG)  12 NW UTC–5(–4DT) N40º29.49´ W80º13.96´

1203  B  LRA  Class I, ARFF Index D  NOTAM FILE PIT
PCR 980 R/A/X/T  HIRL  CL
Rwy 10R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71´. RVR–TMR
Trees.
Rwy 28L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH Trees. 0.3% up.
Rwy 10C–28C: H10502X150 (ASPH–CONC–GRVD) S–100, D–149,
PCR 804 R/A/X/T  HIRL  CL
Rwy 10C: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TMR Thld dsplcd
465´.
Rwy 28C: TDZL. PAPI(P4L)—GA 3.0° TCH 43´. RVR–TMR Thld dsplcd
602´.
Rwy 10L–28R: H10502X150 (CONC–GRVD) S–100, D–225,
PCR 780 R/A/X/T  HIRL  CL
Rwy 10L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 83´. RVR–TMR
0.5% down.
Rwy 14–32: H8101X150 (CONC–GRVD) S–100, D–225, 2D–410
PCR 835 R/A/X/T  HIRL  CL
Rwy 14: PAPI(P4L)—GA 3.0º TCH 67´. RVR–TMR Pole. 0.5%
orange basis.
Rwy 32: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 72´. RVR–TMR Thld dsplcd
602´.

Service: S2  FUEL  100LL, JET A  LGT
Rwy 10R ALSF2 and SSALR is a dual mode sys and ctrl by twr and remote monitored.

1000–0400Z‡; After hr, 2 hr PPR and call out fee of $250 per occurrence for any delivery in excess of 5000 gal; Call C412–906–8772.) A++ Provided by ANG and AFRC.(Mil) (NC–100LL) FLUID LPOX LHNIT OIL  0–156 KNTR 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 P dur hrs of darkness. The specific rwy shall be used only for dep and the int must be visible from twr. Acft using Twp N prohibited to stop on overpass area due to possible emerg evacuation haz. Terminal taxilanes east of concourses A and B rstd to group 3 acft and smaller. Twp G int at Rwy 28R not allowed. Twp AA no turn–off onto Twp A for acft wingspan 171´ or greater except for ppr 412–472–5630. ASSC in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Pushback clnc required fr gates A100 and A101 at Cargo A. Ctc GC. Pushback from these gates enters Twp N. Trml apn uncontrolled. Pushback pilot descretion. Do not exit trml apn at Twp C1, C4, V3, D1, W. Ctc GC when hidg at Twp C2, C3, V1, V2, V6, D2, D3. Ldg fee.

Military Remarks: ANG—Opr 1130–2030Z‡ Mon–Fri excl 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 act must ctc Tanker 303.0/Fr pnap 293.7 before crossing Rwy 28L to obtain clnc to enter. AFRC–PPR/offl bus min 48 hr ctc afld mgmt DSN 277–8163, C412–474–8163. Ltd tran svc. Aflu gmt mnl duty hrs 1300–0100Z‡; Mon, Wed, Fri, 1300–0500Z‡ Tue, Thu, exc hol. Unit training assembly 1300–2100Z‡ Sat. Tran act 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 15 min prior to arrival. Afld mgmt does not issue or stor COMSEC. COMSEC stor ctc DSN 277–8184. Coord w/ 171 ARW comd post DSN 312–294–7374 or 911AW Afld Mgmt DSN 312–277–8163. CAUTION—BASH Phase II ops in effect 1 Jul–31 Aug annually. Unless MSN requirements direct otherwise, flights should not be sked within +/- 1 hr of SS/SR. Tran acrfr will be informed by Steel control or Pitt ops (as applicable) if current BWC is other than low regardless of BASH phase.

Airport Manager: (412) 472-3509

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: ASOS (412) 472–0145 TDWR.

COMMUNICATIONS: D–ATIS ARR 127.25 D–ATIS DEP 135.9 UNICOM 122.95

® APP CON 124.15 (001º–090º) 123.95 (091º–180º) 133.7 (181º–270º) 121.25 (271º–360º)

® TOWER 128.3

CLNC DEL 126.75 PRE–TAXI CLNC 126.75 GND CON 121.9 (South) 127.8 (North)

® CPDLC (LOGON KUSA)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

PENNSYLVANIA CONTINUED FROM PRECEDING PAGE

PITTSBURGH/BUTLER RGNL (See BUTLER on page 266)

PITTSFIELD

BROKENSTRAW (P15) I E UTC–5(–4DT) N41°49.98´ W79°21.64´

1230 B NOTAM FILE AOO

RWY 09–27: 3650X100 (TURF) LIRL 0.3% up W

RWY 09: Thld dsplcd 510’. Pole.


SERVICE: S2 FUEL 100LL LCG ACTIVATE LIRL Rwy 09–27—122.8. For rotating bcn call 814–563–3166 or 4949.


AIRPORT MANAGER: 814-563-3166

COMMUNICATIONS: CTAF/CAP 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 294)

PORT MEADVILLE (See MEADVILLE on page 291)
PENN S YLVANIA

H EIRS FLD (PTW)(KPTW) 3 E UTC–5(–4DT) N40º14.37´ W75º33.40´

305 B NOTAM FILE PTW

RWY 10–28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAP(P2L)—GA 3.0º TCH 45°. Trees.

RWY 28: REIL. PAP(P2L)—GA 3.0º TCH 45°. Thld dsplcd 190º. Tree.

Rgt tfc.

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 inv of arpt. Lghtd and marked 507ˇ

AGL (769ˇ 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:

071º–104º blo 6,900´

071º–104º byd 30 NM

105º–120º byd 14 NM blo 3,000´

120º–140º blo 3,000´

120º–140º byd 20 NM

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 3,500´

288º–320º byd 25 NM

320º–339º byd 17 NM

340º–070º byd 14 NM blo 6,000´

340º–070º byd 36 NM

TACAN AZIMUTH unusable:

241º–286º byd 30 NM blo 5,500´

DME unusable:

268º–278º blo 4,000´

LOC 108.3 PTW—Rwy 28.

NEW YORK

L–346, A

IAP

NE, 21 MAR 2024 to 16 MAY 2024
POTTSTOWN MUNI (N47)  2 NW  UTC–5(–4DT)  N40°15.63´  W75°40.25´
256  B  NOTAM FILE IPT
RWY 08–26: H2704X75 (ASPH)  S–12  MIRL  0.4% up SW
   RWY 08: REIL. Thld displcd 380´. Tree.
   RWY 26: REIL. PAPI(P2L)—GA 3.75º TCH 30´. Tree.
SERVICE: S4 FUEL  100LL  LGT
   Activate MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26—CTAF 122.8.
AIRPORT REMARKS: Unattended. For svc after hrs ctc amgr. Wildlife on and
   inov apt.
AIRPORT MANAGER: 267-643-9958
COMMUNICATIONS: CTAF/UNICOM 122.8
©PHILADELPHIA APP/DEP CON 126.85
CLNC DEL 118.55
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at
   800-354-9884.
RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.
   (L) (L) VORTACW 116.5  PTW  Chan 112  N40°13.33´  W75°33.62´  303° 5.6 NM to fld. 285/9W.
VOR unusable:
   071°–104° blo 6,900´
   071°–104° byd 30 NM
   105°–120° byd 14 NM blo 3,000´
   120°–140° blo 3,000´
   120°–140° byd 20 NM
   141°–159° byd 15 NM blo 6,000´
   160°–179°
   180°–205° byd 10 NM blo 5,500´
   206°–220° byd 10 NM blo 4,500´
   241°–269° byd 23 NM blo 5,500´
   241°–285° byd 15 NM blo 4,500´
   270°–285° byd 18 NM
   270°–285° byd 6 NM blo 3,500´
   286°–287° byd 28 NM blo 3,000´
   288°–320° byd 25 NM
   320°–339° byd 17 NM
   340°–070° byd 14 NM blo 6,000´
   340°–070° blo 36 NM
TACAN AZIMUTH unusable:
   241°–286° blo 30 NM blo 5,500´
DME unusable:
   268°–278° blo 4,000´

POTTSTOWN  N40°13.33´  W75°33.62´  NOTAM FILE PTW.
   (L) (L) VORTACW 116.5  PTW  Chan 112  018° 1.1 NM to Heritage Fld. 285/9W.
VOR unusable:
   071°–104° blo 6,900´
   071°–104° byd 30 NM
   105°–120° byd 14 NM blo 3,000´
   120°–140° blo 3,000´
   120°–140° byd 20 NM
   141°–159° byd 15 NM blo 6,000´
   160°–179°
   180°–205° byd 10 NM blo 5,500´
   206°–220° byd 10 NM blo 4,500´
   241°–269° byd 23 NM blo 5,500´
   241°–285° byd 15 NM blo 4,500´
   270°–285° byd 18 NM
   270°–285° byd 6 NM blo 3,500´
   286°–287° byd 28 NM blo 3,000´
   288°–320° byd 25 NM
   320°–339° byd 17 NM
   340°–070° byd 14 NM blo 6,000´
   340°–070° blo 36 NM
TACAN AZIMUTH unusable:
   241°–286° byd 30 NM blo 5,500´
DME unusable:
   268°–278° blo 4,000´
POTTSVILLE

SCHUYLKILL CO/JOE ZERBEY (ZER)(KZER) 8 W UTC–5(–4DT) N40º42.41´ W76º22.43´

1730 B NOTAM FILE IPT
RWY 11–29: H5101X75 (ASPH) S–21 MIRL 0.5% up W
RWY 11: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Trees.
RWY 04–22: 2523X140 (TURF) 0.4% up NE
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) (L) VORTACW 114.6 RAV Chan 93 N40º33.20´ W76º35.96´ 059º 13.8 NM to fld. 1750/11W.

PUNXSUTAWNEY MUNI (N35) 3 NE UTC–5(–4DT) N40º58.01´ W78º55.79´

1445 B NOTAM FILE AOO
RWY 06–24: H3003X50 (ASPH) S–12.5 MIRL 0.9% up NE
RWY 06: REIL. PAPI(P2L)—GA 4.0º TCH 45´. Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0º TCH 40´. Road.
RWY 01–19: 2200X100 (TURF) MIRL 0.4% up N
RWY 01: REIL. Trees.
RWY 19: REIL. Road.
SERVICE: FUEL 100LL LGT ACTVT REIL Rwy 01 and 19, Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 01–19 and Rwy 06–24—CTAF. Rwy 24 REIL is on a day sensor, oper durg hrs of darkness only.
AIRPORT MANAGER: (814) 590-1137
COMMUNICATIONS: CTAF/UNICOM 123.0
®
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 N41º08.78´ W79º27.48´ 114º 26.3 NM to fld. 1520.

NE, 21 MAR 2024 to 16 MAY 2024
QUAKERTOWN (UKT)(KUKT) 2 W UTC–5(–4DT) N40°26.11’ W75°22.92’

RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.6% up W
RWY 11: REIL. PAPI(P2L)—GA 4.0º TCH 44’. Trees.
RWY 29: REIL. PAPI(P2L)—GA 4.0º TCH 48’. Thld dsplcd 190’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–3210 TODA–3210
RWY 29: TORA–3210 TODA–3210

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.

AIRPORT REMARKS: Attended 1330–2200Z‡. 100LL avbl 24 hrs self-serve credit card. Deer on and inv of arpt. Acft with wingspan greater than 54.5’ must coordinate with arpt manager.

AIRPORT MANAGER: 215-720-9715


COMMUNICATIONS: CTAF/UNICOM 122.725

PHILADELPHIA APP/DEP CON 123.8

CONTINUED ON NEXT PAGE
### PENNSYLVANIA

CONTINUED FROM PRECEDING PAGE

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

**EAST TEXAS (L) (L) VOR/W/DME 110.2**
*ETX Chan 39*  
N40°34.86’ W75°41.04’  
236° 17.7 NM to fld. 741/9W.  
VOR unusable:  
255°–265°  
**ILS/DME 110.55**  
I–VXO Chan 42(Y) Rwy 13.  
Class IA.  
DME unusable byd 19º right of course; byd 8º left of course  
byd 18 NM.  
Glideslope unusable byd 004º left of course.  
**ILS 109.5 I–RDG** Rwy 36.  
Class IB.  
Unmonitored when ATCT closed.

**REEDSVILLE**

**MIFFLIN CO (RVL)(KRLV) 5 NW UTC–5(–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 4.0º TCH 48’. Trees.  
**RWY 24:** REIL. PAPI(P4L)—GA 3.0º TCH 42’.  
**SERVICE:**  
**FUEL** 100LL, JET A  
**LOT** ACTVT REIL Rwy 06 and Rwy 24; PAPI Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF.  
**AIRPORT REMARKS:**  
Attended May 1–Oct 31 Mon–Fri 1300–2200Z‡, Nov 1–Apr 30 Mon–Fri 1300–2100Z‡, Sat 1300–1700Z‡.  
100LL self-svc 24 hrs.  
Jet–A fuel by appointment only after hrs.  
Call 717–994–0323 during attended hrs to make appointment.  
Phone numbers posted on the office door for after hr calls.  
Glider activity during summer months.  
Helicopters land on apron.  
**AIRPORT MANAGER:** 717-667-6829  
**WEATHER DATA SOURCES:** AWOS–3PT 123.85 (717) 667–3993.  
**COMMUNICATIONS:** CTAF/UNICOM 122.7  
**NEW YORK CENTER APP/DEP CON 134.8**

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

**PHILIPSBURG (VH) (H) VORTAC 115.5**
*PSB Chan 102*  
N40°54.98’ W77°59.56’  
141° 22.0 NM to fld. 2443/10W.  
VOR unusable:  
005°–010º byd 40 NM  
035°–060º byd 40 NM  
095°–104º byd 40 NM  
105°–115º byd 40 NM blo 18,000’  
116°–145º byd 40 NM  
146°–156º byd 40 NM blo 5,000’  
146°–156º byd 70 NM  
157°–171º byd 40 NM  
172°–189º byd 40 NM blo 10,000’  
172°–189º byd 78 NM  
200°–205º byd 40 NM  
320°–325º byd 40 NM  
**LOC 109.3 I–RVL** Rwy 06.  
LOC unmonitored. LOC unusable byd 20º either side of course; byd 16 NM blo 4,000’.

**REIGLE FLD**  
(See PALMYRA on page 296)

**REVLVC**

**(L) DME 110.6**
*REC Chan 43*  
194º 5.3 NM to Ebensburg, 2340.

**RIDGE SOARING**  
(See UNIONVILLE on page 317)

**ROCK SPRINGS**

**FLF**  
N40°47.40’ W77°51.60’/1230  
ASOS (814) 237–5778

**ROCKY HILL**  
(See CRESCO on page 271)

**ROSTRAVER**  
(See MONONGAHELA on page 292)

**DETROIT**
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.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALS Rwy 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. PAPI Rwy 10 unusbl byd 5° right of cntrl. Rwy 28 PAPI unusbl byd 8° right of cntrl.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Cold temperature airport. Altitude correction required at or below –36C.
AIRPORT MANAGER: 814-834-4671
WEATHER DATA SOURCES: AWOS–3P 118.05 (814) 834–9416.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 (ALTOONA RADIO)
® CLEVELAND CENTER APP/DEP CON 126.725
CLNC DEL 122.4 (ALTOONA RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
SLATE RUN (H) (H) VORTACW 113.9 SLT Chan 86 N41º30.77’ W77º58.21’ 264° 24.8 NM to fld. 2310/8W.
KEATING (H) (H) VORTACW 116.0 ETG Chan 107 N41º12.90’ W78º08.57’ 316° 20.1 NM to fld. 2250/10W.

ST THOMAS N39º55.99’ W77º57.06’ NOTAM FILE AOO.
(L) TACN 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2338/7W.
RCO 122.3 (BUFFALO RADIO)

SAYRE N41º56.25’ W76º37.87’
RCO 122.3 (BUFFALO RADIO)

SAYRE N41º56.25’ W76º37.87’
RCO 122.3 (BUFFALO RADIO)

SAYRE N41º56.25’ W76º37.87’
RCO 122.3 (BUFFALO RADIO)

SCHUYLKILL CO/JOE ZERBEY (See POTTSVILLE on page 307)

SEAMANS FLD (See FACTORYVILLE on page 277)

SELVINGROVE PENN VALLEY (SEG)(KSEG) 1 N UTC–5(–4DT) N40º49.27’ W76º51.85’
464 B NOTAM FILE SEG
RWY 17–35: H7600X75 (ASPH) S–27, D–27 MIRL 0.5% up N
RWY 17: REIL Thld dsplcd 388°. Tree.
RWY 35: REIL. PAPI(P4L)—GA 3.5° TCH 45°. Thld dsplcd 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. Ramp fee for twin eng and lgcr 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.
SELVINGROVE (L) (L) VORW/DME 110.4 SEG Chan 41 N40º47.45’ W76º53.04’ 034° 2.0 NM to fld. 610/8W.
VOR unusbl: 099°–150° byd 20 NM bly 5,000’ 106°–116° byd 20 NM bly 10,000’ 151°–185° byd 19 NM 250°–285° bly 10 NM bly 14,000’ 295°–300° bly 25 NM bly 4,500’
DME unusbl: 098°–150° byd 20 NM bly 5,000’ 151°–185° byd 19 NM 255°–265° bly 7,000’ 295°–300° byd 25 NM bly 4,500’
SELINSGROVE  N40°47.45’ W76°53.04’  NOTAM FILE SEG.  (L) (L) VOR/DME 110.4  SEG  Chan 41  034° 2.0 NM to Penn Valley. 610/8W.

VOR unusable:
098°–150° byd 20 NM blo 5,000’
106°–116° byd 20 NM blo 10,000’
151°–185° byd 19 NM
250°–285° byd 10 NM blo 14,000’
295°–300° byd 25 NM blo 4,500’

DME unusable:
098°–150° byd 20 NM blo 5,000’
151°–185° byd 19 NM
255°–265° blo 7,000’
295°–300° byd 25 NM blo 4,500’

SHAMOKIN
NORTHUMBERLAND CO  (N79)  3 N  UTC–5(–4DT)  N40°50.22’ W76°33.15’
881  B  NOTAM FILE IPT
RWY 08–26: H3297X75 (ASPH)  S–12.5  MIRL  0.8% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40’.

SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26—121.8

AIRPORT REMARKS: Attended on Mon–Fri 1300–1900Z‡, Sat–Sun on call.

AIRPORT MANAGER: 570-898-8588

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.

SLATINGTON  (69N)  1 N  UTC–5(–4DT)  N40°45.82’ W75°36.29’
380  B  NOTAM FILE IPT
RWY 01–19: H2455X50 (ASPH)  RWY LGTS(NSTD)
RWY 01: Thld dsplcd 352’. Trees.
RWY 19: Brush.

SERVICE: S4  FUEL  100LL  LGT Actvl LGTL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 Non standard LGTL 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)  N40° 02.50´ W76° 12.11´

370  B NOTAM FILE IPT
Rwy 10–28: H2750X50 (ASPH) S–12.5, D–12.5 LIRL 1.3% up W
  Rwy 10: Thld spcld 517´. Road.
  Rwy 28: Thld spcld 110´.
Service: S4 FUEL 100LL, UL94
Airport Remarks: Attended Mon–Sat 1300–2200Z†, Sun 1800–2200Z†. Rwy 28 preferred rwy for ldg in lgt wind conditions.
Airport Manager: 717-394-6476
Communications: CTAF/UNICOM 123.05
Clearance Delivery Phone: For CD ctc Harrisburg Apch at 800-932-0712.

SOMERSET CO (2G9) 3 NE UTC–5(–4DT)  N40° 02.00´ W79° 00.92´

2275  B NOTAM FILE 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 spcld 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) TACAN Chan 19 IHD (108.2) N39º 58.45´ W79º 21.50´ 082º 16.3 NM to fld. 2820/6W.
  TACAN AZIMUTH OTS indef
Stoystown NDB (MHW) 209 SYS N40º 05.14´ W78º 54.99´ 248º 5.4 NM to fld. 2130/10W.
NDB unusable: 090º–150º byd 20 NM
Loc 108.7 I–SOZ Rwy 25. LOC unusable byd 18º left and right of course.
PENDYLVANIA

STATE COLLEGE RGNL (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.
RWY 24: MALSR. PAPI(P4R)—GA 3.0º TCH 55˚. RVR–T Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06:
TODA–6701 TODA–6701 LDA–6701 LDA–6701
TORA–6701 TODA–6701 ASDA–6701 ASDA–6701
LDA–6701 LDA–6701
RWY 24:
TORA–6701 TORA–6701 ASDA–6701 ASDA–6701
TODA–6701 TODA–6701 LDA–6701 LDA–6701
TORA–6701 TORA–6701 ASDA–6701 ASDA–6701
LDA–6701 LDA–6701
SERVICE: S3 FUEL 100LL, JET A
OX 4 LGT
When ATCT clsd ACTVT MALSR Rwy 24; REIL Rwy 06; HIRL Rwy 06–24 and twy lgts—CTAF.
AIRPORT REMARKS:
Attended continuously. 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 unskd ACR ops with more than 9 pax seats bttwn 0400–0900Z‡ call AMGR. TPA 2192(961) single engine actf, 2692(1461) multi engine actf. Deicing equip avbl on aprn adj to Twy B bttwn 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 snlg eng, multi eng actf and helicopters on university home football games wknds. Lndg fee for snlg eng, multi eng actf and helicopters.
AIRPORT MANAGER: 814-865-4042
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS:
CTAF 128.475 (when twr clsd)
D–ATIS 127.65 UNICOM 122.95
NEW YORK CENTER APP/DEP CON 134.8 (when twr clsd)
TOWER 128.475 (1100–0300Z‡) 125.725 CON 125.725 DEL 125.725 118.55 (when twr clsd)
AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
VOR unusable: 005º–010º byd 40 NM
35º–060º byd 40 NM
105º–115º byd 40 NM bto 18,000’
116º–145º byd 40 NM
146º–156º byd 40 NM bto 5,000’
146º–165º byd 70 NM
157º–171º byd 40 NM
172º–189º byd 40 NM bto 10,000’
172º–189º byd 78 NM
200º–205º byd 40 NM
320º–325º byd 40 NM
ILS/DME 111.7 I–UNV Chan 54 Rwy 24. Class IA.

STEWARTSTOWN

SHOESTRING AVIATION AIRFIELD (BP2) 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 REMARKS:
AIRPORT MANAGER: 717-235-6724
COMMUNICATIONS: CTA 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

STONYFORK

N41º41.72′ W77º25.19′ NOTAM FILE IPT.
(L) (L) VOR/DME 108.6 SFK Chan 23 037º 2.3 NM to Grand Canyon Rgnl. 1985/8W.
STOYSTOWN  N40°05.14′ W78°54.99′ NOTAM FILE AOO.
NDB (MHW) 209 SYS 248° 5.4 NM to Somerset Co. 2130/10W.
NDB unusable: 090°–150° byd 20 NM

SUNBURY

SUNBURY  (71N)  2 NE UTC–5(–4DT)  N40°53.51′ W76°46.73′
450 NOTAM FILE IPT
RWY 05–23: 3250X250 (TURF)
  RWY 05: Thld dsplcd 1050’. Trees.
  RWY 23: Trees.
SERVICE: S2
AIRPORT MANAGER: (570) 847-5865
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

SUNBURY SPB  (H11)  3 NE UTC–5(–4DT)  N40°54.79′ W76°43.98′
430 NOTAM FILE IPT
WATERWAY 07W–25W: 5000X250 (WATER)
  WATERWAY 25W: Rgt tfc.
SERVICE: S2
SEAPLANE REMARKS: Attended Jun–Aug irregularly dalgt hrs. PPR 48 hrs prior to arrival due to changing conditions and attendance, 570–850–2671 or 570–743–3229. Extreme caution maintained to insure mutual safety of boaters and flt ops, coordination be made with Sunbury Arpt on CTAF 122.9 to assure adequate separation of ops, and largest class of acft recommended is single engine. Rwy 07W–25W 850′ MSL ridge line parallel to rwy south side.
AIRPORT MANAGER: 570-743-3229
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

THERMAL–G  (See ERIE on page 276)

TIDIOUTE  N41°42.78′ W79°25.04′ NOTAM FILE AOO.
(L) DME 117.6 TDT Chan 123 247° 15.9 NM to Titusville. 1710.
DME unusable:
  041°–051° byd 30 NM blo 4,000’
  305°–340° byd 24 NM blo 3,500’
  340°–005° byd 24 NM blo 5,000’
NOTAM FILE AOO

RWY 01–19: H4902X75 (ASPH) S–12.5 MIRL 1.4% up

SERVICE: S2 FUEL 100LL, JET A LGT Arpt beacon SS–SR. ACTIVATE MIRL Rwy 01–19 on CTAF.

AIRPORT REMARKS: Unatndd. Birds and deer on and inv of arpt. Fuel avbl 24/7 with credit card. Gyro ops inv of arpt last Sat every month. Parallel twy and north jug handle twy marked with blue reflectors.

AIRPORT MANAGER: 814-827-5300

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

TIDIOUTE (L) DME 117.6 TDT Chan 123 N41º42.78´ W79º25.04´ 247º 15.9 NM to fld. 1710.

DME unusable:
041º–051º byd 30 NM blo 4,000’
305º–340º byd 24 NM blo 3,500’
340º–005º byd 24 NM blo 5,000’

FRANKLIN (L) VOR 109.6 FKL N41º26.31´ W79º51.40´ 033º 11.5 NM to fld. 1528/6W. NOTAM FILE FKL.

VOR unusable:
140º–207º byd 20 NM blo 9,000’
248º–291º blo 4,000’
355º–005º blo 4,000’

TOTAL RF HELIPORT (See BENSALLEM on page 263)

TOUGHKENAMON

NEW GARDEN (N57) 1 W UTC–5(–4DT) N39º49.83´ W75º46.19´
435 B NOTAM FILE IPT

RWY 06–24: H3693X60 (ASPH) MIRL

RWY 06: Tree.

RWY 24: Tree.

SERVICE: S4 FUEL 100LL LGT ACTVT MIRL Rwy 06–24—CTAF.

NOISE: Rwy 06 noise abatement climb to 1200 ft MSL before turning crosswind.


AIRPORT MANAGER: 610-268-2619

COMMUNICATIONS: CTAF/UNICOM 123.05


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) (L) VORTAC W 113.2 MXE Chan 79 N39º55.08´ W75º40.25´ 230º 7.0 NM to fld. 473/9W.

VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM blo 7,500’
170º–248º byd 30 NM blo 9,500’
170º–248º byd 8 NM blo 6,000’
268º–278º byd 28 NM
278º–290º blo 10,000’
290º–326º
TOWANDA

BRADFORD CO (N27) 2 S UTC–5(–4DT) N41°44.40´ W76°26.83´

730 B NOTAM FILE IPT
RWY 05–23: H4301X75 (ASPH) S–12 MIRL 0.4% up SW
RWY 05: REIL. PAPI (P2L)—GA 3.0º TCH 37 ´.
RWY 23: REIL. PAPI (P2L)—GA 3.0º TCH 37 ´.
SERVICE: S4 FUEL 100LL, JET A
LGT Actvl REIL Rwy 05 and 23; PAPI Rwy 05 and 23; MIRL Rwy 05–23—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Sat–Sun March to October 1300–2100Z‡. Unattended Sat–Sun November to February.
For svc after hrs call 570–637–4902.
AIRPORT MANAGER: 570-265-4900
WEATHER DATA SOURCES: AWOS–3 119.925 (570) 265–1024.
COMMUNICATIONS: CTAF/UNICOM 123.0
BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)
NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BINGHAMTON (L) (L) VOR/DME 112.2 CFB Chan 59 N42º09.45´ W76º08.19´ 219º 28.6 NM to fld. 1583/10W.
VOR unusable:
  023º–033º byd 15 NM blo 6,000´
  060º–069º byd 60NM blo 10,000´
  142º–144º byd 40 NM blo 8,000´
  228º–246º byd 50 NM blo 12,600´

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 ACTIVATE MIRL Rwy 05–23—CTAF. Rwy 23 VASI OTS indefly.
AIRPORT MANAGER: 610-413-7428
COMMUNICATIONS: CTAF 122.9
HARRISBURG APP/DEP CON 126.45
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apc at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) (L) VORTACW 114.6 RAV Chan 93 N40º33.20´ W76º35.96´ 090º 1.8 NM to fld. 1750/11W.

TUNKHANNOCK

SKYHAVEN (76N) 1 S UTC–5(–4DT) N41º31.69´ W75º56.75´

639 NOTAM FILE IPT
RWY 01–19: H2000X50 (ASPH) S–12.5 1.0% up S
SERVICE: S4 FUEL 100LL
AIRPORT MANAGER: 570-466-0697
COMMUNICATIONS: CTAF/UNICOM 122.8
WILKES–BARRE APP/DEP CON 120.95
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apc at 570-655-2084.
UNIONVILLE

RIDGE SOARING (79N)  2 SW  UTC–5(–4DT)  N40º53.04´ W77º54.43´

815  NOTAM FILE AOO
Rwy 07–25: E3322X150 (ASPH–TURF)
Rwy 07: Thld dsplcd 725´. Trees.


AIRPORT MANAGER: 814-883-8045

COMMUNICATIONS: CTAF 122.9


VANSANT (See ERWINNA on page 276)

VENANGO RGNL (See FRANKLIN on page 278)

W P H S HELIPORT (See MOUNT PLEASANT on page 293)

WASHINGTON CO (AFJ)(KAFJ)  3 SW  UTC–5(–4DT)  N40º08.19´ W80º17.41´

1184  B  NOTAM FILE AFJ
Rwy 09–27: H5004X100 (ASPH)  S–40, D–60, 2D–90  HIRL
Rwy 09: PAPI(P4L)—GA 3.71º TCH 85´. Trees.

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

ACTIVATE HIRL Rwy 09–27 and REIL Rwy 27—CTAF. PAPI Rwy 09 and Rwy 27 opr 24 hrs.
Rwy 27 PAPI rstd to category A and B act 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. 288 ft hill and trees 7238 ft fm thld Rwy end 27. 268 ft hill and trees 8091 ft fm thld Rwy end 27. 158 ft obstr lit pole approx 3389 ft fm thld Rwy end 09. 159 ft obstr lit pole approx 3055 ft fm thld Rwy end 09.

AIRPORT MANAGER: 724-228-5151

WEATHER DATA SOURCES: AWOS–3PT 119.175 (724) 228–3529.

COMMUNICATIONS: CTAF/UNICOM 122.975

PITTSBURGH APP/DEP CON 119.35

CLNC DEL 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) (L) VOR/DME 110.0  AGC  Chan 37  N40º16.72´ W80º02.45´  242º 14.3 NM to fld. 1285/9W.

VOR unusable:
036º–059º byd 10 NM blo 7,000´
071º–175º
226º–261º byd 10 NM
300º–310º

WHEELING (L) (L) VOR/DME 114.25  HLG  Chan 89(Y)  N40º15.59´ W80º34.12´  127º 14.8 NM to fld.

1269/7W. NOTAM FILE HLG.

VOR unusable:
005º–045º
105º–190º byd 7 NM
315º–320º blo 3,000´

ILLS/DME 110.3  L–AFJ  Chan 40  Rwy 27. Glideslope unusable byd 5º left of course.
WAYNESBURG

GREENE CO (WAY)(KWAY) 2 E UTC–5(–4DT) N39º54’07” W80º07’84”
1069 NOTAM FILE AO0
RWY 09–27: H3500X75 (ASPH) S–12
RWY 09: Trees.
RWY 27: Trees.
SERVICE: S4 FUEL 100LL
AIRPORT REMARKS: Unattended. Dalgt ops only. Deer and birds on and
invol rwy. Extst glider ops wknds. For svc after hrs ctc
724–993–2190. 290’ high terrain 1,900’ south of rwy. Ground
drops off sharply east end Rwy 09–27. Rwy 09 rwy nrs and CL mrkgs
in poor cond. Rwy 27 rwy nrs and CL mrkgs in poor cond.
AIRPORT MANAGER: 724-998-5042

WELLSBORO

GRAND CANYON RGNL (N38) 4 SW UTC–5(–4DT) N41º43’68” W77º23’73”
1892 B NOTAM FILE IPT
RWY 10–28: H3597X60 (ASPH) MIRL
RWY 10: PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 11–29: 1576X80 (TURF) 0.6% up W
SERVICE: FUEL 100LL, JET A 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 120.925 (570) 723–0385.
COMMUNICATIONS: CTAF/UNICOM 122.8
® ELMIRA APP/DEP CON 128.425 (1100–0500Z1)
® CLEVELAND CENTER APP/DEP CON 133.35 (0500–1100Z1)
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
STONYFORK (L) VOR/DME CHAN 23
STONYFORK (L) VOR/DME 108.6 SFK
AIRPORT MANAGER: 717-432-9688
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
WEST CHESTER

BRANDYWINE RGNL  (OQN)(KOQN)  3 NE UTC–5(–4DT)   N39°59.41´  W75°34.91´

465  B  NOTAM FILE IPT
RWY 09–27: H3347X50 (ASPH)  S–10  LIRL
RWY 27: PAPI(P2L)—GA 3.0º TCH 20´. Thld dsplcd 249´.
SERVICE: 54  FUEL 100LL, JET A
Rwy 09 PAPI ops continuous. Rwy 27 PAPI ops continuous.
NOISE: Tfc dep Rwy 27 climb out straight and til rchg 1300´ MSL, then turn on crs for noise abatement.
AIRCRAFT MANAGER: 610-692-6100
WEATHER DATA SOURCES: AWOS–3T 121.4 (610) 692–6190.
COMMUNICATIONS: CTAF/UNICOM 123.075
© PHILADELPHIA APP/DEP CON 124.35
CLNC DEL 125.6

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA  (L) (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´.
RWY 25: PAPI(P2L)—GA 3.75º TCH 40´. Tree.
RWY 09–27: H2193X100 (ASPH–TURF)
RWY 09: Thld dsplcd 672´. Trees.
SERVICE: 54  FUEL 100LL, JET A
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.
AIRCRAFT 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 09-27 first 544 ft Rwy 27 asph, rmndr turf.
AIRCRAFT 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.
MODENA  (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´
WILKES–BARRÉ/SCRANTON INTL  (AVP)(KAVP)  5 SW  UTC–5(–4DT)  N41º20.31´
W75º43.40´

962  B  LRA  ARFF Index—See Remarks  NOTAM FILE AVP
PCN 45 F/A/X/T  HIRL  0.7% up SW
RWY 04: MALSR. PAPI(P4R)—GA 3.0º TCH 58´. RVR–TR
2D–125 PCN 34 F/C/X/T  MIRL  0.3% up E
RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7502  TODA–7502  ASDA–7502  LDA–7502

ARRESTING GEAR/SYSTEM
RWY 04: EMAS
RWY 22: EMAS

SERVICE: S3  FUEL: 100LL, JET A

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Rwy 04–22 precipitous drop–off each rwy end. Class I, ARFF

Index B. Index C ARFF equipment avbl upon request call 570–602–2040. Unlgtd twr 1130´ 1.3 miles east AER 28, 1155´ MSL 0.91 miles east AER 28, 1463´ MSL 1.49 miles east–southeast AER 28, 1667´ MSL 2.25 miles east AER 28, 1920´ MSL 2.84 miles east AER 28. For FBO svcs 0500–1000Z‡ local Mon–Fri and 0200–0500Z‡ local Sat–Sun call (570) 457–4485. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 570-602-2000
WEATHER DATA SOURCES: ASOS  (570) 655–0748

COMMUNICATIONS: UNICOM 122.95 ATIS 135.75
RCO 122.2 (WILLIAMSPORT RADIO)
®
APP/DEP CON 120.95 (280º–100º) 126.3 (101º–279º)
TOWER 120.1 GND CON 121.9
AIRSPACE: CLASS D.

TRSA svc ctc APP CON within 20 NM
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

(L) (L) VORTACW 111.6  LVZ  Chan 53  N41º16.37´  W75º41.37´  349º 4.2 NM to fid. 2118/10W.
VOR unusable:
290º–305º byd 15 NM blo 6,000´
ILS/DME 109.9  I–AVP  Chan 36  Rwy 04.  LOC unusable byd 20º right of course.
ILS/DME 109.9  I–IZK  Chan 36  Rwy 22.  Class IT.

WILLIAM T PIPER MEML (See LOCK HAVEN on page 290)

WILLIAMSBURG

COVE VALLEY  (6G6)  2 W  UTC–5(–4DT)  N40º27.27´W78º14.28´

1156  NOTAM FILE A00

RWY 04–22: 2750X100 (TURF)

SERVICE: S4

Deer and occasional geese on and invof arpt. Turf soft during spring and after rains, no ops when rwy is soft or snow covered. Rwy 04–22 mkd with white bdry mkrs. Rwy 04 dthr mkd with white barrels.

AIRPORT MANAGER: 814-832-2694

COMMUNICATIONS: CTAF 122.9

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

NE, 21 MAR 2024 to 16 MAY 2024
WILLIAMSPORT RGNL  (IPT)(KIPT)  4 E  UTC-5(-4DT)  N41º14.50´ W76º55.31´  
528  B  ARFF Index—See Remarks  NOTAM FILE IPT  
RHWY 09–27: H6825X150 (ASPH—GRVD)  S–65, D–100, 2S–127,  
2D–190 PCN 43 F/A/T  HIRL  
RHWY 09: REIL, PAPI(P4L)—GA 3.0º TCH 49´. Trees.  
RHWY 12–30: H4273X150 (ASPH)  S–200, D–200, 2S–175, 2D–400  
PCN 46 F/A/T  MIRL  
RHWY 12: PAPI(P2L)—GA 3.75º TCH 45´. Trees.  
RHWY 30: PAPI(P2L)—GA 4.0º TCH 41´. Trees. Rgt tcf.  
RUNWAY DECLARED DISTANCE INFORMATION  
RHWY 09: TORA–6825  TODA–6825  ASDA–6073  LDA–6073  
RHWY 12: TORA–4273  TODA–4273  ASDA–4273  LDA–4273  
RHWY 27: TORA–6825  TODA–6825  ASDA–6318  LDA–6063  
RHWY 30: TORA–4273  TODA–4273  ASDA–4273  LDA–4273  
SERVICE: S4  FUEL  100LL, JET A  OX 1  LGT  
When twr CLSD ACTVT MALSR Rwy 27; REIL Rwy 09; HIRL Rwy 09–27; MIRL Rwy 12–30;  
and twy lghts—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 1200–0300Z‡. Deer and birds on and invof  
arpt especially AER 27 and AER 30. Rwy and twy conds not mnt dly  
2200–1200Z‡. Fuel and svcs avbl 1200–0300Z‡, after hrs by prior cdn call 570–368–2651. Twy J clsd to acft with  
wing span over 78´. Class I, ARFF Index A. PPR 12 hrs for unskd ACR opns with more than 30 psgr seats call amgr.  
Index A coverage avbl 1200–2200Z‡ and btn 2200–1200Z‡ upon req call amgr. Index B coverage avbl upon req call  
amgr. 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  
COMMUNICATIONS: CTAF 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.  
RADAI AID 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.  
VOR unusable:  
ILS/DME 110.1  I–IPT  Chan 38  Rwy 27.  
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 Clnc Del on 124.9. 

WINGS FLD (See PHILADELPHIA on page 300)  
YARDLEY  N40º15.20´ W74º54.46´  NOTAM FILE IPT.  
(L) (L) VOR/DME 108.2  ARD  Chan 19  
082º 4.5 NM to Trenton Mercer. 294/10W. 
VOR unusable:  
195º–275º byd 25 NM blo 5,000´  
220º–250º byd 5,000´  
DME unusable:  
220º–250º byd 25 NM blo 5,000´  

NE, 21 MAR 2024 to 16 MAY 2024
YORK (THV) (KTHV) 7 SW UTC–5(–4DT) N39°55.02’ W76°52.38’
495 B NOTAM FILE THV
Rwy 17–35: H5188X100 (ASPH–GRVD) S–20, D–20, 2D–20 MIRL
0.4 % up SE
Rwy 17: REIL. PAPI(P4L)—GA 4.5º TCH 20’. Thld dsplcd 794’. Pole.
Rwy 35: REIL. PAPI(P4L)—GA 3.67º TCH 28’. Thld dsplcd 739’.
Trees.
Service: S4 Fuel 100LL, JET A OX 3
Airport Remarks: Attended Mon–Fri 1100–2300Z‡, Sat–Sun 1300–2200Z‡. Twy to Rwy 35 clsd to acft with wingspan over 60’. Trees within primary sfc 83’ in from thld and 221’ left of Rwy 17 centerline; ramp tie-down area, medivac parking pad and twy within primary sfc on right side. Rwy 17 trees 1377 ft out 88 ft right apch slp 20:1 to dthr. Rwy 35 trees 2695 ft out 426 ft right apch slp 23:1 to dthr. Ldg fee.
Airport Manager: 717-792-5566
Weather Data Sources: ASOS 119.275 (717) 792–5529.
Communications: CTAF/UNICOM 123.0
HARRISBURG APP/DEP CON 124.1
CLNC DEL 121.65
Clearance Delivery Phone: For CD ctc Harrisburg Apch at 800-932-0712.
Airspace: Class E.
Radio Aids to Navigation: NOTAM FILE CXY.
HARRISBURG (L) (L) VORTAC 115.35 HAR Chan 100(Y) N40°18.13’ W77°04.17’ 169º 24.8 NM to fld.
1301/10W. VOR unusable: 069º–071º 084º–087º byd 20 NM blo 5,000’ 084º–087º byd 30 NM 097º–107º byd 10 NM 116º–120º byd 25 NM blo 4,000’
ZELIENOPLE MUNI (PJC) (KPJC) 1 W UTC–5(–4DT) N40°48.12’ W80°09.65’
898 B NOTAM FILE AOO
Rwy 17–35: H4933X75 (ASPH) MIRL
Rwy 17: REIL. Thld dsplcd 551’. Trees.
Runway Declared Distance Information
Rwy 35: TORA–4932 TODA–4932 ASDA–4932 LDA–4650
Airport Manager: 724-452-4719
Weather Data Sources: AWOS–3PT 118.45 (724) 452–5304.
Communications: CTAF 122.9
PITTSBURGH APP/DEP CON 124.75
Clearance Delivery Phone: For CD ctc Pittsburgh Apch at 412-472-5591.
Radio Aids to Navigation: NOTAM FILE AOO.
ELLWOOD CITY (VH) (H) VOR/DME 115.8 EWC Chan 105 N40°49.50’ W80°12.69’ 129º 2.7 NM to fld. 1227/8W. VOR unusable: 285º–335º
NEWPORT STATE (UUU)(KUUU) 2 NE UTC–5(–4DT) N41º31.95´ W71º16.89´

172 B LRA NOTAM FILE UUU

RWY 04–22: H2623X75 (ASPH) S–30 MIRL 0.6% up S

RWY 04: VASI(V4L)—GA 3.75º TCH 40´. Trees.


SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 22; PAPI Rwy 22, VASI Rwy 04 and Rwy 16; MIRL Rwy 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.

CLNC DEL 127.25

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) (DH) VOR/DME 115.6 PVD Chan 103 N41°43.46’ W71°25.78’ 164° 13.3 NM to fld. 49/14W.
VOR unusable:
085°–105° byd 12 NM b/o 5,500’
085°–105° byd 8 NM b/o 3,000’
106°–294° byd 30 NM b/o 3,000’
295°–330° byd 30 NM b/o 6,000’
331°–084° byd 30 NM b/o 3,000’
DME unusable:
085°–105° byd 12 NM b/o 5,500’
085°–105° byd 8 NM b/o 3,000’
106°–152° byd 11 NM b/o 2,000’
106°–152° byd 20 NM b/o 4,000’
153°–294° byd 30 NM b/o 3,000’
295°–330° byd 30 NM b/o 6,000’
331°–084° byd 30 NM b/o 3,000’
LOC/DME 108.5 I–OTI Chan 22 Rwy 22. LOC unmonitored.

NORTH CENTRAL STATE (See PAWTUCKET on page 325)

NORTH KINGSTOWN
QUONSET STATE (OQU)(KOQU) P (ARNG ANG) 3 NE UTC–5(–4DT) N41°35.83’
W71°24.73’
18 B TPA—See Remarks LRA NOTAM FILE OQU
Rwy 16–34: H7504X150 (ASPH–GRVD) D–175, 2S–175 HIRL
Rwy 16: MALS. PAPI(P4L)—GA 3.0º TCH 58’. Trees.
Rwy 34: PAPI(P4L)—GA 3.0º TCH 50’. Thld dsplcd 403’.
Rwy 05–23: H4000X75 (ASPH) S–12.5 MIRL
Rwy 05: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Pole.
Rwy 23: REIL. PAPI(P4R)—GA 3.0º TCH 40’.
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 16: TORA–7100 TODA–7100 ASDA–7100 LDA–7100
Rwy 34: TORA–7500 TODA–7500 ASDA–7500 LDA–7100
SERVICE: FUEL 100LL, JET A
LGT ACTVT Rwy 16; REIL Rwy 05 and 23; PAPI Rwy 05 and 23; MIRL Rwy 05–23, HIRL Rwy 16–34; twy lgts—CTAF.
AIRPORT REMARKS: Unattended 0300–1200Z† Sat–Sun. Deer, birds and waterfowl on and inovof arpt. Nms cranes on and inovof arpt. Rwy 23 uneven pavement apxly 100–400 ft fm AER 23 thr. Ctc amgr 401–295–5020. Rwy 34 uneven pavement apxly 1,000–2,000 ft fm AER 34 thr. Civil actf use ctr, heightened acty measures in efct on ANG and Army ramps UFN. Rcmd hz fm Canadian geese flying east to west over rwy. Inbd crms at AER 34 thr to rwy. Inbd crms at AER 1000’ southeast of Rwy 05. 180º turns for acft over 12,500 lbs GWT prohibited on Rwy 16–34. Rwy conds may not be mnt or rprtd when arpt is unatnd. Ctc Ctr IR arpt corporation ops at 401–691–2265. Ldg fee coml and non Rhode Island registered acft/ovngt prkg fee. Flight Notification Service (ADCUS) available.
PHILADELPHIA/NEWARK
MILITARY REMARKS: RSTD 180º turns for acft over 12,500 lbs GWT proh on Rwy 16–34. 
MISC Rwy 16 8000’ avbl for mil acft only.
TFC PAT IAP, DIAP, AD
NE, 21 MAR 2024 to 16 MAY 2024
RHODE ISLAND
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (DH) VOR/W/DME 115.6  PVD  Chan 103  N41º43.46´ W71º25.78´  188º 7.7 NM to fld. 49/14W.

VOR unusable:
- 085º–105º byd 12 NM blo 5,500´
- 085º–105º byd 8 NM blo 3,000´
- 106º–294º byd 30 NM blo 3,000´
- 295º–330º byd 30 NM blo 6,000´
- 331º–084º byd 30 NM blo 3,000´

DME unusable:
- 085º–105º byd 12 NM blo 5,500´
- 085º–105º byd 8 NM blo 3,000´
- 106º–152º byd 11 NM blo 2,000´
- 106º–152º byd 20 NM blo 4,000´
- 153º–294º byd 30 NM blo 3,000´
- 295º–330º byd 30 NM blo 6,000´
- 331º–084º byd 30 NM blo 3,000´


PAWTUCKET

NORTH CENTRAL STATE  (SFZ)(KSFZ)  3 E  UTC–5(–4DT)  N41º55.25´ W71º29.49´

441  B  LRA  NOTAM FILE SFZ

RWY 05–23: H5000X100 (ASPH)  S–30, D–60  HIRL
RWY 05: MALS. PAPI(P4R)—GA 3.0º TCH 52´. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 35´. Trees.
RWY 15–33: H3211X75 (ASPH)  S–12.5  MIRL 0.5% up SE
RWY 15: REIL. PAPI(P4L)—GA 3.5º TCH 35´. Trees.
RWY 33: REIL. Trees.

SERVICE: S4  FUEL  100LL, JET A, A+  LGТ 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 lgts —CTAF.

NOISE: Noise abatement procedures in effect, contact airport manager.


Birds and wildlife on and about arpt. Ap wildlife has deer act increased hn. Seasonal skydiving northeast side of arpt. Seasonal gldr ops involv arpt SR–SS. Rwy conds may not be mnt or rptd when ap is unattended. Ctc RI ap corporation ops 401–691–2265. Lgtd 250 ft MSL tower 3.4 miles SE. +50´ drop–off 250´ from Rwy 05 end; +40´ drop–off 250´ from Rwy 23 end. Nmrs unlgtd obsns up to 150 ft AGL srndg airfield. Overnight parking fee. Ldg fee for commercial acft and non–Rhode Island registered acft.

AIRPORT MANAGER: 401-691-2000

WEATHER DATA SOURCES: AWOS–3PT 120.775 (401) 334–0324.

COMMUNICATIONS: CTAF/UNICOM 123.075

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

BOSTON CENTER APP/DEP CON 124.85

CLNC DEL 124.35

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

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

PROVIDENCE (H) (DH) VOR/DME 115.6 PVD Chan 103 N41°43.46´ W71°25.78´ 001º 12.1 NM to fld. 49/14W.

VOR unusable:
085º–105º byd 12 NM blo 5,500´
085º–105º byd 8 NM blo 3,000´
106º–294º byd 30 NM blo 3,000´
295º–330º byd 30 NM blo 6,000´
331º–084º byd 30 NM blo 3,000´

DME unusable:
085º–105º byd 12 NM blo 5,500´
085º–105º byd 8 NM blo 3,000´
106º–152º byd 11 NM blo 2,000´
106º–152º byd 20 NM blo 4,000´
153º–294º byd 30 NM blo 3,000´
295º–330º byd 30 NM blo 6,000´
331º–084º byd 30 NM blo 3,000´

PUTNAM (H) (H) VOR/DME 117.4 PUT Chan 121 N41°57.33´ W71º50.65´ 111º 15.9 NM to fld.

LOC/DME
111.9 I–SFZ Chan 56 Rwy 05. LOC unmonitored.
WEATHER DATA SOURCES: ASOS
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.
AIRSPACE: CLASS C svc ctc APP CON svc Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 108.2

RADIO AIDS TO NAVIGATION:

NOTAM FILE PVD.

PROVIDENCE (H) (DH) VORW/DME 115.6 PVD Chan 103 N41°43.46’ W71°25.78’ at fld. 49/14W. VOR unusable:
- 085°–105° byd 12 NM b1o 5,500’
- 085°–105° byd 8 NM b1o 3,000’
- 106°–294° byd 30 NM b1o 3,000’
- 295°–330° byd 30 NM b1o 6,000’
- 331°–084° byd 30 NM b1o 3,000’

DME unusable:
- 085°–105° byd 12 NM b1o 5,500’
- 085°–105° byd 8 NM b1o 3,000’
- 106°–152° byd 11 NM b1o 2,000’
- 106°–152° byd 20 NM b1o 4,000’
- 153°–294° byd 30 NM b1o 3,000’
- 295°–330° byd 30 NM b1o 6,000’
- 331°–084° byd 30 NM b1o 3,000’

ILS/DME 109.3 I–PVD Chan 30 Rwy 05. Class IIIE. Cat II and Cat III unavbl when ATCT closed.

ILS/DME 109.3 I–ARJ Chan 30 Rwy 23. Class IIIE. DME unusable byd 10 NM blw 1,900’.

ILS/DME 111.5 I–UNQ Chan 52 Rwy 34. Class IE. Glideslope unusable byd 4° right of course. Glideslope autopilot cpd apch NA blw 300’.

PROVIDENCE N41°43.46’ W71°25.78’ NOTAM FILE PVD.

(H) (DH) VORW/DME 115.6 PVD Chan 103 at Rhode Island Tf Green Intl. 49/14W. VOR unusable:
- 085°–105° byd 12 NM b1o 5,500’
- 085°–105° byd 8 NM b1o 3,000’
- 106°–294° byd 30 NM b1o 3,000’
- 295°–330° byd 30 NM b1o 6,000’
- 331°–084° byd 30 NM b1o 3,000’

DME unusable:
- 085°–105° byd 12 NM b1o 5,500’
- 085°–105° byd 8 NM b1o 3,000’
- 106°–152° byd 11 NM b1o 2,000’
- 106°–152° byd 20 NM b1o 4,000’
- 153°–294° byd 30 NM b1o 3,000’
- 295°–330° byd 30 NM b1o 6,000’
- 331°–084° byd 30 NM b1o 3,000’

RCO 122.6 (BRIDGEPORT RADIO)

QUONSET STATE (See NORTH KINGSTOWN on page 324)

RHODE ISLAND TF GREEN INTL (See PROVIDENCE on page 326)

RICHMOND (See WEST KINGSTON on page 328)

SANDY POINT N41°10.05’ W71°34.57’ NOTAM FILE BID. DME unusable:
- 160°–164° byd 15 NM b1o 2,000’
- 240°–270° byd 25 NM b1o 3,000’

VOR unusable:
- 061°–073° byd 40 NM
- 074°–082° byd 40 NM
- 339°–346° byd 40 NM

NEW YORK

H–10I, 11D, 12J, L–33C, 34I

H–10I, L–33C

NE, 21 MAR 2024 to 16 MAY 2024
WEST KINGSTON

RICHMOND (Ø8R) 3 W GMT–5(–4DT) N41°29.37’ W71°37.24’

130 NOTAM FILE BDR

RWY 11–29: H2129X30 (ASPH) LIRL(NSTD)

113 T–W–N

RWY 28: TRCV(TRL)—GA 5.5º TCH 21´. Thld dspclcd 130´. Tree.

SERVICE: S4 FUEL 100LL LGT ACTIVATE LIRL Rw 11–29 and windsock lgts—CTAF. Rw 11–29 NSTD LIRL located

30´ from edge of pavement. Rw 29 dspclcd thld lgtd and marked with white bar and number. Rotating bcn OTS indef.

AIRPORT REMARKS: Attended 1400–2200Z. Irregular hrs of opr. Call 401–783–1498 for acct requiring fuel. Ultralights on and

involv arpt. Deer and birds on and involv arpt. Rw 11 CLOSED nghts. +40´ drop–off 150´ from Rw 29 end. +10´ drop–off

200´ from Rw 11 end. Rw has non–std safety area, ctc AMGR for dtls.

AIRPORT MANAGER: 401-783-1498

COMMUNICATIONS: CTAF/UNICOM

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(WKST) 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 dspclcd 750´.

SERVICE: S4 FUEL 100LL, JET A LGT Dusk–Dawn. ACTVT MALSF

Rwy 07; REIL Rwy 25, Rwy 14 and Rwy 32; PAPI Rwy 07, Rwy 14 and Rwy 32; VASI Rwy 25; MIRL Rwy 07–25 and Rwy

14–32—CTAF. Rwy 07 PAPI U/S. Rwy 14 PAPI U/S.

NOISE: Noise abatement procs in efct ctc amgr at 401–691–2265. Arpt lctd in noise sensitive area. Populated areas to the S & W should be avoided.

AIRPORT REMARKS: Attended 1300–2200Z† Sun–Sat Jun–Sep,

1300–2100Z† Sun–Sat Oct–May. Parachute Jumping. Deer and birds on and involv arpt. Self svc 100LL avbl 24 hrs. Gldrs opr fm arpt on

inmmt basis. Hel tours & banner tow ops on airfield blw 1000 ft alg southern coast of Rhode Island. For after hrs terminal apron access ctc arpt manager 401–691–2265. Rwy 07–25 is the preferred calm wind rwy. Rwy conds may not be mnt or rprtd when AP

is unatndd. Ctc RI AP Corporation Ops 401–691–2265. Rwy 07–25 uneven pavement approximately 1,000´ from AER


cracks full len. Rwy 14–32 nmrs cracks full len. Overnight parking fee. Ldg fee for commercial and non Rhode Island

registered acft.

AIRPORT MANAGER: 401-691-2265

WEATHER DATA SOURCES: ASOS 132.375 (401) 596–9543.

COMMUNICATIONS: CTAF/UNICOM

® 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/DME 11.85 GON Chan 45(Y) N41°19.82’ W72°03.12’ 098º 11.3 NM to fid. 9/14W.

VOR portion unusable:

241º–265º blo 5,000´

DME unusable:

35º–019º blo 3,000´

LOC/DME 108.9 I–RLS Chan 26 Rwy 07. LOC unmonitored.
NOTAM FILE MPV. MON Airport

RWY 17–35: H5000X100 (ASPH) S–31, D–70, 25–88 MIRL
  1.5% up S
  RWY 17: MALSR. PAPI(P4L)—GA 3.0º TCH 46´ Trees.
  RWY 35: REIL. Thld dsplcd 502´ Trees.
  RWY 05–23: H3001X75 (ASPH) S–30, D–46 MIRL 1.0% up SW
  RWY 05: Trees.

SERVICE: S 4 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 airport. Altitude correction required at or below –20C.

AIRPORT MANAGER: 802-585-5586

WEATHER DATA SOURCES: ASOS 132.675 (802) 229–2037.

COMMUNICATIONS: CTAFT/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 (VL) (DH) VORW/DME 116.9 MPV Chan 116 N44°05.13´ W72°26.96´ 342º 8.6 NM to fld.
  2086/16W.

VOR unusable:
  010º–020º byd 25 NM blo 7,500´
  015º–031º byd 40 NM
  032º–042º byd 40 NM blo 5,000´
  032º–042º byd 65 NM
  043º–060º byd 40 NM
  045º–060º byd 24 NM blo 8,500´
  170º–182º byd 40 NM
  210º–275º byd 40 NM

DME unusable:
  045º–060º byd 24 NM blo 8,500´

ILS/DME 108.7 I–MPV Chan 24 Rwy 17. Class IA. DME unmonitored. Localizer unusable byd 28º right of course.

COMM/NAV/WEATHER REMARKS: UNICOM base station not manned continuously.
BURLINGTON

PATRICK LEAHY BURLINGTON INTL  (BTW/KBTV) P (ANG ARNG)  3 E  UTC–5(–4DT)  N44º28.32´  MONTREAL
W73º09.20´

335 B AOE  Class I, ARFF Index B  NOTAM FILE BTV
RWY 15–33: H8319X150 (ASPH–CONC–GRVD)  S–100, D–175, 25–175, 2D–355 PCN 39 F/A/X/T HIRL.
RWY 15: MALS. PAPI(P4R)—GA 3.0º TCH 51´. RVR–TR Trees. 0.6% up.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY  HOLD–SHORT POINT  ABL LDG DIST
RWY 01  15–33  2600
RWY 15  TXY A  3600
RWY 33  01–19  2900

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–3611  TODA–3611  ASDA–3611  LDA–3386
RWY 15: TORA–7820  TODA–7820  ASDA–7820  LDA–7820
RWY 19: TORA–4111  TODA–4111  ASDA–4111  LDA–3386
RWY 33: TORA–8320  TODA–8320  ASDA–8320  LDA–7820

ARRESTING GEAR/SYSTEM
RWY 15  TYPE H/BAK–12A (B) 1499 FT.

TYPE H/BAK–12A (B) 1500 FT. RWY 33

SERVICE: S4 FUEL 100LL, JET A  OX1, 3 LGT Dusk–Dawn. ACTVT MALS. Rwy 15; MALS. Rwy 33; PAPI Rwy 01 and 15; MIRL Rwy 01–19; HIRL Rwy 15–33; all twys—CTAF. PAPI Rwy 19 and 33 opr consly. NSTD byg lghts on Twy E.

MILITARY—A–GEAR – Type H/BAK–12A(B) AER 33 lctd 1000 ft fm dthr. Rwy 15 & Rwy 33 A–G housings are non–frangible (26 in abv grd level) lctd 250 ft fm rwy cntn. JASU SU(MD–4) 9(M32A–60) FUEL J8(Mil) 100LL, A FLUID SP LOX OIL O–133–148(Mil) SOAP.

CONTINUED ON NEXT PAGE
AIRPORT REMARKS: Attended continuously. Birds & deer on & invof arpt. FBO clsd 0700–1400Z‡ dly, exc 1 hr PPR 0802–863–3626. Fighter acft rstd to tkf window of Mon–Sat 1330–0330Z‡, Sun 1700–0330Z‡. Caution: generating plant 2 NM from AER 15 produces steam which may obscure visibility on final apch. CAUTION: Phase II wildlife actvy durg migration, Mar–May and Aug 15–Nov 15. Acr ramp not avbl for Pvt & chtr acft. Twy A btn Twy C clsd to acft wingspan more than 118 ft exc 1 hr PPR 802–316–6014 dly. Twy L CLSD to acft over 60,000 lbs. Twy K CLSD to acft wingspan more than 49´ and acft more than 12,500 lbs. Twys D, E, F, N, ANG and RNG ramps have unctl vehicle and acft. Twy M avbl for seasonal use, clsd drg winter months. ANG: Opr 1030–2100Z‡ weekdays, exc hol, clsd Sat–Mon. PPR for fuel/prkg, ctc ANG ops DSN 220–5213/5920/5267 C802–660–5213. All tnt actvr & Ethan Allen tmq site and R6501A must stop at AASF for rqr safety brief. ARFF avbl 24 hrs a day. A–Gear Type H/BAK–12A(B) AER 33 lctd 1000 ft fm dthr. Type H/BAK 12A(B) cable raised by twr on pilot req only. Fighter acft no low apchs. All other mil acft ltd to 2 practice apchs. Do not fly over hospital aprxly 1.5 NM west of Rwy 15 apch end. Rwy 01–19 south of Rwy 15–33 int to Twy C, single wheel 100, dual tandem wheel 355, south of Twy C int to south end of rwy, single wheel 30, dual wheel 60. Cold temperature airport. Altitude correction required at or below –10C. Ldg fee. Fee for itinerant acft greater than 6000 lbs. Beta Helipad Pvt use only. Twy G btwn J and valley ramp clsd for acft wingspan gtr than 156´.

AIRPORT MANAGER: 802-863-2874
WEATHER DATA SOURCES: ASOS 123.8 (802) 657–4490.
COMMUNICATIONS: ATIS 123.8 (802–657–4424) CTAF 118.3 UNICOM 122.95
® APP/DEP CON 121.1 (1030–0500Z‡)
® BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z‡)
TOWER 118.3 (1030–0500Z‡) GND CON 126.3 CLNC DEL 119.15 ANG OPS 134.1 41.2
CLEARANCE DELIVERY PHONE: For CD if twr clsd & una to ctc FSS freq, ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS C svc CON 1030–0500Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 109.0
 RADIO AIDS TO NAVIGATION: NOTAM FILE BTW.

BURLINGTON (VL) (L) VOR/DME 117.5 BTV Chan 122 N44º23.83´ W73º10.96´ 031º 4.7 NM to fld. 417/15W.
VOR unusable:
030º–086º byd 40 NM
075º–132º byd 30 NM blo 9,000´
087º–097º byd 40 NM blo 9,000´
087º–097º byd 40 NM
098º–169º byd 40 NM
133º–165º byd 30 NM blo 8,000´
170º–180º byd 40 NM blo 5,800´
170º–180º byd 47 NM
181º–196º byd 40 NM
244º–292º byd 40 NM
130º–010º byd 40 NM
DME unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´
BURLINGTON (L) TACAN Chan 71 BJA (112.4) N44º28.62´ W73º09.41´ at fld. 308/15W.
TAGAN 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 333)
DEERFIELD VALLEY RGNL (See WEST DOVER on page 338)
VERMONT

EDWARD F KNAPP STATE  (See BARRE/MONTPELIER on page 329)

FRANKLIN CO STATE  (See HIGHGATE on page 332)

HARTNESS STATE (SPRINGFIELD)  (See SPRINGFIELD on page 337)

HERRO  N44°31.94′ W73°14.97′ NOTAM FILE BTV.
       NDB (LOMW) 382  BT  146° 5.5 NM to Patrick Leahy Burlington Intl. 130/15W.

HIGHGATE  FRANKLIN CO STATE  (FSO)(KFSO)  3 W UTC–5(–4DT)  N44°56.42′ W73°05.85′

  228  B  LRA  NOTAM FILE BTV
  RWY 01–19: H3001X60 (ASPH)  S–12.5  MIRL
  RWY 01: REIL, PAPI(P2L)—GA 4.0º TCH 40′. 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: 802-585-5586
  COMMUNICATIONS: CTAF/UNICOM 122.8

BURLINGTON  (VL) (L) VOR/W/DME 117.5  BTV  Chan 122  N44°23.83′ W73°10.96′  021º 32.8 NM to fld. 417/15W.

  VOR unusable:
  030º–086º byd 40 NM
  075º–132º byd 30 NM blo 9,000′
  087º–097º byd 40 NM blo 9,000′
  087º–097º byd 49 NM
  098º–169º byd 40 NM
  133º–165º byd 30 NM blo 8,000′
  170º–180º byd 40 NM blo 5,800′
  170º–180º byd 47 NM
  181º–196º byd 40 NM
  244º–292º byd 40 NM
  340º–010º byd 40 NM
  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)  N44°47.40′ W71°49.59′

  1194  NOTAM FILE BTV
  RWY 14–32: 2650X120 (TURF)  0.8% up NW
  RWY 14: Trees.
  RWY 32: Trees.

  AIRPORT MANAGER: 802-585-5586
  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 332)
VERMONT

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 ACTVT REIL Rwy 02; MIRL Rwy 02–20—CTAF. ACTIVATE arpt rotating bcn—CTAF.
 AIRPORT REMARKS: Attended Jan–Dec Mon–Fri 1200–2030Z‡. Deer and wildlife on and invof arpt. Bald eagles roosting invof compost opn located 600’ E of Rwy 20 thr year–around. Self-svc fuel 24 hrs with major credit card. After hrs self-srv fuel kiosk does not accept Mastercard. 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: 802-585-5586
 WEATHER DATA SOURCES: AWOS–3 119.275 (802) 626–4532.
 COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CENTER APP/DEP CON 135.7
 CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
 RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
 MONTPELIER (VL) (DH) VOR/DME 116.9  MPV Chan 116  N44º05.13´ W72º26.96´ 048º 34.5 NM to fld.
 2086/16W.
 VOR unusable:
 010º–020º byd 25 NM blo 7,500’
 015º–031º byd 40 NM
 032º–042º byd 40 NM blo 5,000’
 032º–042º byd 65 NM
 043º–060º byd 40 NM
 045º–060º byd 24 NM blo 8,500’
 170º–182º byd 40 NM
 210º–275º byd 40 NM
 DME unusable:
 045º–060º byd 24 NM blo 8,500’

NE, 21 MAR 2024 to 16 MAY 2024
MIDDLEBURY STATE  (6B0)  3 SE UTC–5 (–4DT)  N43°59.19´ W73°05.73´

494 TPA—See Remarks NOTAM FILE BTV

RWY 01–19: H3206X60 (ASPH)  S–12.5

RWY 01: Thld dsplcd 141´.

RWY 19: Trees, Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–3206 TODA–3206 ASDA–3206 LDA–3065

RWY 19: TORA–3065 TODA–3065 ASDA–3206 LDA–3065

SERVICE: S4 FUEL 100LL

AIRPORT REMARKS: Attended Mon–Fri 1200–2030Z‡. Ultralight and AG acft activity on and invof arpt. Full svc only M–F dawn to dusk. High hills east of arpt. PAJA on wkends—mnt NOTAMS for times. No ln of sight btw rwy ends. Rwy conds may not be mnt or rprtd when the arpt is unatnded. TPA—1304(810) single engine, 1504(1010) multi–engine.

AIRPORT MANAGER: 802-585-5586


COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4414, when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

BURLINGTON (VL) (L) VOR/DME 117.5  BTV Chan 122  N44°23.83´ W73°10.96´  186° 24.9 NM to fld. 417/15W.

VOR unusable:
030°–088° byd 40 NM
076°–132° byd 30 NM blo 9,000´
087°–097° byd 40 NM blo 9,000´
087°–097° byd 49 NM
098°–169° byd 40 NM
133°–165° byd 30 NM blo 8,000´
170°–180° byd 40 NM blo 5,800´
170°–180° byd 47 NM
181°–196° byd 40 NM
244°–292° byd 40 NM
340°–010° byd 40 NM

DME unusable:
075°–132° byd 30 NM blo 9,000´
133°–165° byd 30 NM blo 8,000´

MONTPELLIER  N44°05.13´ W72°26.96´ NOTAM FILE MPV.

(VL) (DH) VOR/DME 116.9  MPV Chan 116  342° 8.6 NM to Edward F Knapp State. 2086/16W.

VOR unusable:
010°–020° byd 25 NM blo 7,500´
015°–031° byd 40 NM
032°–042° byd 40 NM blo 5,000´
032°–042° byd 65 NM
043°–060° byd 40 NM
045°–060° byd 24 NM blo 8,500´
170°–182° byd 40 NM
210°–275° byd 40 NM

DME unusable:
045°–060° byd 24 NM blo 8,500´

RCO 122.2 (BURLINGTON RADIO)

RCO 122.6 (BURLINGTON RADIO)
MORRISVILLE–STOWE STATE (MVL)(KMVL)  2 SW  UTC–5(–4DT)  N44°32.06´ W72°36.84´

RWY 01–19: H3700X75 (ASPH)  S–25 PCN 12 F/A/X/T  HIRL
0.5% up N
RWY 01: REIL. P-line.
RWY 19: REIL. PAPI(P2L)—GA 3.5º TCH 31´.

SERVICE:  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

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE BTV.

BURLINGTON (VL) (L) VOR/W/DME 117.5  BTV  Chan 122  N44°23.83´
W73°10.86´  086º 25.8  NM to fld. 417/15/W.

NEWPORT

NORTHEAST KINGDOM INTL (EFK)(KEFK)  3 SW  UTC–5(–4DT)  N44°53.29´ W72°13.72´

RWY 18–36: H5301X100 (ASPH)  S–30, D–44 PCN 33 F/D/X/T  MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 43´. Thld dsplcd 299´.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 44´. Pole.
RWY 05–23: H3996X100 (ASPH)  S–30, D–44
RWY 05: Trees.
RWY 23: Pole.

SERVICE:  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 airport. Altitude correction required at or below –32C.

AIRPORT MANAGER:  802-585-5586
WEATHER DATA SOURCES:  AWOS–3P 118.275 (802) 334–4427.

COMMUNICATIONS:  CTAF/UNICOM 122.8

NEWPORT RCO 122.5 (BURLINGTON RADIO)

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE BML.

BERLIN (H) DME 116.55  BML  Chan 112(Y)  N44°38.01´ W71°11.17´  289º 47.1  NM to fld. 1730.

DME unusable:
080º–125º bld 10,000´
188º–198º bld 10,000´
275º–292º bld 10,000´

NORTHEAST KINGDOM INTL  (See NEWPORT on page 335)
PATRICK LEAHY BURLINGTON INTL (See BURLINGTON on page 330)

POST MILLS  (2BJ)  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

  PCN 30 F/D/X/U MIRL
  RWY 01: PVASI(PSIR)—GA 3.5º TCH 17´. Thld dsplcd 300´. Hill.
  RWY 19: MALSRS. 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  LOT ACTVT MALSRS Rwy 19; REIL Rwy 13; MIRL Rwy 01–19 and 13–31—CTAF. Rwy end 01: VGSI OTS UFN.

NOISE: Noise sensitive area SE of arpt ctc amgr.

AIRPORT REMARKS: Attended 1200–0100Z‡. Birds on and involg 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 tkofs) more than 9 pax seats or unsked acr ops at least 31 pax seats. Avbl for acr ops taxi only. Clsd to unsked acr ops with more than 9 pax seats exc 48 hr PPR, call amgr 802–786–8881. Use Twy A to tax to or from AER 01 or 19. Twy C connects main apn with Twy A. Acft with wing spans exceeding 79 ft auzd to use Twy H & Twy B east of Rwy 01–19 & Rwy 13–31 for tax & ldg. Type I and type IV deicing avbl. Cold temperature airport. Altitude correction required at or below –8C. Ldg fees may apply for coml acft.

AIRPORT MANAGER: 802-585-5586

WEATHER DATA SOURCES: AWOS–3PT 118.375 (802) 747–3044.

COMMUNICATIONS: CTAF/UNICOM 122.8

® BOSTON CENTER APP/DEP CON 135.7

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RUT.

SMUTO NDB (MHW) 221  DYO  N43°42.37´ W72°57.40´  193º 10.6 NM to fld. 1138/15W.
NDB unusable: 351º–189º byd 15 NM

ILS/DME 111.7  I–RUT  Chan 54  Rwy 19.  Class IA. Glideslope unusable byd 4.00º right of course.
SHELBURNE  (VT8)  2 S  UTC–5(–4DT)  N44°21.62’ W73°13.58’
325   NOTAM FILE BTV
RWY 01–19: 3077X60 (TURF)
RWY 01: Trees.
RWY 19: Trees.
SERVICE:  S4  FUEL  MOGAS
AIRPORT REMARKS:  Attended daylight hours. No line of sight btn rwy ends. For rwy cond—AMGR.
AIRPORT MANAGER:  802-985-2100
COMMUNICATIONS:  CTAF/UNICOM  122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Burlington Apch at 802-657-4413, when Apch clsd ctc Boston ARTCC at 603-879-6859.

SMUTO  N43°42.37’ W72°57.40’  NOTAM FILE RUT.
NDB (MHW) 221  DYO  193° 10.6 NM to Rutland/Southern Vermont Rgnl. 1138/15W.
NDB unusable:
351°–189° byd 15 NM

SPRINGFIELD
HARTNESS STATE (SPRINGFIELD)  (VSF)(KVSF)  3 NW  UTC–5(–4DT)  N43°20.62’ W72°31.04’
578  B  TPA—See Remarks  NOTAM FILE VSF
RWY 05–23: H5501X100 (ASPH)  S–32, D–45  MIRL  0.3% up SW
RWY 05: REIL. VASI(V4L)—GA 4.0º TCH 59´. Trees.
RWY 23: Trees.
RWY 11–29: H3000X75 (ASPH)  S–30  MIRL  0.3% up W
RWY 11: Trees.
SERVICE:  S4  FUEL  100LL, JET A, A+  LGT ACTVT REIL Rwy 05; MIRL Rwy 05–23 and 11–29—CTAF.
NOISE:  Noise sensitive area west of arpt.
AIRPORT REMARKS:  Attended Jan–Dec Sun–Sat 1200–2300Z‡. Geese on and inof arpt. Gliders on and inof 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:  802-585-5586
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  N43°40.73’ W72°12.96’  213° 24.0 NM to fld. 1443.
DME unusable:
045°–075° byd 36 NM bld 10,000´
091°–119° byd 30 NM bld 7,500´
161°–304° byd 30 NM bld 6,300´
LOC/DME 113.3  I–VSF  Chan 50  Rwy 05.  LOC/DME unmonitored. DME unusable byd 11 NM bld 3,500 ´; byd 20º r of course.

VERGENNES
BASIN HARBOR  (B06)  4 NW  UTC–5(–4DT)  N44°11.50’ W73°21.52’
124  NOTAM FILE BTV
RWY 02–20: 3000X90 (TURF)
RWY 02: Trees.
RWY 20: Trees.
AIRPORT MANAGER:  802-475-2311
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Burlington Apch at 802-657-4414, when Apch clsd ctc Boston ARTCC at 603-879-6859.
WARREN–SUGARBUSH  (B77)  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 management for fld conditions.
AIRPORT MANAGER: 802-496-2290
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4414, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WEST DOVER
DEERFIELD VALLEY RGNL  (4V8)  1 SW  UTC–5(–4DT)  N42º55.63’ W72º51.94’
1953  NOTAM FILE BTV
RWY 01–19: H2650X75 (ASPH)  MIRL(NSTD)
RWY 01: Trees.
RWY 19: Trees.
SERVICE: LGT Rw01–19 MIRL, NSTD alnmt.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ldg fee.
AIRPORT MANAGER: (802) 490-0775
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 123.75
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE 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 330)
ABINGDON

VIRGINIA HIGHLANDS (VJI)(KVJI)  2 W UTC–5(–4DT)  N36°41.23’ W82°02.00’
2087  B  TPA—3077(990)  NOTAM FILE VJI
RWY 06–24: H4471X75 (ASPH)  S–30  MIRL  0.6% up NE
RWY 06: Tree.
RWY 24: ODALS, REIL, PAPI(P2L)—GA 4.0° TCH 32’. Tree.
SERVICE:  FUEL  100LL, JET A  LGT Actvt ODALS Rwy 24; REIL Rwy 24; PAPI 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:  NOTAM FILE BNA.
HOLSTON MOUNTAIN (L) (L) VORTAC W 114.6 HMV Chan 93
N36º26.22’ W82º07.78’ 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.

CONTINUED ON NEXT PAGE

COMMUNICATIONS: CTAF 134.7

© WASHINGTON CENTER APP/DEP CON 118.75 377.1
BLACKSTONE TOWER 134.7 292.7 (Mon–Fri 1300–2300Z‡; 1400–2200Z‡ first full weekend of each month exc fed hols; OT by NOTAM). GND CON 127.625

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‡, 1400–2200Z‡ 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 N36º49.08´ W77º54.18´ 358º 15.6 NM to fld. 350/8W.

VOR unusable:
090 blo 7,000´
090 byd 20 NM
091º–105º
106 blo 7,500´
106 byd 27 NM
107º–170º
171º–280º blo 6,000´
201º–325º byd 17 NM blo 9,000´
326º–089º

TACAN AZIMUTH unusable:
Blw 3,000´
VOR OTS indef
DME unusable:
Blw 3,000´

BLACKSTONE NDB (MHW) 326 BKT N37º07.65´ W78º02.67´ 136º 5.3 NM to fld. 418/9W.

APOLLO SOUCEK FLD  (See OCEANA NAS (APOLLO SOUCEK FLD) on page 373)

ARMEL  N38º56.08´ W77º28.00´ NOTAM FILE IAD.

(L) (L) VORTACW 113.5 AML Chan B2 at Washington Dulles Intl. 296/8W.

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

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

WASHINGTON

COPTER

H–10H, L–29E, 34E, 36I, A

NE, 21 MAR 2024 to 16 MAY 2024
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

WEATHER DATA SOURCES: AWOS–3 133.325 (540) 231–4837.

COMMUNICATIONS: CTAF/UNICOM 123.05
          ROANOKE APP/DEP CON 126.9
          CLEARANCE DEL 124.85

CLNC DEL 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) (H) VORTACW 116.8 PSK Chan 115 N37°05.26´ W80º42.77´ 069º 16.2 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´

TECH NDB  (MHW) 368 TEC N37°12.52´ W80°24.21´ at fld. 2126/8W. NOTAM FILE BCB.


BLUE RIDGE (See MARTINSVILLE on page 364)

BOJAR  N37°15.75´ W79°14.59´ NOTAM FILE LYH.
NDB (MHW/LOM) 385 LY 036° 4.3 NM to Lynchburg Rgnl/Preston Glenn Fld. 804/8W. NDB unmonitored when ATCT closed.

NE, 21 MAR 2024 to 16 MAY 2024
BRIDGEWATER AIR PARK (VBW)(KVBW)  1 SE  UTC–5(–4DT)  N38º22.00´ W78º57.62´
1165  B  NOTAM FILE DCA
RWY 15–33: H2745X60 (ASPH) S–22  MIRL  0.3% up SE
RWY 33: Thrd dsplcd 368´, Pole.
SERVICE  FUEL  JET A+  LGT ACTIVATE MIRL Rwy 15–33—CTAF.
AIRPORT MANAGER: 540-828-6070
COMMUNICATIONS: CTAF/UNICOM 122.7
® POTOMAC APP/DEP CON 132.85
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO (VL) (L) VOR/DME 115.3 MOL Chan 100 N37º54.03´ W79º06.41´ 019º 28.8 NM to fld. 3455/5W.
DME unusable: 158º–168º byd 30 NM blo 6,000´

BROOKE  N38º20.18´ W77º21.17´  NOTAM FILE DCA.
(L) (L) VORTAC 114.5  BRV  Chan 92  316º 6.1 NM to Stafford Rgnl. 145/9W.
DME unusable: 011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º
VOR unusable: 001º–360º
TACAN AZIMUTH unusable:
011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º
RCO 122.1R 114.5T (LEESBURG RADIO)

BROOKNEAL/CAMPBELL CO  (0V4)  6 NW  UTC–5(–4DT)  N37º08.50´ W79º00.98´
597  B  NOTAM FILE DCA
RWY 06–24: H3798X60 (ASPH) S–12.5  MIRL
RWY 06: REIL  PAPI(P2R)–GA 3.0º TCH 43´. Tree.
RWY 24: REIL  PAPI(P2L)–GA 3.0º TCH 46´. Tree.
SERVICE  LGT MIRL Rwy 06–24 preset low, to incr intst and ACTVT REIL Rwy 06 and 24—CTAF.
AIRPORT MANAGER: 240-750-0199
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  N37º15.27´ W79º14.18´ 128º 12.5 NM to fld. 871/5W.
VOR unusable: 200º–210º
330º–360º

BRUNSWICK CO  (See LAWRENCEVILLE on page 359)
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' RWO 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

CAMP PEARY LNDG STRIP (W94) A 3 NE UTC–5(–4DT) N37°18.77' W76°38.29' NOTAM FILE DCA
   RWY 05–23: H5018X151 (ASPH) LIWL
   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: 757-229-2121
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

CAPE CHARLES NOTAM FILE DCA. (L) (L) VORTACW 112.2 CCV Chan 59 042° 21.2 NM to Accomack Co. 10/10W.
   TACAN AZIMUTH unusable:
   005°–015° byd 20 NM blo 4,000'
   VOR unusable:
   137°–322° byd 17 NM blo 2,000'
   137°–322° byd 22 NM blo 3,000'
   DME unusable:
   005°–015° byd 20 NM blo 4,000'

CASANOVA NOTAM FILE DCA. (H) (H) VORTACW 116.3 CSN Chan 110 184° 6.9 NM to Culpeper Rgnl. 442/6W.
   VOR unusable:
   310°–350° byd 10 NM blo 11,000'
   TACAN AZIMUTH unusable:
   310°–350° byd 10 NM blo 11,000'
   DME unusable:
   310°–350° byd 10 NM blo 11,000'

NE, 21 MAR 2024 to 16 MAY 2024
VIRGINIA

CAVERNS  N38º41.96´ W78º28.34´ NOTAM FILE DCA.

NDB (MHW) 245  L UA  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 371)

CHARLOTTESVILLE–ALBEMARLE (CHO)(KCHO)  7 N UTC–5(–4DT)  N38º08.38´

W78º27.14´

640  B  Class I, ARFF Index B  NOTAM FILE CHO  MON Airport

RWY 03–21: H6801X150 (ASPH–GRVD)  S–120, D–228, 2S–175,
2D–368 PCN 65 F/C/X/T  HIRL  0.3% up SW

RWY 03: MALSR. PAPI(P4L)—GA 3.0º TCH 53´.

RWY 21: REIL. PAPI(P4R)—GA 3.0º TCH 50´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–6801  TODA–6801 ASDA–6801 LDA–6801


SERVICE: S4 FUEL 100LL, JET A LGT

When ATCT clsd HIRL Rwy 03–21, and twy lights preset low intst. To actvt and increase intst MALSR Rwy 03; REIL Rwy 21; HIRL Rwy 03–21 and twy lights—CTAF. Rwy 21 VGSI unusbl byd 6.5 deg L of RCL.

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

For acft svcs ctc 126.925. 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. Ldg fee only for acft over 7000 lbs.

AIRPORT MANAGER: 434-973-8342

WEATHER DATA SOURCES: ASOS (434) 973–5024

COMMUNICATIONS: CTAF 124.5 ATIS 118.425 UNICOM 122.95

® POTOMAC APP/DEP CON 132.85

APP/DEP CON 120.525

TOWER 124.5 (1100–0400Z‡) GND CON 121.9

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

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GORDONSVILLE (VH) (H) VORTAC 115.6 GVE Chan 103 N38º00.82´ W78º09.18´ 304º 16.1 NM to fld. 383/6W.

TACAN AZIMUTH unusbl:
250°–260° byd 25 NM blo 7,000´

VOR unusbl:
005°–050° byd 40 NM
180°–207° byd 40 NM
208°–218° byd 40 NM blo 3,000´
208°–218° byd 50 NM
219°–225° byd 40 NM
260°–301° byd 40 NM
302°–312° byd 40 NM blo 9,000´
302°–312° byd 65 NM
313°–331° byd 40 NM
332°–342° byd 40 NM blo 6,100´
332°–342° byd 46 NM
343°–360° byd 40 NM

ILS/DME 111.7 I–CHO Chan 54 Rwy 03. Class IA. ILS unmonitored when ATCT closed.

WASHINGTON

L–29G

WASHINGTON

H–10H, 12I, L–26J, 36H

IAP, AD

NE, 21 MAR 2024 to 16 MAY 2024
CHASE CITY MUNI (CXE)(KCXE)  2 W  UTC–5(–4DT)  N36°47.30´ W78°30.09´
503  TPA—1303(800)   NOTAM FILE DCA
RWY 18–36: H3400X50 (ASPH)  S–12.5  0.5% up N
RWY 18: Road.
RWY 36: Brush.
arpt. Farm equipment operating near rwy. Rwy 18–36 severe cracking.
1–2 inches in places and along centerline. Rwy 18–36 longitudinal and
transverse cracking, some raveling in certain areas.
AIRPORT MANAGER: 434-372-5136
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF 122.9
WASHINGTON CENTER APP/DEP CON 118.75
CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at
703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) (L) VORTAC 110.4  SBV Chan 41  N36°40.50´
W79°00.87´  080º 25.7 NM to fld. 520/5W.

CHESAPEAKE RGNL (See NORFOLK on page 368)

CHESTER

MC LAUGHLIN SPB (2G6)  6 E  UTC–5(–4DT)  N37°19.23´ W77°20.75´
7  NOTAM FILE DCA  Not insp.
WATERWAY 05W–23W: 2500X150 (WATER)
WATERWAY 05W: Rgt tfc.
SEAPLANE REMARKS: Unattended.
AIRPORT MANAGER: 804-641-0423
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

CLARKSVILLE

LAKE COUNTRY RGNL (W63)  2 S  UTC–5(–4DT)  N36°35.78´ W78°33.58´
421  B  TPA—1221(800)   NOTAM FILE DCA
RWY 04–22: H4007X50 (ASPH)  S–12.5  MIRL  1.0% up NE
RWY 04: Tree.
RWY 22: Thd dspld 480´. Road.
SERVICE:  FUEL  100LL
AIRPORT REMARKS: Attended 1300–2200Z. Wildlife invof arpt. For fuel
call number posted beside public pay phone on side of hangar.
AIRPORT MANAGER: 434-374-8028
WEATHER DATA SOURCES: AWOS–3 118.225 (434) 374–2431.
COMMUNICATIONS: CTAF 122.9
WASHINGTON CENTER APP/DEP CON 118.75
CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at
703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) (L) VORTAC 110.4  SBV Chan 41  N36°40.50´
W79°00.87´  107º 22.5 NM to fld. 520/5W.

NE, 21 MAR 2024 to 16 MAY 2024
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 dspclcd 277´. Tree.
RWY 33: Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–3300 TODA–3300 ASDA–3023 LDA–3023
SERVICE: FUEL 100LL LGT For MIRL Rwy 15–33 key CTAF 5 times on;
3 times off.
AIRPORT REMARKS: Unattended. Arpt unattended ctc town manager for
assistance at 434–645–9453. Rwy 15 dspcld thld markigs in poor
condition. Old markings showing thru. Rwy 15–33 has lrg cracks. Rwy
33 mkrks faded.
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: S4 FUEL 100LL, JET A+ LGT ACTVT REIL Rwy 04 and 22;
PAPI Rwy 04 and 22; MIRL Rwy 04–22; twy lgts—CTAF.
AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt. Twy
and ramp markigs good.
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–5(–4DT) N36º34.35´ W79º20.18´**

571 B TPA—See Remarks NOTAM FILE DAN

RWY 02–20: H5900X100 (ASPH–GRVD) S–90, D–130, 2S–165
HIRL 0.5% up N

RWY 02: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Tree.

RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 47´. Thld dsplcd 300´. Tree.

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**

<table>
<thead>
<tr>
<th>RWY 02</th>
<th>TORA–5600</th>
<th>TODA–5900</th>
<th>ASDA–5600</th>
<th>LDA–5600</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 20</td>
<td>TORA–5900</td>
<td>TODA–5900</td>
<td>ASDA–5900</td>
<td>LDA–5600</td>
</tr>
</tbody>
</table>

**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 REMARKS:**

Attended 1200–0000Z‡. Arpt unattended Christmas Day. Birds and deer on and invof arpt. Trees penetrating 7:1 transitional sfc of Rwy 31 both sides, first 1000´. Ctc arpt administration prior to conducting specialized aero activities 434–799–5110. TPA–1371 (800) lgt acft, 2071 (1500) turbine acft. Rwy 02 is designated calm wind rwy.

**AIRPORT MANAGER:** 434-799-5110

**WEATHER DATA SOURCES:** ASOS 128.125 (434) 799–1701.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

© 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) (L) VORTAC** 110.4 SBV Chan 41 N36º40.50´ W79º00.87´ 254º 16.7 NM to fld. 520/5W.

**(L) VOR/V** 113.1 DAN N36º34.13´ W79º20.20´ at fld. 568/6W. NOTAM FILE DAN.

**ILS** 110.7 I–DAN Rwy 02. Class IE.

**DAVEE**

N38º39.70´ W77º06.61´ NOTAM FILE DCA.

NDB (HW) 223 DAA 323º 4.6 NM to Davison AAF. 53/9W.

Unusable:

Byd 15 NM
DAVISON AAF (DAA)(KDAAD) A (ARNG) 3 NW UTC–(5–(4–DT)) N38°42.90’ W77°10.85’

WILLIAM J. BENTON—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, ltd and Idg btt Mon–Sat 0300–1300Z‡, Sun and hol 2200–1700Z‡. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z‡, Sun and hol 1700–0300Z‡.


COMMUNICATIONS: CTAF 124.275 ATIS 128.175 (1100–0230Z‡ Mon–Fri, excl hols)

PTD 139.4 (VIP arr ctc Base Ops 15 min prior to Idg)

® 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

ALTIMETER: Standard 29.92 (1100–0230Z‡ Mon–Fri)

AIRPORT MANAGER: 703-664-1201

COMMUNICATIONS: CTAF 124.275 ATIS 128.175 (1100–0230Z‡ Mon–Fri, excl hols)

PTD 139.4 (VIP arr ctc Base Ops 15 min prior to Idg)

® 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 clsd 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.

ARMEL (L) VOR/DME 113.5 AML Chan 82 N38°56.08’ W77°28.00’ 142º 18.8 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’

DAVEE NDB (LOM) 223 DA N38°39.70’ W77°06.61’ 323º 4.6 NM to fld.


ASR/PAR (Weekdays 1200–0000Z‡ excluding holidays, 2 hr PPR other times.)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HILIPAD H1: H50X50 (CONC)
NEW RIVER VALLEY (PSK/KPSK)  2 N  UTC–5(–4DT)  N37º08.24´ W80º40.71´  
2105  B  NOTAM FILE PSK
RWY 06–24: H6201X150 (ASPH–GRVD)  D–60  HIRL  0.5% up SW
RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 58´. Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 44´.
SERVICE:  S4  FUEL  100LL, JET A+  LGT ACTVT MALSR Rwy 06, REIL
Rwy 24; PAPI Rwy 06 and 24; HIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat–Sun
1400–2200Z‡. Unattended Thanksgiving and Christmas Day. Mil
contract fuel unavbl. Deer on and invof arpt.
AIRPORT MANAGER: 540-674-4141
WEATHER DATA SOURCES: AWOS–3 127.375 (540) 674–2731.
COMMUNICATIONS: CTAF/UNICOM 122.7
PULASKI RCO 122.3 (LEESBURG RADIO)
ROANOKE APP/DEP CON 126.0
CLNC DEL 121.7
RADIO AIDS TO NAVIGATION:  NOTAM FILE PSK.
PULASKI (H) (H) VORTACW 116.8  PSK  Chan 115  N37º05.26´
W80º42.77´  035º 3.4 NM to fld. 2127/6W.
DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
250º–350º byd 25 NM blo 10,000´
284º–286º byd 10 NM blo 10,000´
287º–316º byd 25 NM blo 10,000´
315º–335º byd 10 NM blo 10,000´
334º–033º byd 25 NM blo 10,000´
TACAN AZIMUTH unusable:
034º–038º byd 25 NM
053º–100º
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
234º–283º
284º–286º byd 10 NM blo 10,000´
287º–316º byd 25 NM blo 10,000´
315º–335º byd 10 NM blo 10,000´
334º–033º byd 25 NM blo 10,000´
ILS 110.9  I–PSK  Rwy 06.  Class Ia.  Unmonitored when FBO clsd.

EAGLE’S NEST (See WAYNESBORO on page 387)
EMPIRE—GREENSVILLE RGNL  (EMV/(KEMV))  3 E UTC–5(–4DT)  N36º41.21´  W77º28.96´  VIRGINIA  
127 B  TPA—See Remarks  NOTAM FILE EMV  
RWY 16–34:  H5010X100 (ASPH—GRVD)  S–30, D–50, 2D–85  MIRL  
0.3% up N  
RWY 16:  REIL. PAPI(P2L)—GA 3.0º TCH 31’. Road.  
RWY 34:  REIL. PAPI(P2L)—GA 3.0º TCH 43’. Tree.  
SERVICE:  FUEL  100LL, JET A  
LGT ACTIVATE REIL Rwy 16 & 34; MIRL Rwy 16–34—CTAF. PAPI Rwy 16 & 34 opr consly. Rwy 16 PAPI ususbl byd 7 deg left & right of cntrln. Rwy 34 PAPI unusbl byd 8 deg right of cntrln.  
AIRPORT REMARKS:  Attended 1400–2200Z‡. Deer on and invof arpt. TPA—1127(1000) lgt acft, 1627(1500) hvy acft.  
AIRPORT MANAGER:  434-634-3696  
WEATHER DATA SOURCES:  AWOS–3 124.175 (434) 634–0656.  
COMMUNICATIONS:  CTAF/UNICOM 123.0  
RADIO AIDS TO NAVIGATION:  NOTAM FILE FKN.  
FRANKLIN (L) (L) VORTACW 110.6  
FKN  Chan 43  
N36º42.85´  W77º00.74´  275º  22.8  NM to fld. 84/9W.  
VOR unusable:  
090º–119º byd 18 NM blo 2,000’  
119º–128º byd 10 NM  
129º–134º byd 33 NM  
135º–148º  
TACAN AZIMUTH unusable:  
090º–139º  
DME unusable:  
090º–139º  
LOC/DME 108.75  
I–EMV  Chan 24(Y)  
Rwy 34. DME unusable byd 25º r of course.  
FALWELL  (See LYNCHBURG on page 362)  

FARMVILLE RGNL  (FVX/(KFVX))  4 NW UTC–5(–4DT)  N37º21.45´  W78º26.27´  VIRGINIA  
416 B  NOTAM FILE FVX  
RWY 03–21:  H4400X75 (ASPH—GRVD)  S–12.5  MIRL  
RWY 03:  REIL. PAPI(P2L)—GA 3.0º TCH 44’. Hill.  
RWY 21:  REIL. PAPI(P2L)—GA 3.0º TCH 45’. Tree.  
SERVICE:  S2  
FUEL  100LL, JET A  
LGT REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21; preset low intst, to incr intst ACTVT—CTAF.  
AIRPORT REMARKS:  Attended 1230–2200Z‡. Deer on and invof arpt. Poss unmanned aerial vehicle oper 5 NM from Farmville Arpt 3000 ft AGL and blw.  
AIRPORT MANAGER:  434-392-5686  
COMMUNICATIONS:  CTAF/UNICOM 122.8  
ROANOKE APP/DEP CON 135.0  
CLEARANCE DELIVERY PHONE:  For CD ctc Roanoke Apch at 540–563-1307.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.  
FLAT ROCK (H) (H) VORTACW 113.3  
FAK  Chan 80  
N37º31.71´  W77º49.69´  257º  30.9  NM to fld. 460/6W.  
TACAN 338 radial unusable  
VOR unusable:  
111º–168º  
169º–204º blo 5,000’  
274º–337º blo 4,000’  
274º–337º byd 33 NM  

NE, 21 MAR 2024 to 16 MAY 2024
**FELKER AAF** (KFAF) A UTC–5(–4DT) N37º07.96´ W76º36.54´

**WASHINGTON** L–34E, 35D, 36H

**Rwy 14–32:** H3025X75 (ASPH) PCN 13 F/B/Y/T HIRL

**Rwy 14:** ODALS. PAPI(P2L)—GA 3.0º TCH 48´. Rgt tfc.

**Rwy 32:** PAPI(P2L)—GA 3.0º TCH 48´.

**Service:** MILITARY—LGT ACTVT ODALS Rwy 14, PAPI Rwy 14 and Rwy 32; HIRL Rwy 14–32—CTAF. Rwy 32 VGS1 unusbl byd 9 degrees right and 7 degrees left of ctrln. JASU 2(AGPU) FUEL JB TRAN ALERT Svc avbl 1230–2130Z‡ Mon–Fri exc hol.


**Airport Manager:** 757-878-2865

**Communications:** CTAF 126.3

**Norfolk App/Dep Con 335.625**

**Tower** 126.3 269.25 (1200–0400Z‡ Mon–Fri exc federal hol) **Gnd Con** 121.35 229.4

**Pmsy Metro** 134.1 (Monitored Mon–Fri 1000–2200Z‡ exc hol. Maximum range 30 NM) **Base Ops** 38.7 134.1 142.2

**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) (H) 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, 2000´
- 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.

**Washington** H–10H, L–36H

**Vortacw 113.3 Fak Chan 80 123º 16.2 NM to Richmond Exec/Chesterfield Co. 460/6W.**

**TACAN 338 radial unusable**

**VOR unusable:**

- 111º–168º
- 169º–204º blo 5,000´
- 274º–337º blo 4,000´
- 274º–337º byd 33 NM
FOREST

NEW LONDON (W90) 6 SW UTC–5(–4DT) N37º16.30’ W79º20.15’
842 NOTAM FILE DCA
Rwy 18–36: H3164X40 (ASPH) 2.3% up N
Rwy 18: Thld dsplcd 115’. Pole.
Rwy 36: Trees.

AIRPORT REMARKS: Unattended. Ultralgt act on and invof arpt. Rwy 18–36 closed daily SS–SR. Stand, fence and tower in prim and/or tmsl sfc's with guardrail both sides of Rwy 36. Rwy used as drag strip on certain Sundays summer months. NOTAMed when arpt closed.

AIRPORT MANAGER: 434-582-3028

COMMUNICATIONS:
CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION:
NOTAM FILE LYH.

LYNCHBURG (L) (L) VOR/DME 109.2 LYH Chan 29 N37º15.27’ W79º14.18’ 287º 4.9 NM to fld. 871/5W.
VOR unusable:
200º–210º
330º–360º


FORT GREGG–ADAMS AHP HELIPORT (VA39) A 0 S UTC–5(–4DT) N37º15.28’ W77º19.63’
100 NOTAM FILE FAF Not insp.

HELIPAD H1: H40X40 (CONC) PERIMETER LGTS

MILITARY REMARKS: RSTD 24 HR PPR DSN 687–6421. CAUTION Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of national park and base housing areas adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.

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 114.35 HPW Chan 90(Y) N37º19.73’ W77º06.96’ 252º 11.0 NM to fld. 70/6W.

FRANKLIN RGNL (FKN)(KFKN) 2 NE UTC–5(–4DT) N36º42.02’ W76º54.13’
40 B TPA—See Remarks NOTAM FILE FKN

Rwy 09–27: H4977X100 (ASPH–GRVD) MIRL
Rwy 09: PAPI(P2L)—GA 3.0º TCH 40’. Tree.
Rwy 27: PAPI(P2L)—GA 3.0º TCH 40’. Tree.

SERVICE: 4 FUEL 100LL, JET A LGT Actvt MIRL Rwy 09–27—CTAF.
Rwy 27 PAPI unusable byd 1 NM fm thr.

AIRPORT REMARKS: Attended 1300–2200Z†. Deer on and invof arpt.
Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. TPA—840(800) lgt acct., 1540(1500) hvy acct. Drainage ditches next to rwy & twys. Arpt FBO clsd Sat and Sun.

AIRPORT MANAGER: 757-562-8764


COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION:
NOTAM FILE FKN.

(L) (L) VORTAC 110.6 FKN Chan 43 N36º42.85’ W77º00.74’ 108º 5.4 NM to fld. 84/9W.
VOR unusable:
090º–119º byd 18 NM blo 2,000’
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º
FRANKLIN  N36º42.85´ W77º00.74´  NOTAM FILE FKN.
(L) (L) VORTACW  110.6  FKN  Chan 43  108º 5.4 NM to Franklin Rgnl. 84/9W.
VOR unusable:
  090º–119º byd 18 NM blo 2,000´
  119º–128º byd 10 NM
  129º–134º byd 33 NM
  135º–148º
TACAN AZIMUTH unusable:
  090º–139º
DME unusable:
  090º–139º

FRANKLIN  N36º42.85´ W77º00.74´  NOTAM FILE FKN.
(L) (L) VORTACW  110.6  FKN  Chan 43  108º 5.4 NM to Franklin Rgnl. 84/9W.
VOR unusable:
  090º–119º byd 18 NM blo 2,000´
  119º–128º byd 10 NM
  129º–134º byd 33 NM
  135º–148º
TACAN AZIMUTH unusable:
  090º–139º
DME unusable:
  090º–139º

FREDERICKSBURG

SHANNON  (EZF)(KEZF)  S  UTC–5(–4DT)  N38º16.01´ W77º26.95´
85  B  NOTAM FILE EZF
RWY 06–24: H2902X100 (ASPH) MIRL
RWY 15–33: 1300X100 (TURF)
RWY 15: Brush.
SERVICE: 54  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 Indg. Rwy 33 clsd for tkof. Rwy 15–33 outlined with yellow cones. First 89 ft pavement Rwy 06 marked as unusbl. Apchs to Rwy 06–24 will be made sully high to cross Rt. 2 (Rwy 24) for the railroad tracks (Rwy 06) at or abv 135´ MSL (50´ AGL). Tran actc 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 RCD 122.1R 114.5T (LEESBURG RADIO)
QUANTICO APP/DEP CON 127.05 (Mon and Fri 1300–2200Z, Tue, Wed and Thu 1300–0200Z exc Sat, Sun and holidays)
other times ctc
POTOMAC APP/DEP CON 128.525 (When NYG twr clsd)
CLEARANCE DELIVERY PHONE: Clearance delivery phone: GCO avbl on freq 135.075; Quantico CD during op hrs - 6 clicks, Potomac CD all otr times - 4 clicks. If una, for CD ctc Quantico CD during op 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  N38º20.18´ W77º21.17´  237º 6.2 NM to fld. 145/9W.
DME unusable:
  011º–060º byd 20 NM
  061º–120º
  121º–161º byd 17 NM
  162º–238º
  239º–249º byd 5 NM
  250º–010º
VOR unusable:
  001º–360º
TACAN AZIMUTH unusable:
  011º–060º byd 20 NM
  061º–120º
  121º–161º byd 17 NM
  162º–238º
  239º–249º byd 5 NM
  250º–010º
NDB (MHW) 237  EZF  N38º15.98´ W77º27.03´ at fld. 83/10W. NOTAM FILE EZF. NDB unmonitored when arpt unatndd.
NDB unusable:
  Byd 15 NM

HELIPAD H1: H30X30 (CONC)
**FRONT ROYAL–WARREN CO**

(FRR)(KFRR) 3 W UTC–5(–4DT) N38°55.05’ W78°15.20’

- **RWY 10–28:** H3008X75 (ASPH) S–12.5 MIRL 0.4% up E
  - **RWY 10:** APAPI(PNIR)—GA 3.0º TCH 16’. Road.
  - **RWY 28:** APAPI(PNIL)—GA 3.0º TCH 16’. Pole.

- **SERVICE:** S2 FUEL 100LL LTG Actvt MIRL Rwy 10–28—CTAF.

- **NOISE:** Noise abatement procedures in effect, ctc arpt mgr for details at 540–635–3570.

- **AIRPORT REMARKS:** Attended 1400–2200Z. Deer and geese on and inv of arpt. Glider ops on and inv of arpt. Rwy 10 and Rwy 28 rgt tfc for gyrocopters, ultralights and gliders.

- **AIRPORT MANAGER:** 540-635-3570

- **WEATHER DATA SOURCES:** AWOS–3 (540) 635–5377.

- **COMMUNICATIONS:** CTAF/UNICOM 123.0

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

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

**LINDEN (L) (L) VORTAC**

114.3 LDN Chan 90 N38°51.26’ W78°12.33’

- **DME portion unusable:**
  - 115º–150º byd 20 NM blo 3,500’
  - 150º–155º byd 20 NM blo 4,000’
  - 155º–175º byd 20 NM blo 4,500’
  - 175º–200º byd 20 NM blo 5,000’
  - 200º–225º byd 20 NM blo 5,500’

- **TACAN AZIMUTH** unusable:
  - 115º–225º byd 20 NM

**CONTINUED ON NEXT PAGE**
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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 115.55 GZG  Chan 102(Y)  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 115.55T (LEESBURG RADIO)

GORDONSVILLE MUNI (GVE)(KGVE) 3 NE UTC–5(–4DT) N38°09.36’ W78°09.95’

454  B  NOTAM FILE DCA
RWY 05–23: H2300X40 (ASPH) S–12.5 MIRL 0.5% up SW

SERVICE: LGT ACTIVATE MIRL Rwy 05–23—CTAF.


AIRPORT MANAGER: (540) 832-2233
WEATHER DATA SOURCES: AWOS–3 120.225 (540) 832–2095.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 115.6T (LEESBURG RADIO)

© POTOMAC APP/DEP CON 132.85
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(VH) (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’

VOR unusable:
005°–050° byd 40 NM
180°–207° byd 40 NM
208°–218° byd 40 NM blo 3,000’
208°–218° byd 50 NM
219°–225° byd 40 NM
260°–301° byd 40 NM
302°–312° byd 40 NM blo 9,000’
302°–312° byd 65 NM
313°–331° byd 40 NM
332°–342° byd 40 NM blo 6,100’
332°–342° byd 46 NM
343°–360° byd 40 NM

WASHINGTON L–34E, 36H

NE, 21 MAR 2024 to 16 MAY 2024
GORDONSVILLE  N38º00.82´ W78º09.18´  NOTAM FILE DCA.
(VH) (H) VORTAC 115.6  
GVE  Chan 103  002º 8.6 NM to Gordonsville Muni. 383/6W.
TACAN AZIMUTH unusable:
250º–260º byd 25 NM blo 7,000´
VOR unusable:
005º–050º byd 40 NM
180º–207º byd 40 NM
208º–218º byd 40 NM blo 3,000´
208º–218º byd 50 NM
219º–225º byd 40 NM
260º–301º byd 40 NM
302º–312º byd 40 NM blo 9,000´
302º–312º byd 65 NM
313º–331º byd 40 NM
332º–342º byd 40 NM blo 6,100´
332º–342º byd 46 NM
343º–360º byd 40 NM
RCO 122.1R 115.6T (LEESBURG RADIO)

HAMPTON ROADS EXEC  (See NORFOLK on page 369)

HANOVER CO MUNI  (See RICHMOND/ASHLAND on page 379)

HARCUM  N37º26.92´ W76º42.68´  NOTAM FILE DCA.
(L) (L) VORTACW 108.8  
HCM  Chan 25  338º 5.0 NM to Middle Peninsula Rgnl. 87W.
VOR unusable:
056º–095º blo 2,000´
174
275º–300º blo 2,000´

HOPEWELL  N37º19.73´ W77º06.96´  NOTAM FILE DCA.
(L) (L) VORTACW 114.35  
HPW  Chan 90(Y)  003º 10.5 NM to New Kent Co. 70/6W.

HOT SPRINGS

INGALLS FLD  (HSP)(KHSP)  3S UTC–5(–4DT)  N37º57.09´ W79º50.03´
3793 B NOTAM FILE HSP
HIRL 0.5% up SW
RWY 07: PAPI(P4R)—GA 3.0º TCH 45´. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0º TCH 56´.
SERVICE: FUEL 100LL, JET A+  
LGT ACTVT REIL Rwy 25, PAPI Rwys 07 and 25, HIRL Rwy 07–25 and twy lghts—CTAF.
AIRPORT REMARKS: Attended 1400–2200Z‡. Wildlife, including bear on and inof 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
WASHDCOM 703-771-3587.
CLEARANCE DELIVERY PHONE: For CD etc Washington ARTCC at
AIRSPACE: CLASS E svc 1500–2300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO  (VL) (L) VOR/DME 115.3  
MOL  Chan 100  N37º54.03´ W79º06.41´ 280º 34.6 NM to fld. 3455/5W.
DME unusable:
158º–168º byd 30 NM blo 6,000´
108.7 I–HSP Rwy 25. Class IT. Unmonitored when FBO cslsd.

HUMMEL FLD  (See SALUDA on page 380)

INGALLS FLD  (See HOT SPRINGS on page 356)
JONESVILLE

LEE CO (0VG) 5 SW UTC–5(–4DT) N36º39.25´ W83º13.07´

CINCINNATI

H–9B, 12G, L–258

IAP

1411 B NOTAM FILE DCA

RWY 07–25: H5003X75 (ASPH) S–30 MIRL 0.9% up NE

RWY 07: REIL, PAPI(P2L)—GA 3.0º TCH 40´. Tree.

RWY 25: REIL, PAPI(P2L)—GA 3.25º TCH 44´. Tree.

SERVICE: FUEL 100LL, JET A+ LGT

AIRPORT REMARKS: Attended on call. Call 276–346–2075 or 276–346–3051. 100LL avbl 24/7 with credit card.

AIRPORT MANAGER: 276-346-7714

WEATHER DATA SOURCES: AWOS–3 120.125 (276) 346–3333.

COMMUNICATIONS: CTAF 122.9

ATLANTA CENTER APP/DEP CON 127.55

CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.

RADIO AIDS TO NAVIGATION:

HAZARD (L) DME 111.2 AZQ Chan 49 N37º23.48´ W83º15.78´ 177º 44.2 NM to fld. 1243.

monitored by AOC 24 hrs

DME portion unusable:

Byd 25 NM blo 4,500´

KENBRIDGE

LUNENBURG CO (W31) 3 W UTC–5(–4DT) N36º57.62´ W78º11.11´

WASHINGTON

L–36G

IAP

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´. Tree.

SERVICE: FUEL 100LL


AIRPORT MANAGER: 434-262-3750

WEATHER DATA SOURCES: AWOS–3 123.875 (434) 676–1078.

COMMUNICATIONS: CTAF/UNICOM 122.7

WASHINGTON CENTER APP/DEP CON 118.75


RADIO AIDS TO NAVIGATION:

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 343)

LAKE COUNTRY RGNL (See CLARKSVILLE on page 345)
NE, 21 MAR 2024 to 16 MAY 2024

CONTINUED ON NEXT PAGE
COMMUNICATIONS: SFA  ATIS  270.1 PTD 142.3  376.2

MORFOL PARK/DEP CON 126.05  370.925 (010°–080°) 127.9  269.425 (180°–310°) 124.9  379.1 (311°–009°)
TOWER 125.0  253.5 (Opr 1100–0300Z‡ Mon–Fri; 1300–2100Z‡ wk end to support reg sked drill (RSD) guard wk end once a month; clsd federal hol and ACC down days unless ops apv by 1 FWCC)
GND CON 121.7  275.8 CLNC DEL 118.85  257.625
COMO POST (Raymond 16) 251.25 (Have quick timing avbl 287.45)

PMGV METRO 239.8 (Alternate PMSV is McGuire AFB on 239.8 wx svc avbl H24 at DSN 574–5908/5907, C757–764–5908/5907. AN/FM–19 automated observing sys in use; augmented by human obsn when nec. Dur wx flt closure or evac, remote briefing svc avbl from 15 OP WX SQ (Scott AFB) DSN 576–9755 or 576–9701 thru 9704, C618–256–9755 or 618–256–9701 thru 9704.)

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:
252°–278° byd 20 NM
278°–342°
357°–033° byd 20 NM
DME unusable:
103°–165° byd 30 NM
252°–278° byd 20 NM
278°–342°
357°–033° 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)  N36°46.48’ W77°47.63’
329  NOTAM FILE DCA
RWY 18–36: H3020X50 (ASPH) S–12.5  0.6% up N
RWY 18: Pole.
RWY 36: Road.


AIRPORT MANAGER: 434-848-2767
COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LAWRENCEVILLE (L) (L) VORTACW  112.9  LVL  Chan 76  N36°49.08’ W77°54.18’  124° 5.9 NM to fld. 350/8W.

VOR unusable:
090 blo 7,000’
090 byd 20 NM
091°–105°
106 blo 7,500’
106 byd 27 NM
107°–170°
171°–280° blo 6,000’
201°–325° byd 17 NM blo 9,000’
326°–089°

TACAN AZIMUTH unusable:
Blw 3,000’
VOR OTS indef
DME unusable:
Blw 3,000’
LEESBURG EXEC (JYO)(KJYO) 3 S UTC–5(–4DT) N39°04.68´ W77°33.45´
390 B TPA—1200(810) LRA NOTAM FILE JYO
RWY 17–35: H5500X100 (ASPH–GRVD) S–30, D–70
PCN 63 F/A/W/U HIRL
RWY 17: ODALS. 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 GX4 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.
AIRPORT REMARKS: Attended 1100–0200Z‡. Birds and deer on and inv of
arpt. Hel act on and inv of arpt. Calm wind use Rwy 17. Ramp fence
southwest side ramps lead–in lines on west ramp not avbl. Psbl
thermal plumes fm pwr plant 1.3 NM SSE. U.S. cust avbl Mon–Sun
1100–0200Z‡. Call command cntr 703–661–2800 for apntmt. 24
hr notice rqrd.
AIRPORT MANAGER: 703-737-7125
WEATHER DATA SOURCES: AWOS–3 125.225 (703) 777–3781.
COMMUNICATIONS: CTAF 127.5 UNICOM 122.975
© POTOMAC APP/DEP CON 125.05
LEESBURG TOWER TOWER 127.5 (1300–2300Z‡) GND CON 120.5
CLNC DEL 120.5 118.55
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Potomac Apch
118.55 or 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) (L) VOR/DME 113.5 AML Chan 82 N38°56.08´ W77°28.00´ 342º 9.6 NM to fld. 2968W.
VOR unusable:
055º–092º blo 4,500´
093º–115º
116º–210º blo 4,500´
DME unusable:
055º–210º byd 28 NM blo 2,500´
211º–230º byd 30 NM blo 3,000´
ILS/DME 111.75 I–JYO Chan 54(Y) Rwy 17. Class IE.

LINDEN N38°51.26´ W78°12.33´ NOTAM FILE DCA.
(L) (L) VORTACW 114.3 LDN Chan 90 335º 4.4 NM to Front Royal–Warren Co. 2435/6W.
DME portion unusable:
115º–150º byd 20 NM blo 3,500´
150º–155º byd 20 NM blo 4,000´
155º–175º byd 20 NM blo 4,500´
175º–200º byd 20 NM blo 5,000´
200º–225º byd 20 NM blo 5,500´
TACAN AZIMUTH unusable:
118º–225º byd 20 NM

LONESOME PINE (See WISE on page 390)
LOUISA CO/FREEMAN FLD  (LKU)(KLKU)  2 SE  UTC–5(–4DT)  N38°00.59´ W77°58.21´

494  B  NOTAM FILE LKU
RWY 09–27: H4300X100 (ASPH)  S–12.5  MiRl  0.6% up E
RWY 09: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees. Rgt tfc.
RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
SERVICE: S4  FUEL  100LL, JET A+  LGT ACTIVATE REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27; MiRl Rwy 09–27—CTAF.
AIRPORT MANAGER: 540-967-0050
COMMUNICATIONS: CTAF/UNICOM 122.975
® POTOMAC APP/DEP CON 133.2 120.525
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 540-349-9697
RADIO AIDS TO NAVIGATION:
GORDONSVILLE (VH) (H) VORTAC 115.6 GVE Chan 103 N38°00.82´ W78°09.18´ 097º 8.7 NM to fld. 383/6W.
TACAN AZIMUTH unusable:
250º–260º byd 25 NM bto 7,000’
VOR unusable:
005º–050º byd 40 NM
180º–207º byd 40 NM
208º–218º byd 40 NM blo 3,000’
208º–218º byd 50 NM
219º–225º byd 40 NM
260º–301º byd 40 NM
302º–312º byd 40 NM blo 9,000’
302º–312º byd 65 NM
313º–331º byd 40 NM
332º–342º byd 40 NM blo 6,100’
332º–342º byd 46 NM
343º–360º byd 40 NM
LOC/DME 108.55  L–LKU  Chan 22(Y)  Rwy 27.

LUNENBURG CO
(See KENBRIDGE on page 357)

LURAY Caverns  (LUA)(KLUA)  2 W  UTC–5(–4DT)  N38°40.00´ W78°30.05´

902  B  NOTAM FILE DCA
RWY 04–22: H3126X75 (ASPH)  S–12  MiRl
RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 30´. Tree.
SERVICE: S4  FUEL  100LL, JET A+  LGT ACTVT REIL Rwy 04–22; MiRl Rwy 04–22—CTAF.
AIRPORT MANAGER: 540-743-6070
WEATHER DATA SOURCES: AWOS–3 118.275 (540) 743–1148.
COMMUNICATIONS: CTAF/UNICOM 122.8
® WASHINGTON CENTER APP/DEP CON 133.2
RADIO AIDS TO NAVIGATION:
LINDEN (L) (L) VORTAC 114.3 LDN Chan 90 N38°51.26´ W78°12.33´ 237º 17.8 NM to fld. 2435/6W.
DMc portion unusable:
115º–150º byd 20 NM blo 3,500’
150º–155º byd 20 NM blo 4,000’
155º–175º byd 20 NM blo 4,500’
175º–200º byd 20 NM blo 5,000’
200º–225º byd 20 NM blo 5,500’
TACAN AZIMUTH unusable:
115º–225º byd 20 NM
CAVERNS NDB (MHW) 245 LUA N38°41.96´ W78°28.34´ 223º 2.4 NM to fld. 834/9W. NDB unmonitored when arpt unatndd.
NDB unusable:
050º–208º byd 10 NM
209º–049º byd 15 NM
LYNCHBURG

FALWELL (W24) 3 SE UTC–5(–4DT) N37°22.68′ W79°07.33′
939 TPA–1739(800) NOTAM FILE DCA
RWY 10–28: H2932X50 (ASPH) MIRL 4.7% up W
RWY 18: Tree.
RWY 28: TRC/TRIL. Trees.
SERVICE: S4 FUEL 100LL LGT Actv 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.
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) (L) VORW/DME 109.2 LYH Chan 29 N37°15.27′ W79°14.18′ 041° 9.2 NM to fld. 871/5W.
VOR unusable: 200º–210º 330º–360º

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)(KLYH) 5 SW UTC–5(–4DT) N37°19.52′ W79°12.07′
938 B ARFF Index—See Remarks NOTAM FILE LYH
PCN 29 F/A/X/T HIRL 0.6% up NE
RWY 04: MALS. PAPI(P4L)—GA 3.0º TCH 55′. RVR–T
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 45′. RVR–R
RWY 17: REIL. PAPI(P2L)—GA 4.0º TCH 16′.
RWY 35: REIL. PAPI(P2L)—GA 4.0º TCH 17′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7100 TODA–7100 ASDA–6800 LDA–6800
RWY 17: TORA–3386 TODA–3386 ASDA–3386 LDA–3386
RWY 35: TORA–3386 TODA–3386 ASDA–3386 LDA–3386
AIRPORT MANAGER: 434-455-6090
WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.
COMMUNICATIONS: CTAF 127.65 ATIS 119.8 UNICOM 122.95
© ROANOKE APP/DEP CON 125.475 135.0
TOWER 127.65 (1130–0330Z) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Roanoke Apch at 540–563-1307.
AIRSPACE: CLASS D svc 1130–0330Z; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
BOJAR NDB (MHW/LOM) 385 LY N37°15.75′ W79°14.59′ 036° 4.3 NM to fld. 804/8W. NDB unmonitored when ATCT closed.
(L) (L) VORW/DME 109.2 LYH Chan 29 N37°15.27′ W79°14.18′ 027° 4.6 NM to fld. 871/5W.
VOR unusable: 200º–210º 330º–360º
ILS 110.1 I–LYH Rwy 04. Class IE. LOM BOJAR NDB. ILS mon 24 hr at AOCC.
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: H252X75 (ASPH) S–20 MIRL 1.1% up W

RWY 08: REIL PAPI(P2L)—GA 3.0º TCH 40’. Trees.

RWY 26: REIL PAPI(P2L)—GA 3.75º TCH 47’. Road.

SERVICE: S4 FUEL 100LL, JET A+  LGT MIRL Rwy 08–26 preset low intst; actvt higher intst—CTAF.


AIRPORT MANAGER: 276-783-8805


COMMUNICATIONS: CTA/UNICOM 122.7

ATLANTA CENTER APP/DEP CON 127.85

CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) (H) VORTACW 116.8 PSK Chan 115 N37°05.26’ W80°42.77’ 256º 32.7 NM to fld. 2127/6W.

DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM blo 10,000’
200º–225º byd 10 NM
250º–350º byd 25 NM blo 10,000’
284º–286º byd 10 NM blo 10,000’
287º–316º byd 25 NM blo 10,000’
315º–335º byd 10 NM blo 10,000’
334º–033º byd 25 NM blo 10,000’

TACAN AZIMUTH unusable:
034º–038º byd 25 NM
053º–100º byd 25 NM blo 10,000’
200º–225º byd 10 NM
234º–283º 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’

LOC/DME 110.5 I–MKJ Chan 42 Rwy 26. LOC unmonitored when arpt unatndd. LOC unusable byd 15º left and right of course.
MARTINSVILLE
BLUE RIDGE (MTV)(KMTV)  B SW   UTC–5(–4DT)   N36°37.85´ W80°01.10´
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 47´. Tree.
SERVICE: S4
FUEL: 100LL, JET A+
OX 1, 2, 3, 4
LGT
RWY 13:
REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree.
RWY 31:
ODALS. REIL. PAPI(P4L)—GA 3.0º TCH 47´. Tree.
SERVICE: S4
FUEL: 100LL, JET A+
OX 1, 2, 3, 4
LGT
AIRPORT REMARKS: Attended 1300–2200Z1. Deer on and invof 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
CLNC DEL 124.85
CLEARANCE DELIVERY PHONE: For CD ctc Greensboro Apch at 743-222-6129.
RADIO AIDS TO NAVIGATION:
GREENSBORO (VH) (H) VORTAC 116.2 GSO Chan 109 N36º02.74´
W79º58.58´ 360º 35.1 NM to fld. 908/3W.
TACAN AZIMUTH unusable:
255º–290º byd 10 NM blo 6,000´
VOR unusable:
010º–015º byd 40 NM
072º–076º byd 40 NM
083º–093º byd 40 NM blo 6,000´
083º–093º byd 93 NM
107º–111º byd 40 NM
118º–156º byd 40 NM
157º–167º byd 40 NM blo 3,600´
157º–167º byd 48 NM
168º–180º byd 40 NM
196º–199º byd 40 NM
240º–250º byd 40 NM
260º–276º byd 40 NM
277º–288º byd 40 NM blo 3,500´
277º–288º byd 47 NM blo 6,000´
277º–288º byd 56 NM
289º–302º byd 40 NM blo 5,000´
289º–302º byd 55 NM
303º–317º byd 40 NM blo 5,200´
303º–317º byd 55 NM
318º–354º byd 40 NM
BALES NDB (MHW/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 Rw 31. LOM BALES NDB. Unmonitored when ATCT clsd.

MARY WALKER LZ (APH)(KAPH)  A 2 NW    UTC–5(–4DT)   N38º04.13´ W77º19.14´
220 TPA—See Remarks. NOTAM FILE DCA Not insp.
RWY 05–23: 2202X100 (TURF)
RWY 23: Rgt tcf.
MILITARY REMARKS: Attended Mon–Fri 1300–2100Z1, excluding holidays, other times on request. RSTD Rotary wing acft only.
CLOSED to arriving/departing tcf. Advisory svc by aviation opr 1300–2130Z1 Mon–Fri exc hol. Other times by range
control staff. 24 hr PPR all acft DSN 578–8713/8272 C804–633–8713/8272. CAUTION Rng impact area R–6601A lctd
600m SE from midfld int. TFC PAT TPA–900(680) MISC 40X40 concrete pad SE of rwy at midfld. Attended/advisory service
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: NOTAM FILE EZF.
SHANNON NDB (MHW) 237 EZF N38º15.98´ W77º27.03´
162º 13.4 NM to fld. 83/10W. NDB unmonitored when arpt unatndd.
NDB unusable:
Byd 15 NM
COMM/NAV/WEATHER REMARKS: Ctc NOMAD Advisory/Range Control on 126.2.
ACCOMACK CO (MFV)(KMFV) 1 W UTC–5(–4DT) N37°38.81′ W75°45.66′
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 & actvl 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) lg 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
© POTOMAC APP/DEP CON 127.2
GCO 135.075 (NORFOLK CLNC DEL)
CLEARANCE DELIVERY PHONE: For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CAPE CHARLES (L) (L) VORTACW 112.2 CCV Chan 59 N37º20.85′ W75º59.86′
042º 21.2 NM to fld. 10/10W.
TACAN AZIMUTH unusable:
005º–015º byd 20 NM blo 4,000′
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 l–MFV Chan 38(Y) Rwy 03.
MONTEBELLO  N37°54.03´ W79°06.41´ NOTAM FILE DCA.
(VL) (L) VOR/DME 115.3 MOL Chan 100 030º 23.9 NM to Shenandoah Valley Rgnl. 3455/5W.
DME unusable:
158º–168º byd 30 NM blo 6,000´
RCO 122.1R 115.3T (LEESBURG RADIO)

MOUNTAIN EMPIRE  (See MARION/WYTHEVILLE on page 363)

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 376)

NEW LONDON  (See FOREST on page 352)

NEW MARKET  (8W2)  2 W UTC–5(–4DT)  N38°39.36´ W78º42.51´
963 B TPA—1788(825) NOTAM FILE DCA
RWY 06–24: H2920X60 (ASPH) LIRL(NSTD)
RWY 06: Trees. Rgt tfc.
RWY 24: Thld dspcld 918’. Pole.
SERVICE: S4 FUEL 100LL LGT Rwy 06–24 NSTD LIRL, thld lgts one fixture each side. Rwy 06 lgtd thld relocated 100’ and Rwy 24 lgtd thld relocated 930’ for ngt ops, 2020’ Rwy 06–24 lgts at ngt. No rwy end lgts Rwy 24. Arpt lights and rotating bcn opr SS–SR.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. Unattended
AIRPORT MANAGER: 703-327-0444
WEATHER DATA SOURCES: AWOS–3 118.175 (540) 740–3801.
COMMUNICATIONS: CTAF/UNICOM 122.8
©WASHINGTON CENTER APP/DEP CON 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN  (L) VORTACW 114.3 LDN Chan 90 N38°51.26´ W78º12.33´ 249º 26.4 NM to fld. 2435/6W.
DME portion unusable:
115º–150º byd 20 NM blo 3,500´
150º–155º byd 20 NM blo 4,000´
155º–175º byd 20 NM blo 4,500´
175º–200º byd 20 NM blo 5,000´
200º–225º byd 20 NM blo 5,500´
TACAN AZIMUTH unusable:
115º–225º byd 20 NM

NEW RIVER VALLEY  (See DUBLIN on page 349)

NE, 21 MAR 2024 to 16 MAY 2024
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)(KPHF) 9 NW UTC–5(–4DT) N37º07.91´

42  B  LRA  Class I, ARFF Index B  NOTAM FILE PHF

RWY 07–25: H8003X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 73 R/B/W/T HIRL
RWY 07: MALSR. RVR–T Trees.
RWY 25: REIL. PAPi(P4R)–GA 3.0º TCH 71´. RVR–R Trees.

RWY 02–20: H6526X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 68 R/C/W/T HIRL
RWY 02: PAPi(P4L)–GA 3.0º TCH 53´. RWY 20: REIL. PAPi(P4L)–GA 3.0º TCH 43´. Road.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 20  07–25  5200
RWY 25  02–20  6550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–6526  TODA–6526  ASDA–6526  LDA–6526
RWY 07: TORA–8003  TODA–8003  ASDA–8003  LDA–8003
RWY 20: TORA–6526  TODA–6526  ASDA–6526  LDA–6526

SERVICE: S4  FUEL  100LL, JET A  OX 4  LGT  Actvt MALSR Rwy 07; REIL Rwy 20 & 25; PAPI Rwy 02, 20 & 25; HIRL Rwy 02–20 & 07–25; twy lghts–CTAF. Rwy 07 MALSR unmonitored.


AIRPORT MANAGER: 757-877-0221

WEATHER DATA SOURCES: ASOS (757) 874–3682

COMMUNICATIONS: CTAF 118.7  ATIS 128.65 UNICOM 122.95

Norfolk APP CON 125.7  CLNC DEL 124.9 (when twr clsd)

Norfolk DEP CON 124.9

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

Norfolk (VH) (I) VORTAC 116.9  ORF  Chan 116  N36º53.51´ W76º12.02´ 323º 20.1 NM to fld. 20/7W.

VOR unusable:
050º–070º byd 40 NM
100º–150º byd 40 NM
170º–180º byd 40 NM
211º–221º byd 40 NM blo 6,000´
211º–221º byd 81 NM
260º–280º byd 40 NM
306º–324º byd 40 NM
325º–335º byd 10 NM blo 4,000´
325º–335º byd 20 NM
336º–340º byd 40 NM
350º–020º byd 40 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: H5000X100 (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: 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–3 123.675 (757) 204–4290.

COMMUNICATIONS: CTAF/UNICOM 123.075

NORFOLK APP/DEP CON 118.9

CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 thru Norfolk CD. If un, for CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (VHI) (H) VORTAC 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 210° 14.7 NM to fld. 20/7W.

VOR unusable:

050°–070° byd 40 NM
100°–150° byd 40 NM
170°–180° byd 40 NM
211°–221° byd 40 NM blo 6,000′
211°–221° byd 81 NM
260°–280° byd 40 NM
306°–324° byd 40 NM
325°–335° byd 10 NM blo 4,000′
326°–335° byd 20 NM
336°–340° byd 40 NM
350°–020° byd 40 NM
Byd 30 NM blo 2,500′

TACAN AZIMUTH unusable:

Byd 30 NM blo 2,500′

DME unusable:

Byd 30 NM blo 2,500′

ILS/DME 111.7 I–EYK Chan 54 Rwy 05. Class IA.
HAMPTON ROADS EXEC (PVG)(KPVG)  7 SW UTC–5(–4DT)  N36º46.85´ W76º27.08´

28  B  TPA—See Remarks  NOTAM FILE DCA

RWY 10–28: H5350X100 (ASPH–GRVD)  D–75  HIRL
  RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Tree. Rgt tfc.
  RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Tree.

RWY 02–20: H3525X70 (ASPH)  S–12.5  MIWL
  RWY 02: Thld dpdc 898´. Road.

SERVICE: S4  FUEL  100LL, JET A+  LGT Actvt REIL Rwy 10 & 28; PAPI Rwy 10 & 28; MIWL Rwy 02–20; HIRL Rwy 10–28—CTAF.


AIRPORT MANAGER: 757-465-0260

WEATHER DATA SOURCES: AWOS–3PT 118.375 (757) 465–2175.

COMMUNICATIONS: CTAF/UNICOM 122.725

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (VH) (H) VORTAC  116.9  ORF  Chan 116  N36º53.51´ W76º12.02´  248º 13.8 NM to fld. 20/7W.

VOR unusable:
  050º–070º byd 40 NM
  100º–150º byd 40 NM
  170º–180º byd 40 NM
  211º–221º byd 40 NM blo 6,000´
  211º–221º byd 81 NM
  260º–280º byd 40 NM
  306º–324º byd 40 NM
  325º–335º byd 10 NM blo 4,000´
  325º–335º byd 20 NM
  336º–340º byd 40 NM
  350º–020º byd 40 NM
  Byd 30 NM blo 2,500´

TACAN AZIMUTH unusable:
  Byd 30 NM blo 2,500´

DME unusable:
  Byd 30 NM blo 2,500´

ILS/DME 110.75  I–PVG  Chan 44(Y)  Rwy 10.  Class IB.  Autopilot cpd apchs NA blw 800´ MSL. Unmonitored.

WASHINGTON L–35D, 36H
IAP
NORFOLK INTL (ORF) (KORF) 3 NE UTC–5(–4DT)  N36°53.68’ W76°12.07’

AIRPORT REMARKS:

AIRPORT MANAGER: 757-857-3344
WEATHER DATA SOURCES: ASOS (757) 460–9348 WSP.
COMMUNICATIONS: ATIS 127.15   (757) 464–1390
RCO 122.1R  116.9T (LEESBURG RADIO)
® APP CON 118.9 (010º–080º) (180º–310º)   125.7(311º–009º)
TOWER 120.8
GND CON 121.9 CLNC DEL 118.5
® DEP CON 125.2

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

VOR unusable:
050º–070º byd 40 NM
100º–150º byd 40 NM
170º–180º byd 40 NM
211º–221º byd 40 NM bls 6,000’
211º–221º byd 81 NM
260º–280º byd 40 NM
306º–324º byd 40 NM
325º–335º byd 10 NM bls 4,000’
325º–335º byd 20 NM
336º–340º byd 40 NM
350º–020º byd 40 NM
Byd 30 NM bls 2,500’

TACAN AZIMUTH unusable:
Byd 30 NM bls 2,500’

DME unusable:
Byd 30 NM bls 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–JQ  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 (ASPH–GRVD)  PCN 56 R/W/T  HIRL  CL

RWY 10: ALSF2, OLS, TDZL, REIL, PAPI(P4R)—GA 3.0º TCH 35´. Thld dsplcd 299´.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–8370  LDA–8071

RWY 28: TORA–8370  LDA–7375

ARRESTING GEAR/SYSTEM

RWY 10  HOOK E28(B) (1500 FT).  HOOK E28 (B) (1062 FT).  RWY 28

SERVICE:

OX 1, 2 MILITARY—A–GEAR  Avoid centrin lgt Rwy 10–28 dur cable engagement to prevent tailhook skip. Dist Rwy 28 measured fr disp lth. E–28(B) in raised posn at dep end of rwy nrmlly. Shortfld gear avbl with 20 min PN.

(JASU) (NC–10C) (NC–8A/A1) (NCPP–105 Ctc Air Ops Duty Officer to ensure avbl.) FUEL J5. No tran cpter hot pit wo prior coord with host squadron. FLUID ADI SP PRESAIR LHOX LOX OIL Unavbl. TRAN ALERT Ltd tran mntr avbl wkend only 1200–2000Z. Tran mntr unavbl OT. 2 hr PN rqr for LOX. Lavatory svc unavbl for C–130 actf. Potable water unavbl. No tran work/msn planning/briefing spcs or COMSEC stor for dets.

FUEL J5. No tran copter hot pit wo prior coord with host squadron.

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–010º–310º) or point Yankee (Chambers TACAN R–009º–18º 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 actf. DSN 262–3419/3429. C757–322–3419/3429. AMC/ATOC DSN 341–9926/7/8, C757–341–9926/7/8. Actf utilizing AMC tml ctc ATOC/AMC tml 15 min prior arr w load rqt. Actf overseas ctc AMC/ATOC via phone patch 2 hr prior arr for cstm. All other actf, ctc Base Ops 15 min prior arr. CAUTION Extv fish spotting actf activity (single engine general aviation actf) 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. Ani/dep TCAS equipped actf should expect numerous TCAS alerts from ships or transmitting into/out of the Chesapeake and coastal waters. Extv VFR tfo pr wst of Chambers Cld and Norfolk Class C Airspace. Bird haz.

Rwy 28 multiple cranes 1.2 NM to 1.3 NM frm DER 1600’ L to 4000’ R of ctrln 260´ MSL. TFC PAT R tfc Rwy 28. Basic f/w/VFR min 1000’ and 3 NM. Heliport Rwy 09–27. MISC Rwy 10–28 grooved. Flight plans for NS Norfolk, Chambers Fld and NAS Oceana should be faxed to DSN 565–9680, C757–445–9680, or emaild to W_CNI_Nrfk_NSNorfolk_N32_ATC_Users@navy.mil. To cfm receipt of flt plans call NS Norfolk, Chambers Fld flight planning supervisor at DSN 262–3419/3429, C757–322–3419/3429. For civil lndg permit (CALP) info ctc afld mgr C757–322–3419/3429.

COMMUNICATIONS: SFA ATIS

© NORFOLK APP CON 118.9 273.475 (010º–310º) 125.7 335.625 (311º–009º)

© CHAMBERS TOWER 124.3 379.15 GND CON 121.8 370.85 CLNC DEL 120.7 339.8

© DEP CON 125.2 335.625 363.125

© NAVY NORFOLK HELI TWR 126.375 290.5 (Opr Mon–Fri 1300–0400Z‡, cslld Sat, Sun, and hol)

© NAVY NORFOLK HELI GND CON 298.95 AMC/ATOC 130.65 349.5 METRO 271.6 BASE OPS 134.1 268.8

AIRSPACE: CLASS D.

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

(VH) (H) VORTAC 116.9 ORF Chan 116 N36°53.51' W76°12.02' 310° 5.1 NM to fld. 20/7W.

VOR unusable:
- 050°–070° byd 40 NM
- 100°–150° byd 40 NM
- 170°–180° byd 40 NM
- 211°–221° byd 40 NM blo 6,000'
- 211°–221° byd 81 NM
- 260°–280° byd 40 NM
- 306°–324° byd 40 NM
- 325°–335° byd 10 NM blo 4,000'
- 325°–335° byd 20 NM
- 336°–340° byd 40 NM
- 350°–020° byd 40 NM
- Byd 30 NM blo 2,500'

TACAN AZIMUTH unusable:
- Byd 30 NM blo 2,500'

DME unusable:
- Byd 30 NM blo 2,500'

CHAMBERS (L) TACAN Chan 86(Y) NGU (113.95) N36°56.40' W76°16.64' at fld. 10/10W. NOTAM FILE NGU.

TACAN AZIMUTH unusable:
- 261°–269° byd 20 NM

No NOTAM MP Wed 1230–1630Z‡

ILS/DME 108.95 I–NGU Chan 26(Y) Rwy 10. Class IC. No NOTAM MP Wed 1230–1630Z‡.

ASR/PAR


NE, 21 MAR 2024 to 16 MAY 2024
OCEANA NAS (APOLLO SOUCEK FLD)  (NTU)(KNTU) N 3 SW  UTC–5(–4DT)  N36º49.36´
W76º01.91´
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 14L–32R: H8000X150 (PEM)  PCN 90 R/B/W/T  HIRL
Rwy 05L: OLS.
Rwy 14R–32L: H8000X200 (PEM)  PCN 75 R/B/W/T  HIRL
Rwy 14L: OLS.
Rwy 32L: ALSF1. OLS.

ARRESTING GEAR/SYSTEM
Rwy 05R hook E28B (1412 FT).
Rwy 14L hook E28B (1461 FT).
Rwy 05L hook E28B (1476 FT).
Rwy 14R hook E28B (1414 FT).

SERVICE:
FLUID SP LHOX LOX unavail wkends and hol.  OIL Unavailable.  TRAN ALERT Tran line 1230–0330Z‡ Mon–Fri; 1300–2300Z‡ Sat, Sun, and hol. Ltd prk/stor fac. Dur peak periods extv delay in tran svg.  JOSAC/NALO have priority. No LAV svc or potable water avbl.  No on/off base tmsp avbl.

NOISE:
Strict compliance reqd 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 actf landing permit (CALP) info cta xldr xldr C757–433–2318/2120. STA to final ldg only 0300–1200Z‡, Sun 0000–1800Z‡. Vice final ldg only 0400–1200Z‡, Sun 0400–1800Z‡. Sun all fixed wing and hel flt abv 1000´ arr/dep must file IFR flt plan. VFR/special VFR copter route mandatory for all hel flts at or blw 1000´.

WEATHER DATA SOURCES: ASOS  DSN–433–3619  OCEANA APP/DEP CON
COMMUNICATIONS: SFA 288.3 346.4 328.4 310.8 363.1 352.1 348.75 376.0 352.1 348.75 363.1 352.1 348.75 317.6 (DSN–433–2377 C757–433–2377)  OCEANA APP/DEP CON
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
ORANGE CO

(VIRGINIA) (OMH)  3 E  UTC–5(–4DT)  N38°14.83′ W78°02.74′  

464 B  NOTAM FILE OMH

RWY 08–26: H3200X75 (ASPH–AFSC)  S–12  MIRL  0.6% up NE  
RWY 08: REIL. PAPI(P2L)—GA 4.0° TCH 42’. Tree.  
RWY 26: REIL. PAPI(P2L)—GA 4.0° TCH 44’. Pole.  

SERVICE: FUEL  100LL, JET A+  

ACTVT REIL Rwy 08 and Rwy 26;  
PAPI Rwy 08 and Rwy 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 (VH) (H) VORTAC 115.6  GVE  Chan 103  N38°00.82′ W78°09.18′ 026° 14.9 NM to fld. 383/6W.  

TACAN AZIMUTH unusable:  
250°–260° byd 25 NM blo 7,000’  
VOR unusable:  
005°–050° byd 40 NM  
180°–207° byd 40 NM  
208°–218° byd 40 NM blo 3,000’  
208°–218° byd 50 NM  
219°–225° byd 40 NM  
260°–301° byd 40 NM  
302°–312° byd 40 NM blo 9,000’  
302°–312° byd 65 NM  
313°–331° byd 40 NM  
332°–342° byd 46 NM  
343°–360° byd 40 NM

PETERSBURG

(TRI CITIES EXEC/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 3.0° TCH 42’. Tree.  
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40’. Tree.  

SERVICE: S4  FUEL  100LL, JET A  

ACTVT ODALS Rwy 05; REIL Rwy 23; PAPI Rwys 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) VORTAC 114.35  HPW  Chan 90(Y)  N37°19.73′ W78°06.96′ 251° 20.6 NM to fld. 70/6W.  

LOC/DME 110.3 I–JLS  Chan 40  Rwy 05.  LOC unmonitored when arpt unatndd.
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’
315º–335º byd 10 NM blo 10,000’
334º–033º byd 25 NM blo 10,000’

TACAN AZIMUTH unusable:
034º–038º byd 25 NM
03º–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)

QUANTICO MCAF (TURNER FLD) (NYG)(KNYG) MC 1 S UTC–5(–4DT) N38º30.22´ W77º18.30´

10 B NOTAM FILE DCA Not insp.

Rwy 02–20: H4250X184 (PEM–GRVD) PCN 69 R/B/W/T HIRL CL

Rwy 02: REIL. PAPI(P4L)—GA 3.0º TCH 35´.

Rwy 20: REIL.

SERVICE: FUEL JET A1+ OX 1 MILITARY—LGT RWY 02 – Cntrln 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 fdn opr not authorized for tran acft. CAUTION Bird haz vcnty Rwy 02–20 SR–SS. Hvy migratory bird act Mar–Jul, hvy 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. Rwys 02 & 20 no ovnm. Rwys D svc consists of AM–2 aluminum matting with non–skid w/ cmng. No edge lghtn on Rwys D. Lghtn N edge of Rwys B thrld w/ Nrly nd of TWLs. Rwys C svc. Marked and lighted 4’ deep x 4’ diameter hole 10’ from rwy edge west side, 280’ south of Rwys 20 twy. 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. Rwys 02 limited to R/W dalgt VFR only. C–17 landing zone marked but not certified. Assaut lghts not authorized. Cat II crash/ﬁre rescue svc. Rwys 02–20 grooved full length. MCAF Quantico has no provisions for Space A passengers. Space A passengers cannot be on–loaded or off–loaded due to security issues. No 180 deg turns on rwy asphalt. 180º turns only on conc EOR. No staggered acft devs from RCL.

AIRPORT MANAGER: 703-784-2084

COMMUNICATIONS: SFA CTAF 118.6 ATIS 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–Thu 1300–0200Z‡)
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 318.6 360.2 (1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and hol by NOTAM only)
GND CON 121.75 340.2 PM SV METRO 355

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

AIRSPACE: CLASS D svc 1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun, and hol by NOTAM only; other times CLASS G.

CONTINUED ON NEXT PAGE
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°

ILS/DME 108.3 I–NYG Chan 20 Rwy 02. LOC unusable wi 0.5 NM. LOC unusable byd 20° left and right of course.

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: PAPI(P2R)—GA 4.0º TCH 45’. Road.

RWY 29: REIL: PAPI(P2L)—GA 4.0º TCH 45’. Trees.

SERVICE: S2 FUEL 100LL LGT Acht REIL Rwy 11 & 29; 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

POTOMAC APP/DEP CON 126.4

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) VORTAC 114.35 HPW Chan 90(Y) N37°19.73’ W77°06.96’ 003° 10.5 NM to fld. 70/6W.
NOTE: Restrictions are in effect on the use of this facility. The pilot should consult NOTAMs and FAA information. Use of this facility by the military is prohibited unless special permission is granted in writing by the Military Air Transport Service.
RICHMOND INTL (RIC)(KRIC) (ARNG) 6 E UTC–5(–4DT) N37º30.31´ W77º19.18´

AIRPORT

R16: MALSR. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR
R34: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 79´. RVR–TMR
R02–20: H6607X150 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 PCN 70 F/C/W/T HIRL
R02: MALSR. PAPI(P4L)—GA 3.0º TCH 49´. Pole.
R20: REIL. PAPI(P4L)—GA 3.0º TCH 49´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

R16: TORA–9003 TODA–9003 ASDA–9003 LDA–9003
R34: TORA–9003 TODA–9003 ASDA–9003 LDA–9003

SERVICE: FUEL 100LL, JET A OX 3, 4 LGT SS–SR.

AIRPORT REMARKS:

Attended continuously. Arpt sfc not mntd 0500–1100 Z‡. Bird act inv of all rwys and twys and inv of arpt. 220´ MSL crane (marked and lgtd) 5.4 NM south of arpt. Class I, ARFF Index C. ARFF Index D/E avbl on req. No practice ldgs 0300–1200Z‡. Cons const on arpt, be alert for freq rwy and twy closures. Twy V b/w Twy A and Twy R rstrd fm use by acft with wingspans greater than 99´. Due to the close proximity to Rwy 02–20, Twy Uniform signage may be behind acft, once clear of Rwy 02–20. Due to opr constraints acft pushed back for dep prohibited fm hgd on ACR ramps for more than 5 mins. ACR apron cld to unskd acft weighing under 35000 lbs. No taxing b/n pushed back acft and the tmnl on the ACR ramp. ATC cncn rqrd for pushback from hardstands C9, C10 and C12 onto Twy T. Non–RDO equipped vehicles crossing midfield Twys C, E and H and driving on Twy L. Hold line Rwy 20 east side lctd across Rwy 34 150´ fm dep end. Hold line Rwy 20 west side lctd across Twy A and also serves as hold line for Rwy 16, signage indicates both rwys. ATC cncn rqrd for pushbacks from Gates A6, A8, A10, A12, A14, B5, B7, B9, B11, B13 onto Twy A. No Edge lgts on N/S section of Twy V—Reflectors only. The following areas are not visible from the twr: portions of the ACR apron, ANG acft prkg ramp. RIC has facility constraints that limits its ability to accommodate diverted flts and strongly encourages acft oprs to ctc arpt oprs at 804–226–0001 for prior cdn of diverted flts, except in the case of a declared in–flight emerg. TPA—1201(1033) single engine, lgf acft, 1701(1533) all others. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (804) 226-3001
WEATHER DATA SOURCES: ASOS (804) 236–1091 WSP.
COMMUNICATIONS: ATIS 119.15 UNICOM 122.95
RCO 122.4 (LEESBURG RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
(H) (H) VORTACW 114.1 RIC Chan 88 N37º30.14´ W77º19.22´ at fld. 158/9W.
TAC AZM unusable:
060º–075º byd 10 NM blo 1,700´
ILS 110.9 I–EZD Rwy 02. Class IT. Autopilot cnd apch NA blw 760´ MSL.
ILS 110.7 I–RGJ Rwy 16. Class IA.
ILS 110.7 I–BNE Rwy 34. Class III.

WASHINGTON

H–10H, 12L L–34E, 35H
IAP, AD
RICHMOND/ASHLAND

HANOVER CO MUNI (OFP)(KOFP) 8 N UTC–5(–4DT) N37º42.54´ W77º26.20´
207  B TPA—1007(800) NOTAM FILE OFP
RWY 16–34: H5402X100 (ASPH–PFC) S–40 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree.
RWY 34: REIL. Trees.
SERVICE: S4 FUEL 100LL, JET A Ox 1, 2, 3, 4 LGT Actvt REIL Rwys 16 & 34; MIRL Rwy 16–34—CTAF.
NOISE: Noise sensitive area south of arpt.
AIRPORT REMARKS: Attended 1200–0000Z‡. Deer and birds on and invof arpt. For acft svcs call 804–798–6500. Rwy 34 preferred rwy with wind less than 5 kts.
AIRPORT MANAGER: 804-365-6208
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF/UNICOM 122.7
® POTOMAC APP/DEP CON 126.75 118.2 CLNC DL 125.4
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RICHMOND  (H) (H) VORTACW 114.1 RIC Chan 88 N37º30.14´ W77º19.22´ 345º 13.6 NM to fld. 158/9W.
TAC AZM unusable: 060º–075º byd 10 NM blo 1,700´.
LOC/DME 109.7 1–OFF Chan 34 Rwy 16. LOC unmonitored when arpt unatndd.

ARRESTING GEAR/SYSTEM
RWY 34: EMAS

SERVICE: S4 FUEL 100LL, JET A Ox 1, 2 LGT Rwy 24 PAPI unusbl byd 5 degs R of cntrln due to trrn.
AIRPORT REMARKS: Attended continuously. Birds invof arpt. For opr concerns—ATCT 540–563–1307. Tkof and lndg per and rwy cond assessment matrix not mntd 0500–1030Z‡ hrs dly. Dep Rwy 34 and arr Rwy 16 NA at night or during IFR cond due to trrn. Twy T clsd to acft with wingspan greater than 118 ft. Cold temperature airport. Altitude correction required at or below –13C. Tsnt pilots ctc FBO UNICOM for prkg and escort.
AIRPORT MANAGER: 540-362-1999

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: ASOS (540) 265-0680 LLWAS.
COMMUNICATIONS: ATIS 132.375 UNICOM 122.95

ROANOKE RCO 122.6 (LEESBURG RADIO)

® APP/DEP CON 118.15 Rwy 16/34 (360°–150°) Rwy 06 (235°–074°) 126.9 Rwy 16/34 (151°–359°) Rwy 06 (075°–234°)
TOWER 118.3 GND CON 121.9 CLNC DEL 119.7

ARSPACE: CLASS C svc ctc APP CON svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE ROA.

(L) (L) VOR/DME 109.4 ROA Chan 31 N37°20.61´ W80º04.22´ 107° 4.7 NM to fld. 3072/4W.

VOR unusable:
045°–063° byd 25 NM blo 7,000´

WOODRUM (T) VORW 114.9 ODR N37°19.45´ W79º58.74´ at fld. 1164/8W.

VOR unusable:
035°–050° byd 20 NM blo 7,000´
035°–110° byd 10 NM blo 4,200´
035°–110° byd 15 NM blo 6,500´
290°–360° byd 15 NM

VINTON NDB (MHW) 277 VIT N37°12.24´ W79º52.90´ 336° 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 30° 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–S(–4DT) N37°36.14´ W76º26.80´

30 B NOTAM FILE DCA

RWY 01–19: H2167X45 (ASPH) S–12.5 MIWL 0.3% up S

RWY 01: APAP(PNIL). Thld dsplcd 125´. Tree.

RWY 18: APAP(PNIR). Tree.

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIWL Rwy 01–19—CTAF.

Rwy 01 has NSLD thld lghts, has second set of green lghts. 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

® 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 N37°26.92´ W76º42.68´ 061° 15.6 NM to fld. 8/7W.

VOR unusable:
056°–095° blo 2,000´
174
275°–300° blo 2,000´

SHANNON (See FREDERICKSBURG on page 353)

SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISBURG on page 383)

SMITH MOUNTAIN LAKE (See MONETA on page 365)

NE, 21 MAR 2024 to 16 MAY 2024
SOUTH BOSTON

WILLIAM M TUCK (W78)  3 E  UTC–5(–4DT)  N36º42.56´ W78º50.90´
420  B  TPA—1220(800)  NOTAM FILE DCA

RWY 01–19: H4003X75 (ASPH) S–12.5  MIRL 0.9% up N
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 59 ´. Trees.
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: S2  FUEL  100LL  LGT ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.


AIRPORT MANAGER: 434-476-3300


COMMUNICATIONS: CTAF/UNICOM 122.8

SOUTH BOSTON RCO 122.1R 110.4T (LEESBURG RADIO)

WASHINGTON CENTER APP/DEP CON 124.05


RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4  SBV  Chan 41  N36º40.50´ W79º00.87´ 081º 8.3 NM to fld. 520/5W.

WASHINGTON
L–26J, 36G

SOUTH HILL

MECKLENBURG–BRUNSWICK RGNL (AVC) (KAVC)  4 SE  UTC–5(–4DT)  N36º41.30´
W78º03.27´
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. Bcn dusk–dawn.

AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt clsd on fed hols. Deer and birds on and inv of arpt. 24 hr fuel avbl by credit card. Corporate hangar taxilane rstd to acft with winspan no larger than 55´.

AIRPORT MANAGER: 434-774-8023


COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON CENTER APP/DEP CON 118.75


RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) VORTACW 110.6  FKN  Chan 43  N36º42.85´ W77º00.74´ 278º 50.3 NM to fld. 84/9W.

VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º

TACAN AZIMUTH unusable:
090º–139º

DME unusable:
090º–139º

LOC/DME 110.5  I–AVC  Chan 42  Rwy 01. Unmonitored when arpt unatndd.
NOTAM FILE RMN

RWY 15–33: H5000X100 (ASPH–GRVD) S–30, D–70, 2S–89 HIRL. 0.8% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 45º. Trees.

RWY 33: MALS. PAPI(P4L)—GA 3.0º TCH 45º. Trees.

SERVICE: S2 FUEL 100LL, JET A OX 4 LGT Actv 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.

AIRPORT MANAGER: 540-658-1212

BROOKE (L) VORTAC 114.5 BRV Chan 92 011º–060º byd 20 NM

DME unusable: 011º–060º byd 20 NM

061º–120º

121º–161º byd 17 NM

162º–238º

239º–249º byd 5 NM

250º–010º

VOR unusable:

001º–360º

TACAN AZIMUTH unusable:

011º–060º byd 20 NM

061º–120º

121º–161º byd 17 NM

162º–238º

239º–249º byd 5 NM

250º–010º

SHANNON NDB (MHW) 237 EZF N38º15.98´ W77º27.03´ 008º 7.9 NM to fld. 83/10W. NOTAM FILE EZF. NDB unmonitored when arpt unatndd.

NDB unusable:

Byd 15 NM

ILS/DME 108.75 I–RMN Chan 24(Y) Rwy 33. Class IT. LOC unusable byd 19º left of course.


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

IAP
STAUNTON/WAYNESBORO/HARRISONBURG

SHENANDOAH VALLEY RGNL (SHD)(KSHD) 10 NE UTC–5(–4DT) N38°15.83´ W78°53.79´ 1201 § B TPA—See Remarks Class I, ARFF Index B NOTAM FILE SHD

RWY 05–23: H6002X150 (ASPH–GRVD) S–75, D–150, 2S–175, 2D–215 PCN 44 F/B/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 lghts—CTAF. PAPI Rwy 05 and 23 oprs consly.

AIRPORT REMARKS: Attended continuously. PPR 12 hrs for unskd air carrier ops with more than 30 passenger seats call 540–234–8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft.

AIRPORT MANAGER: 540-234-8304


COMMUNICATIONS: CTAF/UNICOM 123.0

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 (VL) (L) VOR/DME 115.3 MOL Chan 100 N37º54.03´ W79º06.41´ 030º 23.9 NM to fld. 3455/5W.

DME unusable:

158º–168º byd 30 NM b1 6,000´

STAUT NDB (LOMW) 375 SH N38º12.11´ W78º57.44´ 4.7 NM to Shenandoah Valley Rgnl. 1240/9W.

ILS 109.5 I–SHD Rwy 05. Class IT. LOM STAUT NDB. Autopilot cpl apch NA blw 1,600´ MSL. Unmonitored when FBO clsd.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) (L) VORTACW 110.6 FKN Chan 43 N36°42.85' W77°00.74' 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 I–RKH Chan 36(Y) Rwy 04.

TANGIER ISLAND (TGI)(KTGI) 1 W UTC–5(–4DT) N37°49.55' W75°59.86' 05 B TPA—See Remarks NOTAM FILE DCA
RWY 02–20: H2426X75 (ASPH) S–12.5
RWY 02: Tree. Rgt tfc.
RWY 20: Thd dispcld 183'. Road.
SERVICE: LGT Arpt bcn OTS indef.
AIRPORT MANAGER: 757-891-2496
WEATHER DATA SOURCES: AWOS–3 119.8 (757) 891–2246.
COMMUNICATIONS: CTAF/UNICOM 122.8
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) VORTACW 112.2 CCV Chan 59 N37°20.85' W75°59.86' 010° 28.7 NM to fld. 10/10W.
TACAN AZIMUTH unusable:
005°–015° byd 20 NM blo 4,000'
VOR unusable:
137°–322° byd 17 NM blo 2,000'
137°–322° byd 22 NM blo 3,000'
DME unusable:
005°–015° byd 20 NM blo 4,000'

TAPPAHANNOCK/ESSEX CO (XSA)(KXSA) 5 S UTC–5(–4DT) N37°51.58' W76°53.65' 135 B NOTAM FILE XSA
RWY 10–28: H4300X75 (ASPH) S–12.5 MIRL
RWY 18: REL. PAPI(P2L)—GA 3.0' TCH 40'. Trees.
RWY 28: REL. PAPI(P2L)—GA 3.0' TCH 40'. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.
AIRPORT MANAGER: 804-443-5885
WEATHER DATA SOURCES: AWOS–3 125.775 (804) 445–8724.
COMMUNICATIONS: CTAF/UNICOM 122.8
POTOMAC APP/DEP CON 126.4
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
RICHMOND (H) (H) VORTACW 114.1 RIC Chan 88 N37°30.14' W77°19.22' 052° 29.5 NM to fld. 158/9W.
TAC AZM unusable:
060°–075° byd 10 NM blo 1,700'
TAZEWELL CO (See RICHLANDS on page 377)

TECH N37°12.52′ W80°24.21′ NOTAM FILE BCB.
NDB (MHW) 368 TEC at Virginia Tech/Montgomery Exec. 2126/BW.

TRI CITIES EXE/DINWIDDIE CO (See PETERSBURG on page 374)

TWIN CO (See GALAX HILLSVILLE on page 354)

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/BW.
NDB unusable:
Byd 11 NM

VIRGINIA HIGHLANDS (See ABINGDON on page 339)

VIRGINIA TECH/MONTGOMERY EXEC (See BLACKSBURG on page 341)

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 dsplcd 298′. Trees.
RWY 20: Thld dsplcd 471′. Trees.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Attended irregularly. 24 hr self svc fuel. Rwy 02–20
mrgs cvrd with algae.
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) (R) 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° TACAN 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

40° B NOTAM FILE WAL Not insp.


RWY 04: REIL. PAPI(P4L)–GA 3.0° TCH 57°.

RWY 22: REIL. PAPI(P4L)–GA 3.0° TCH 60°.


RWY 10: REIL. PAPI(P4L)–GA 3.0° TCH 69°.

RWY 28: REIL. PAPI(P4L)–GA 3.0° TCH 61°.

RWY 17–35: H4808X150 (ASPH) S–15, D–40, 2D–75 HIRL

RWY 17: REIL. PAPI(P4L)–GA 3.0° TCH 63°.

RWY 35: REIL. PAPI(P4L)–GA 3.0° TCH 59°.

ARRESTING GEAR/SYSTEM

HOOK E28(B) (1500 FT). RWY 22

SERVICE: FUEL JET A MILITARY—LGT ACTIVATE–Rwy lgt and Rot

Bcn–CTAF. FUEL A+ 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 involv arpt. Touch and go ldgs not authorized when ATCT clsd. PPR 24 hr PN to ldg, phone 757–824–1688. When twr clsd, 126.5 CTAF only. Expect no resp or advisory svc. Mil turboprop training daily until 0400Z‡. Extensive research test development in progress. Numerous radar facilities at arpt with possible radio frequency haz to ordnance.

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: NOTAM FILE DCA.

SNOW HILL (L) (L) VORTACW 112.4 SWL Chan 71 N38°03.40′ W75°27.83′ 189° 7.0 NM to fld. 34/8W.

VOR unusable:

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

TACAN AZIMUTH OTS

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: CTAF/UNICOM 122.7
® POTOMAC APP/DEP CON 128.525
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CASANOVA  (H) (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  l–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 REMARKS: Attended 1300–2130Z‡. Parachute Jumping. Deer on
and invof arpt. No repetitive practice take-offs and ldgs after 0100Z‡.  No grass landings or takeoffs either side of Rwy 06–24.
AIRPORT MANAGER: 540-943-4447
WEATHER DATA SOURCES: AWOS–3PT  118.625 (540) 941–7570.
COMMUNICATIONS: CTAF/UNICOM 123.05
® 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)  N37°27.51′ W75°52.73′  

40  NOTAM FILE DCA  
RWY 03–21: 3000X100 (TURF)  
RWY 03:  P–line.  
RWY 21:  Road.  
RWY 14–32: 1455X140 (TURF)  
RWY 14:  Road.  
RWY 32:  Trees.  

AIRPORT REMARKS: Attended Mar–Nov dalgt hours. Be alert: 60´ P–lines located 300´ southwest off the AER 03.  

AIRPORT MANAGER: 914-772-6242  

COMMUNICATIONS: CTAF 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)  N37°31.28′ W76°45.77′  

20  B  TPA—See Remarks  NOTAM FILE FYJ  
RWY 10–28: H5000X75 (ASPH)  S–30, D–50, 2D–85  MIRL  
RWY 10:  REIL. PAPI(P2L)—GA 3.5º TCH 53 ′. Tree.  
RWY 28:  REIL. PAPI(P2L)—GA 3.5º TCH 53 ′. Trees.  


AIRPORT MANAGER: 804-785-9725  
WEATHER DATA SOURCES: AWOS–3  

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  N37°26.92′ W76°42.68′ 338º 5.0 NM to fld. 8/7W.  
VOR unusable:  
056º–095º blo 2,000´  
174  
275º–300º blo 2,000´  
VIRGINIA

WILLIAMSBURG–JAMESTOWN (JGG) (KJGG) 3 SW UTC–5(–4DT) N37°14.35′ W76°42.97′

49 B TPA—849(800) NOTAM FILE JGG
RWY 13–31: H3204X60 (ASPH) S–12.5 MIRL 0.8% up NW
RWY 31: REIL.

SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT REIL Rwy 13 and 31; MIRL Rwy 13–31; perimeter 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 N37°26.92′ W76°42.68′ 188º 12.6 NM to fld. 8/7W.

VOR unusable:

056º–095º byd 2,000′
174
275º–300º byd 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) N39°08.61′ W78°08.67′

726 B TPA—See Remarks NOTAM FILE OKV
RWY 14–32: H5498X100 (ASPH–GRVD) S–75, D–150 HIRL 0.5% up NW
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 45 ′. Tree.
RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 45 ′. 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 122.975

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 (Q) (L) VORTACW 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 231º 20.0 NM to fld. 600/7W.

VOR unusable:

020º–030º byd 15 NM blo 6,900′
127º–146º byd 15 NM
290º–310º byd 35 NM blo 5,400′

NOTAM FILE LNP

RWY 06–24: H5280X100 (ASPH)  S–42, D–55, 2D–100  MIRL 0.3% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 34’. Trees.

RWY 24: ODALS. PAPI(P2R)—GA 3.0° TCH 36’. Tree.

SERVICE: FUEL 100LL, JET A+  LGT ACTVT ODALS Rwy 24; REIL Rwy 06; MIRL Rwy 06–24—CTAF. Rwy 24 nstd ODALS; 3 lgts config.


AIRPORT MANAGER: 276-328-5300

WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–328–3272.

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 115.55  GZG  Chan 102(Y)  
N36º49.51´ W82º04.74´ 296º 23.8 NM to fld. 4200/2W.

VOR unusable:
010º–095º
115º–120º byd 20 NM blo 10,000´
351º–004º byd 15 NM blo 8,000´

ILS/DME 110.7  I–OWN  Chan 44  Rwy 24. LOC/DME unmonitored when arpt unatndd.

WOODRUM  N37º19.45´ W79º58.74´ NOTAM FILE ROA.

(T) VORW 114.9  ODR at Roanoke/Blacksburg Rgnl (Woodrum Fld). 1164/8W.

VOR unusable:
035º–050º byd 20 NM blo 7,000´
035º–110º byd 10 NM blo 4,200´
035º–110º byd 15 NM blo 6,500´
290º–360º byd 15 NM
WEST VIRGINIA

ARThURDALE

TITUS FLD (7QD) 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 Apc at 304-842-2011, when Apc chsl ctc Cleveland ARTCC at 440-774-0226.

BECKLEY

RALEIGH CO MEML (BKWK)(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: MALSR. PAPI(P4L)—GA 3.0º TCH 55º.
RWY10–28: 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 Actvl 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 prvd.
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) (DH) VOR/DME 117.7 BKW Chan 124 N37º46.82´ W81º07.41´ at flid. 2517/6W.
DME usable: 080º–215º byd 15 NM
VOR usable: 070º–200º
ILS 1117 I–MQU Rwy 19. Class IB.

BECKLEY

N37º46.82´ W81º07.41´ NOTAM FILE BKW.
(H) (DH) VOR/DME 117.7 BKW Chan 124 at Raleigh Co Meml. 2517/6W.
DME usable: 080º–215º byd 15 NM
VOR usable: 070º–200º

NE, 21 MAR 2024 to 16 MAY 2024
BERKELEY SPRINGS

POTOMAC AIRPARK (W35) 4 N UTC–5(–4DT) N39°41.56′ W78°09.97′

413 NOTAM FILE EKN
R WY 11–29: H4979X70 (ASPH) MIRL
R WY 11: Trees.


AIRPORT MANAGER: 301-842-3700

COMMUNICATIONS: CTAF 122.9

® POTOMAC APP/DEP CON 126.825

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apc at 866-709-4993.

RADIO AIDS TO NAVIGATION:

NOTAM FILE HGR.

HAGERSTOWN (L) VORW
109.8 HGR N39°41.86′ W77°51.34′ 276º 14.4 NM to fld. 563/7W.

VOR unusable:
251º–280º byd 16 NM blo 4,000′
281º–300º byd 24 NM blo 8,000′
351º–050º

ST THOMAS (L) TACAN Chan 97 THS (115.0) N39°55.99′ W77°57.06′ 222º 17.5 NM to fld.
2338/7W. NOTAM FILE AOO.

BLUEFIELD

MERCER CO (BLF) (KBLF) 3 NE UTC–5(–4DT) N37°17.76′ W81°12.45′

2857 B NOTAM FILE BLF
R WY 05–23: H4743X100 (ASPH–GRVD) S–30, D–48 HIRL
R WY 05: REIL. PAPI(P4L)—GA 3.0º TCH 40′. Trees.
R WY 23: REIL. PAPI(P4L)—GA 3.0º TCH 65′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

R WY 05:
TORA–4743
TODA–4743
ASDA–4743
LDA–4743

R WY 23:
TORA–4743
TODA–4743
ASDA–4743
LDA–4743

SERVICE:
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

WEATHER DATA SOURCES: ASOS 132.725 (304) 327–5766.

COMMUNICATIONS: CTAF 122.9

® BLUEFIELD RCO 122.2 (ELKINS RADIO)
ROD 122.1R 115.05T (ELKINS RADIO)

® INDIANAPOLIS CENTER APP/DEP CON 126.575

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Indianapolis ARTCC at 317-247-2411.

AIRSPACE: CLASS E svc 1025–0225Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

NOTAM FILE BLF.

BLUEFIELD (L) (L) VOR/DME 115.05 BLF Chan 97(Y) N37°18.39′ W81°11.66′ at fld. 2900/3W.

DME unusable:
090º–120º byd 20 NM
120º–220º byd 20 NM blo 10,000′

ILS 109.5 I–BLF Rwy 23. Class IA. Autopilot coupled apchs NA blw 3,600′ MSL.
**BUCKHANNON**

UPSHUR CO RGNL (W22)  2 W  UTC–S(–4DT)  N39º00.04´  W80º16.50´  

<table>
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<tr>
<th>RWY 11–29:</th>
<th>RWY 11</th>
<th>RWY 29:</th>
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**SERVICE:**  
**FUEL**  100LL, JET A  **LGT**  Actvt PAPI Rwy 29; MIRL Rwy 11–29 and twy lgts—CTAF. Visual glideslope indicator and glidepath not coincident.  

**AIRPORT REMARKS:**  

**AIRPORT MANAGER:** 304-472-9437  
**WEATHER DATA SOURCES:** AWOS–3 119.975 (304) 472–9428.  
**COMMUNICATIONS:**  
- CTAF/UNICOM 122.8  
- CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)  
- WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)  

**CLEARANCE DELIVERY PHONE:** For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Washington center at 703-771-3479.  

**RADIO AIDS TO NAVIGATION:**  
- NOTAM FILE EKN.  
- ELKINS (L) (L) VORTAC  114.2  EKN  Chan 89  N38º54.87´  W80º05.96´  309º 9.7 NM to fld. 2160/7W.  

**TACAN AZIMUTH & DME unusable:**  
- 081º–189º byd 32 NM blo 9,000´.  
- 273º–039º byd 12 NM blo 6,000´.  

**BUSHI**  
N37º46.94´  W80º28.11´  NOTAM FILE LWB.  

| NDB (MHW/LOM) 346 LW | 044º 5.6 NM to Greenbrier Valley. 2162/BW. |

**NDB unusable:**  
Byd 15 NM
CHARLESTON

WEST VIRGINIA INTL YEAGER (CRW)(KCRW) P (ANG) 3 E UTC–5(–4DT) N38°22.56′

947 B LRA Class I, ARFF Index B NOTAM FILE CRW MON Airport

RWY 05–23: H6715X150 (ASPH–GRVD) –S–120, D–160, 2S–175,

2D–260 PCN 43 F/A/W/T HIRL CL 0.8% up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 56 ′. RVR–TR Pole.

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 inv of arpt. Rwy 23 mil assault ldg zone and precision intrument markings. Ldg fee not applicable to based acft. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 304-344-8033

WEATHER DATA SOURCES: ASOS (304) 346–4797 LLWAS.

COMMUNICATIONS: ATIS 127.6 UNICOM 122.95

RCO 122.1R 117.4 (ELKINS RADIO)

CHARLESTON RCO 122.2 (ELKINS RADIO)

CHARLESTON APP/DEP CON 119.2 (South) 124.1 (North) 128.5

CHARLESTON TOWER 125.7 GND CON 121.8 CLNC DEL 118.55

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) (H) VOR/DME 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 082º 8.5 NM to fld. 1099/3W.

VOR unusable: 180º–190º

240º–250º

DME unusable:

230º–240º

ILS/DME 110.3 I–HCV Chan 40 Rwy 05. Class IA. ILS unusable for coupled apch blw 1,300 ′ MSL.

ILS/DME 110.3 I–CRW Chan 40 Rwy 23. Class IB. Glideslope unusable byd 4º right of course. Glideslope unusable for autopilot coupled apch blw 1,700 ′ MSL.

CHESAPEAKE/HUNTINGTON WVA

LAWRENCE CO AIRPARK (HTW)(KHTW) 2 W UTC–5(–4DT) N38°25.15′ W82°29.69′

567 B TPA—1607(1040) NOTAM FILE DAY

RWY 08–26: H2998X70 (ASPH) MIRL 0.3% up E

RWY 08: Thld dsplcd 172 ′. Trees.

SERVICE: S2 FUEL 100LL LGT ACTIVATE MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 740-532-3309

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc huntington ATCT at 304-453-2490.

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 125º 26.5 NM to fld. 1040/5W.
CLARKSBURG

NORTH CENTRAL WEST VIRGINIA  (CKB)(KCKB) P (ARNG)  1 NE  UTC–5(–4DT)  N39°17.86’

CINCINNATI  H–10H, 12I, L–29C

WEST VIRGINIA

W89°13.65’

1224  B  Class I, ARFF Index B  NOTAM FILE CKB

HIRL  0.5% up NE


RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7800  TODA–7800  ASDA–7800  LDA–7130


SERVICE: S4  FUEL  100LL, JET A

LGT 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‡.)


Twy A south of Twy C, main terminal apron, and helipad not visible from twr. Twy H, E of Twy H1 cldl to tran aircraft. Ldg fee for all acft over 6500 lbs. 24 PPR for parking on ARNG ramp DSN 661–3800, C304–201–3800.

AIRPORT MANAGER: 304-842-3400

WEATHER DATA SOURCES: ASOS (304) 842–9240 LAWRS.

COMMUNICATIONS: CTAF  126.7

ATIS  127.825

UNICOM  123.0

® CLARKSBURG APP/DEP CON 121.15 (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

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) (L) VOR/W/DME  112.6  CKB  Chan 73  N39°15.19’ W89°16.07’  039º 3.3 NM to fld. 1427/4W.

VOR unusable:

041º–051º byd 6 NM

056º–081º

116º–137º

ILS 109.3  1–CKB Rwy 21.  Class IB.  Unmonitored when ATCT clsd. Glideslope unusable byd 5º left of course.

Autopilot cpd apch NA blw 2,000’ MSL. LOC front unusable byd 15º left and r of course.

HELIPAD H1: H50X50 (CONC)

HELIPORT REMARKS: Helipad H1 located on FBO apron. Heli, H–1 sfc cond fair, pavement cracking.

COALTON  N38°52.35’ W79°55.63’

RCO 122.2 (ELKINS RADIO)

EASTERN WV RGNL/SHEPHERD FLD (See MARTINSBURG on page 400)
**ELKINS/RANDOLPH CO (JENNINGS RANDOLPH FLD) (EKN)(KEKN) 2 S UTC–5(–4DT) N38º53.37´ CINCINNATI L–29C IAP**

**W79º51.43´**

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.

**RWY 05–23:** H4501X75 (ASPH) S–28, D–35, 2D–56 MIRL 0.6% up SW

**RWY 05:** Thld dsplcd 154´. Trees.

**RWY 23:** REIL. PAPI(P2L)—GA 5.0º TCH 45´. Antenna.

**SERVICE:**

**FUEL** 100LL, JET A


**AIRPORT REMARKS:**


**AIRPORT MANAGER:** 304-636-2726

**WEATHER DATA SOURCES:** ASOS 119.275 (304) 636–5603.

**COMMUNICATIONS:** CTAF

® CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

® WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)

**CLEARANCE DELIVERY PHONE:** For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.

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

**RADIO AIDS TO NAVIGATION:**

(T) (T) VORTACW 114.2 EKN Chan 89 N38º54.87´ W80º05.96´ 104º 11.4 NM to fld. 2160/7W.

TACAN AZIMUTH & DME unusable:

081º–189º byd 32 NM blo 9,000´

273º–039º byd 12 NM blo 6,000´

RANDOLPH COUNTY NDB  (HW) 284 RQY N38º53.64´ W79º51.56´ at fld. 1938/7W.

NDB unusable:

018º–084º byd 10 NM

085º–017º byd 15 NM

LDA/DME 109.9 I–OUW Chan 36 Rwy 00X. LDA is circling apch only. LOC unusable byd 6.0 NM blw 4,500´. DME portion unusable byd 6.0 NM blw 4,500´.

**FAIRMONT MUNI–FRANKMAN FLD (4G7) 2 SW UTC–5(–4DT) N39º26.85´ W80º10.06´ CINCINNATI L–29C IAP**

1032 B NOTAM FILE EKN

**RWY 05–23:** H2965X75 (ASPH) S–12.5 MIRL 0.7% up SW

**RWY 05:** Thld dsplcd 720´. Ground.

**RWY 23:** REIL. Trees.

**SERVICE:**

**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

® CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

® CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0226.

**CLNC DEL 118.35**

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

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

MORGANTOWN (L) (L) VOR/DME 111.6 MGW Chan 53 N39º33.40´ W79º51.62´ 250º 15.7 NM to fld. 2343/5W.
GRANT CO  (See PETERSBURG on page 403)

GREENBRIER VALLEY  (See LEWISBURG on page 398)

HENDERSON  N38°45.25´ W82°01.57´ NOTAM FILE EKN.
  (H) DME  115.9  HNN  Chan 106  307º 8.0 NM to Gallia–Meigs Rgnl. 880.
  DME unusable: 189º–290º blc 4,500´

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 tlc.
  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)  N38º22.11´
  W82º33.62´
  828  B LRA Class I, ARFF Index B  NOTAM FILE HTS
  RWY 12–30: H7017X150 (ASPH–GRVD) S–110, D–140, 2S–175, 2D–230 PCN 81 F/C/X/T HIRL
  RWY 12: MALSR. PAPI(P4L)—GA 3.0º TCH 56´. RVR–T Trees.
  RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 49´. RVR–R Thld dsplcd 501´.
  RUNWAY DECLARED DISTANCE INFORMATION
  SERVICE: S4  FUEL 100LL, JET A 5, 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/DME 109.9 I–HTS Chan 36 Rwy 12. Class IC.
  ILS/DME 108.7 I–TUU Chan 24 Rwy 30. Class IB.
  ASR

IVY KNOB  N37º47.17´ W81º31.12´
  RCO 122.4 (ELKINS RADIO)

JACKSON CO  (See RAVENSWOOD on page 405)

KEE FLD  (See PINEVILLE on page 404)
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 S2 F/D/X/U HIRL
RWY 04: MALSR.
RWY 22: REIL.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7003 TODA–7003 ASDA–7003 LDA–7003

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 04; REIL
Rwy 22; HIRL Rwy 04–22; twy lgts—CTAF. VASI Rwy 22 opr consly.

AIRPORT REMARKS: Attended continuously. Birds and deer on and inv of
arpt. Class I, ARFF Index B. PPR 24 hrs for unscheduled air carrier
ops with more than 30 passenger seats call arpt manager
304–645–3961. ARFF Index C equipment avbl upon request. Rwy
04–22 edge lights are 35´ fm painted rwy edge mrkgs. Rwy 04–22
usbl painted rwy width is 100´ with 25´ paved shoulders. Ldg fee.
Multi engine only, fee waived if purchase fuel.

AIRPORT MANAGER: 304-646-7382

WEATHER DATA SOURCES: AWOS–3 121.4 (304) 645–4533.

COMMUNICATIONS: CTAF 118.9 UNICOM 122.95 ATIS 121.4 (1400–0000Z)
WASHINGTON CENTER APP/DEP CON 134.4
LEWISBURG TOWER 118.9 (1400–0000Z) GND CON 121.9
CLNC DEL 125.725 (when twr clsd)

AIRSPACE: CLASS D svc 1400–0000Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWB.
(H) DME 116.05 LWB Chan 107(Y) N37º51.83´ W80º23.51´ at fld. 2338.

DME unusable:
095º–150º
151º–185º byd 20 NM blo 10,000´
186º–196º byd 20 NM blo 7,000´
197º–094º byd 20 NM blo 10,000´

BUSHI NDB (LOM) 346 LW N37º46.94´ W80º28.11´ 044º 5.6 NM to fld. Autopilot cpd apch NA blw 2,770´ MSL.

ILS 110.35 I–LWB Rwy 04. LOM BUSHI NDB. Autopilot cpd apch na blw 2,770´ MSL. LOC unusable 0.3 NM inbd.

COMM/NAV/WEATHER REMARKS: Use CTAF 118.9 when twr clsd. Freq 121.5 not avbl at twr. If unable to contact Washington
Center on 134.4, contact Washington Center on 125.725.
LOGAN CO (6L4)  4E 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 47´. Trees.  
  RWY 24: REIL, PAPI(P2L)—GA 3.0º TCH 42´. Trees.  
SERVICE:  S4  FUEL  100LL, JET A  LGT ACTVT REIL Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 06–24—CTAF.  
  100LL fuel 24 hr self-svc. Rwy 06, 30 ft hill 800 ft from thld left. Airport access code—CTAF. Military practice rwy 1.2 miles NE of Rwy 24 end. Not charted. Wind indicator: Cntr fld windsock not ver, wind indic unrelbl. Adnl windsock at Rwy 06 and 24 ends unlgtd.  
AIRPORT MANAGER:  304-752-0975  
WEATHER DATA SOURCES: AWOS–3PT 119.375 (304) 752–0814.  
COMMUNICATIONS:  CTAF 122.9  
© CHARLESTON APP/DEP CON 119.2 (North)  
  INDIANAPOLIS CENTER APP/DEP CON 126.575 (South)  
CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281.  
RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.  
  CHARLESTON (H) (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 402)
MARTINSBURG

EASTERN WV RGNL/SHEPHERD FLD (MRB)(KMRB) P (ANG) 4 S UTC–5 (–4DT) N39º24.14´

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 3.0° TCH 53´.
RWY 26: MALSUR. PAPI(P4L)—GA 3.0° TCH 52´. Thld dsplcd 1000´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:
TORA–8815
TODA–8215
ASDA–8215
LDA–8215

RWY 26:
TORA–8815
TODA–8815
ASDA–8815
LDA–7815

SERVICE: S4 FUEL 100LL, JET A, A++  OK 3 LGT When ATCT csl, ACTVT MALSUR Rwy 26; REIL Rwy 08; PAPI Rwy 08; HIRL Rwy 8–26—CTAF. PAPI Rwy 26 opr consly. MILITARY—FUEL A++ (Mil) (NC–100LL, A—OT fone C304–262–2507.) FLUID PRESAIR–Avbl 2200–0200Z‡ or 30 min PN and prior arrng on hol. OIL O–156 and O–148 (Mil).


AIRPORT MANAGER: 304-263-2106

WEATHER DATA SOURCES: ASOS 119.925 (304) 264–0988. unmonitored when twr clsd.

COMMUNICATIONS: CTAF 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) GNO CON 121.8
CLNC DEL 132.075

CLEARANCE DELIVERY PHONE: For cd when ATCT csl, ctc Potomac Apch on 132.075 or if una 866-709-4993.

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.

MASON CO (See POINT PLEASANT on page 405)

MERCER CO (See BLUEFIELD on page 392)

MID–OHIO VALLEY RGNL (See PARKERSBURG on page 402)
MILTON

ONA AIRPARK (12V) 4 W UTC–5(–4DT) N38º26.45’ W82º12.05’

572 NOTAM FILE EKN

RWY 07–25: H3154X40 (ASPH) LIRL (NSTD)

RWY 07: Trees.

RWY 25: Trees.

SERVICE: S4 FUEL 100LL LGT Rwy 07–25 Nstd LIRL lights, nstd spacing and colors.

NOISE: Noise abatement procedures in effect; dep Rwy 25 fly 240º and dep Rwy 07 fly 090º to 1600’ alt.


AIRPORT MANAGER: (954) 328-7646

COMMUNICATIONS: CTAF/UNICOM 122.8

HUNTINGTON APP/DEP CON 119.75 (West)

CHARLESTON APP/DEP CON 124.1 (East)

CLEARANCE DELIVERY PHONE: For CD ctc huntington ATCT at 304-453-2490.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VOR/DME 117.4 HVQ Chan 121 N38º20.98’ W81º46.19’ 288º 21.0 NM to fld. 1099/3W.

VOR unusable:

185º–190º

240º–250º

DME unusable:

230º–240º

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)(KMGW) 3 E UTC–5(–4DT)

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(P4L)—GA 3.0º TCH 59’.

RWY 36: REIL. VASI(V4L)—GA 3.0º TCH 52’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA–5199 TODA–5199 ASDA–5199 LDA–5199

RWY 36: TORA–5199 TODA–5199 ASDA–5199 LDA–5199

SERVICE: S2 FUEL 100LL, JET A LGT When ATCT clsd ACTVT MALSR Rwy 18; REIL Rwy 36; VASI Rwy 36; HIRL Rwy 18–36; twy lgts—CTAF.


AIRPORT MANAGER: 304-291-7461

WEATHER DATA SOURCES: ASOS 120.675 (304) 296–7103.

COMMUNICATIONS: CTAF 125.1 UNICOM 122.95

RCO 122.1R 111.6T (ELKINS RADIO)

CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0226.

TOWER 125.1 (1200–0400Z‡) GND CON 121.7

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MGW.

(L) (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) 3 S UTC–5(–4DT) N39º52.85´ W80º44.15´

1215  B  NOTAM FILE EKN  0

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 cntrln.

AIRPORT REMARKS:  Attended 1330Z‡–dusk. After hrs atndt 304–312–1119 (mgr cell). Deer and birds on and inv of arpt. Self svc fuel avbl 24/7 with credit card. 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 has 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

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0226.

RADIO AIDS TO NAVIGATION:  NOTAM FILE CLE.

BELL AIRE (H) (H) VOR/DME 117.1  AIR  Chan 118  N40º01.02´ W80º49.03´  162º 9.0 NM to fld. 1307/7W.

NEW CUMBERLAND

HER RON (7G1)  3 NE UTC–5(–4DT) N40º31.99´ W80º32.47´

1226  TPA—2001(775)  NOTAM FILE EKN  0

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 lght opr dusk–0400Z‡. ACTVT LIRL Rwy 04–22—123.0—5 times on/5 times off. Rwy 04–22 has lghts on SE side only.

AIRPORT REMARKS:  Attended irregularly. Deer on and inv of arpt. Ultralight activity. Repairs by prior arrangement. Attendant not on duty. Rwy 04–22 numbers only. Rwy 04 and 22 ends not visible from each end. Traffic on rd crossing rwy not visible from Rwy 04 end. Public road crosses center of afld, do not taxi on road, wing will not clear stop sign on road. Rwy 04–22 slopes up fm E to W, aprx 30´. 30´ drop off at each rwy end. Overnight fee waived with minimum fuel purchase.

AIRPORT MANAGER:  304-387-0191

COMMUNICATIONS:  CTAF  122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Pittsburgh Apch at 412-472-5591

NORTH CENTRAL WEST VIRGINIA  (See CLARKSBURG on page 395)

ONA AIRPARK (See MILTON on page 401)

PARKERSBURG

MID–OHIO VALLEY RGNL  (PKB)(KP KB) (ARNG)  6 NE UTC–5(–4DT) N39º20.70´ W81º26.36´

859  B  Class I, ARFF Index A  NOTAM FILE PKB  0

RWY 03–21:  H7240X150 (ASPH–GRVD)  S–85, D–100, 2D–175

PCN 31 R/CX/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/CX/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


CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE


AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. 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 ususbl byd 8 degs left and 8 degs right of cntrln.

AIRPORT MANAGER: 304-464-5113

WEATHER DATA SOURCES: ASOS (304) 464–1001
COMMUNICATIONS: CTA/UNICOM 123.7 124.35 122.95
INDIANAPOLIS CENTER APP/DEP CON 125.55
PARKERSBURG RCO 122.2 (ELKINS RADIO)

RADIO AIDS TO NAVIGATION: NOAM FILE PKB.

PARKERSBURG (L) (L) VOR/DME 114.45 JPU Chan 91(Y) N39°26.47’ W81°22.49’ 211° 6.5 NM to fld. 1016/3W.
VERSİ NDB (LOMW) 388 PK N39°15.24’ W81°29.10’ 028° 5.9 NM to fld. 812/7W. NDB unusable:
000°–094° byd 10 NM blo 3,000’
095°–149°
150°–210° byd 10 NM ILS 110.7 I–PKB Rwy 03. Class IB. LOM VERSİ NDB. LOM unmonitored.

PARKERSBURG N39°26.47’ W81°22.49’ NOTAM FILE PKB. (L) (L) VOR/DME 114.45 JPU Chan 91(Y) 211° 6.5 NM to Mid–Ohio Valley Rgnl. 1016/3W. RCO 122.2 (ELKINS RADIO)

PETERSBURG

GRANT CO (W99) 1 SW UTC–5(–4DT) N38°59.70’ W79°08.75’
963 B NOTAM FILE EKN
RWY 13–31: H5000X75 (ASPH) S–41, D–53.4 MIRL 0.3% up NW
RWY 13: REIL. Fence.

SERVICE: S4 FUEL 100LL, JET A LGT Actvt REIL Rwy 13 and 31; PAPI Rwy 31; MIRL Rwy 13–31—CTAF.


AIRPORT MANAGER: 304-257-4435
COMMUNICATIONS: CTA/UNICOM 122.8
WASHINGTON CENTER APP/DEP CON 133.55

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
KESSEL (L) (L) VOR/DME 110.8 ESL Chan 45 N39°13.53’ W78°59.37’ 214° 15.6 NM to fld. 2590/6W. DME unusable:
260°–270° byd 10 NM blo 6,500’
288°–295° byd 10 NM blo 6,500’
LDA/DME 111.5 I–IYQ Chan 52 Rwy 31. DME unusable byd 25° left of course and byd 28° r of course. DME unusable byd 10 NM blo 4,500’; byd 13 NM blo 4,900’; byd 14 NM blo 5,200’; byd 15 NM blo 5,900’; byd 19 NM. LOC unusable byd 10 NM blo 4,200’.
PHILIPPI

PHILIPPI/BARBOUR CO RGNL (79D) 2 NW UTC–5(–4DT) N39º09.97’ W80º03.74’

1755  B  NOTAM FILE EKN

RWY 08–26: H3275X60 (ASPH) MIROL

RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 20’. Thld dispcl 140’. Tree.


SERVICE: FUEL 100LL LGT

ACTIVATE MIROL Rwy 08; PAPI Rws 08 and 26; MIROL Rwy 08–26—CTAF.


AIRPORT MANAGER: 304-695-0125

COMMUNICATIONS: CTAF 122.9

CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)


RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) (L) VOR/W/DME 112.6 CKB Chan 73 N39º15.19’

W80º16.07’ 122º 10.9 NM to fld. 1427/4W.

VOR unusable:

041º–051º byd 6 NM

056º–081º

116º–137º

SIMPSON (9W3) 3 S  UTC–4(–3DT) N37º05.61’ W80º01.55’

1960  NOTAM FILE EKN

RWY 01–19: 1500X50 (TURF)

RWY 01: Road.

RWY 19: Trees.

AIRPORT REMARKS: Attended continuously. Deer on and in vicinity of arpt. Rwy 01 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 sfc rolling.

AIRPORT MANAGER: 304-457-2323

COMMUNICATIONS: CTAF 122.9


PINEVILLE

KEE FLD (I16) 2 NW UTC–5(–4DT) N37º36.03´ W81º33.56´

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 dispcl 590´. Trees.

SERVICE: FUEL 100LL LGT

ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.


AIRPORT MANAGER: 304-732-9160

WEATHER DATA SOURCES: AWOS–3 120.625 (304) 732–7311. Wnd unrel.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHARLESTON APP/DEP CON 125.4

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BECKLEY (H) (DH) VOR/W/DME 117.7 BKW Chan 124 N37º46.82’

W81º07.41’ 249º 23.4 NM to fld. 2517/6W.

DME unusable:

080º–215º byd 15 NM

VOR unusable:

070º–200º
POINT PLEASANT  
MASON CO  (3I2)  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 1500–1900Z‡ Mon–Fri. Deer on and in vicinity of arpt. Steam from cooling twrs NW occasionally obscures obstruction lghts on twr North. 100LL self svc. Rwy 07 has 3´ ditch 80´ L and R of cntrln 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: 304-674-5075
WEATHER DATA SOURCES: AWOS–3 119.675 (304) 675–4618.
COMMUNICATIONS: CTAF/UNICOM 122.8
● HUNTINGTON APP/DEP CON 128.4
CLEARANCE DELIVERY PHONE: For CD ctc huntington ATCT at 304-453-2490.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

POTOMAC AIRPARK  (See BERKELEY SPRINGS on page 392)

RALEIGH CO MEML  (See BECKLEY on page 391)

RANDOLPH CO  N38°53.64’ W79°51.56’ NOTAM FILE EKN.
NDB (HW) 284 RQY at Elkins/Randolph Co (Jennings Randolph Fld). 1938/7W.
NDB usable:
018º–084º byd 10 NM
085º–017º byd 15 NM

RAVENSWOOD  
JACKSON CO  (I18)  6 SW UTC–5 (–4DT)  N38°55.79’ W81°49.17’
758  B NOTAM FILE EKN
RWY 04–22: H4000X75 (ASPH)  S–12.5  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: FUEL 100LL LGT ACTVT REIL Rwys 04 and 22, PAPI Rwys 04 and 22; MIRL Rwy 04–22 and windsock lght—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–2 121.3 (304) 273–3424.
COMMUNICATIONS: CTAF/UNICOM 122.8
● HUNTINGTON APP/DEP CON 128.4
CLEARANCE DELIVERY PHONE: For CD ctc huntington ATCT at 304-453-2490.
RADIO AIDS TO NAVIGATION: 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 b1o 4,500’
### RICHWOOD MUNI

- **ICAO Code**: EKN
- **Location**: (314) 6 W UTC–5(–4DT)
- **Latitude**: N38°15.50' W80°39.08'
- **Elevation**: 2486
- **RWY 10–28**: H3360X60 (ASPH) 2.1% up E
- **RWY 10**: Trees.
- **RWY 28**: Trees.
- **Airport Manager**: 304-618-3611
- **Communications**: CTAF 122.9
- **Clearance Delivery Phone**: For CD ctc Washington ARTCC at 703-771-3587.
- **Radio Aids to Navigation**: NOTAM FILE BKW.
  - Beckley (H) (DH) VOR/DME 117.7 BKW Chan 124 N37°46.82' W81°07.41' 044° 36.4 NM to fld. 2517/6W.
  - DME unusable: 080°–215° byd 15 NM
  - VOR unusable: 070°–200°

### SHINNSTON

- **ICAO Code**: EKN
- **Location**: (6W0) 1 NE UTC–5(–4DT)
- **Latitude**: N39°24.37' W80°16.61'
- **Elevation**: 997
- **RWY 05–23**: 2265X45 (TURF) 0.9% up NE
- **RWY 05**: Trees.
- **RWY 23**: Ground. Rgt tfc.
- **Service**: S2
- **Airport Remarks**: Unattended. Deer on and invo arpt. Rwy 23: 15’ drop–off 10’ from thld 0B. Rwy 05: 20’ drop–off 15’ from thld 0B. High terrain all quadrants. Rwy 05–23, 20’ power poles middle of rwy, 65’ left and rgt of centerline. 400’ ridge/trees 1,100’ from thld Rwy 23 OB. 15’ drop–off 45’ from centerline full length both sides of rwy. 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.

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### SLAM ON (See PHILIPPI on page 404)

### SOUTHERN WEST VIRGINIA RGNL (See WILLIAMSON on page 409)

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**NE, 21 MAR 2024 to 16 MAY 2024**
WEST VIRGINIA

SPENCER

BOGGS FLD (USW)(KUSW)  1 N  UTC–5(–4DT)  N38°49.43´ W81°20.93´

W:  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.  ++. Ocm r crd model acft ops on rwy midfl. 24 hr self
svc 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

COMMUNICATIONS:  CTAF/UNICOM 122.725

CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867
ext 281.

RADIO AIDS TO NAVIGATION:  NOTAM FILE EKN.

HENDERSON (H) DME 115.9  HNN Chan 106  N38°45.25´

W82°01.57´  082°32.0 NM to fld. 880.

DME unusable:

185º—290º blo 4,500´

SLATE RUN (55I)  3 SE  UTC–5(–4DT)  N38°46.65´ W81°18.62´

1001  NOTAM FILE EKN

RWY 16–34: H1730X30 (ASPH)  LIRL(NSTD)

RWY 16: Trees.

RWY 34: Trees.

SERVICE:  LGT  LIRL Rwy 16–34 on req.  Rwy 16–34 nstd LIRL; Rwy 34 thr lgts not cntrd. edge lgts located 25´ fm pmnt

dge.

AIRPORT REMARKS: Unattended. Deer on and inv of arpt. 100´ drop off at each rwy end. Rwy 16–24 trees and brush 40´ fm
cntrln. Marked elec transmission line acrs apch to Rwy 16.

AIRPORT MANAGER:  304-545-8154

COMMUNICATIONS:  CTAF/UNICOM 122.725

CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281.

SUMMERSVILLE  (SXL)(KSXL)  3 S  UTC–5(–4DT)  N38°13.90´ W80°52.25´

1820  NOTAM FILE EKN

RWY 04–22: H3015X50 (ASPH)  MIRL  O.4% up NE

RWY 04: REIL. Trees.


SERVICE:  FUEL  100LL  LGT  ACTVT MIRL Rwy 04–22—CTAF. PAPI Rwy

22 OTS indfly. Rwy 04 REIL OTS indfly. Rwy 22 REIL OTS indfly.

Lighthouse 2 mi SE. May be mistaken for rtg bcn.


AIRPORT MANAGER:  304-881-1600

COMMUNICATIONS:  CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867
ext 281.

RADIO AIDS TO NAVIGATION:  NOTAM FILE BKW.

BECKLEY (H) (DH) VOR/DME 117.7  BKW Chan 124  N37°46.82´

W81°07.41´  030°29.6 NM to fld. 2517/6W.

DME unusable:

O80º—215º byd 15 NM

VOR unusable:

O70º—200º

SDF 110.1  I–SXL  Rwy 04.  SDF OTS indef.

NE, 21 MAR 2024 to 16 MAY 2024
SUTTON
BRAXTON CO (48I) 3 E UTC–5 (–4DT) N38°41.23´ W80°39.13´
1276 B NOTAM FILE EKN
RWY 02–20: H3995X60 (ASP–AFSC) S–12 MIRL 0.6% up N
RWY 02: REIL. Thld dspcld 801´. Trees.
RWY 20: REIL. PAPI(P2L)—GA 4.0º TCH 40´. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02:
TORA–3995 TODA–3995 ASDA–3995 LDA–3194
RWY 20:
TORA–3995 TODA–3995 ASDA–3815 LDA–3815
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) (L) VORTAC W 114.2 EKN Chan 89 N38°54.87´ W80º05.96´ 249º 29.3 NM to fld. 2160/7W.
TACAN AZIMUTH & DME unusable:
081º–189º byd 32 NM blo 9,000´
273º–039º byd 12 NM blo 6,000´
TITUS FLD (See ARTHURDALE on page 391)
TRI–STATE/MILTON J FERGUSON FLD (See HUNTINGTON on page 397)
UPSHUR CO RGNL (See BUCKHANNON on page 393)
VERSI N39°15.24´ W81°29.10´ NOTAM FILE PKB.
NDB LOMW 388 PK 028º 5.9 NM to Mid–Ohio Valley Rgnl. 812/7W.
NDB unusable:
000º–094º byd 10 NM blo 3,000´
095º–149º 150º–210º byd 10 NM
WADE F MALEY FLD (See SHINNSTON on page 406)
WEST VIRGINIA INTL YEAGER (See CHARLESTON on page 394)

NE, 21 MAR 2024 to 16 MAY 2024
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 clsd ACTVT MALSF Rwy 03; REIL Rwy 21 and 34; PAPI Rwy 34; HIRL Rwy 03–21; MIRL Rwy 16–34; twy lgts excp Twy A—CTAF. Rwy 34 REIL OTS indefly. Rwy 34 PAPI OTS indefly. Rwy 21 VASI unusbl byd 8º left of ctrln.
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

NOTAM FILE EKN

RWY 08–26: H5001X75 (ASPH) MIRL 1.1% up E
RWY 08: REIL, PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 26: REIL, PAPI(P2L)—GA 3.0º TCH 40´. Tree.
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 08–26, PAPI Rwy 08–26; MIRL Rwy 08–26—CTAF.
AIRPORT MANAGER: 304-235-0338
COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTRAL APP/DEP CON 126.575
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
NEWCOMBE (L) DME 110.4 ECB Chan 41 N38º09.50´ W82º54.60´ 127º 47.1 NM to fid. 1070.
Washington DC SFRA
Special Terms and Procedures

Entry/Exit Filing Gates for DC SFRA Flight Plans

<table>
<thead>
<tr>
<th>Gate (Freq)</th>
<th>Defining Radials (DCA)</th>
<th>Visual Checkpoints</th>
</tr>
</thead>
<tbody>
<tr>
<td>WOOLY (132.775)</td>
<td>R-341 R-044</td>
<td>I-270</td>
</tr>
<tr>
<td>PALEO (132.775)</td>
<td>R-045 R-119</td>
<td>I-95</td>
</tr>
<tr>
<td>WHINO (125.125)</td>
<td>R-120 R-172</td>
<td>Abeam Chesapeake Beach 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, 21 MAR 2024 to 16 MAY 2024
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.

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**Washington DC SFRA**

**Standard Requirements**

**Requirements to operate to/from, or within the DC SFRA**

   - Training is noted by a completion certificate generated at the end of the training course. It is recommended that pilots carry a copy of this certificate with them.
   - This training is mandatory for pilots within a 60NM radius of the DCA VOR/DME and recommended for pilots within a 100NM radius of the DCA VOR/DME.

2. Two-way radio

3. Operating transponder with altitude reporting (Mode C)

4. Flight plan appropriate for the intended operations:
   - **IFR:** IFR flight plan
   - **VFR:** DC SFRA flight plan for all operations, except:
     - Fringe airport egress (*no flight plan required*)
     - Leesburg Entry and Egress (*no flight plan required*)
     - Towered airport pattern work (*make request to tower*)

5. Discrete transponder code for all operations, except:
   - Leesburg (1226)
   - Fringe airport egress (1205)
   - Towered airport pattern work (1234)
6. VFR speed restriction (≤180 KIAS in DC SFRA, & ≤230 KIAS from 30 NM - 60 NM from the DCA VOR/DME unless otherwise authorized.)

7. Communication with ATC for all operations, except:
   - Leesburg (JYO) egress/ingress: make CTAF calls
   - Fringe airport egress: monitor guard if able
   - Towered airport pattern work: talk to tower
   - Non-towered airport pattern work:
     - Make CTAF calls and monitor Guard if able.

8. To enter or exit the DC SFRA under IFR, pilots must:
   - File and activate their IFR flight plan before entering the DC SFRA.
   - Pilots may **not** depart VFR and pick up an IFR clearance and transponder code in the air.

*Activate*: A DC SFRA flight plan to enter/exit the DC SFRA under VFR activates when the pilot obtains a discrete transponder code **except**:
   - Leesburg (JYO) ingress/egress: with CTAF calls
   - Fringe airport egress: when pilot squawks 1205
   - Towered airport pattern: with squawk & talk
   - Non-towered airport pattern: with CTAF calls

*Closing*: The DC SFRA flight plan closes when the aircraft exits or lands at an airport inside the DC SFRA.

---

### Potomac TRACON Telephone Numbers

<table>
<thead>
<tr>
<th>Area Name</th>
<th>Nearest major airport)</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shenandoah</td>
<td>Dulles (IAD)</td>
<td>1-866-709-4993</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-4097</td>
</tr>
<tr>
<td>Mount Vernon</td>
<td>Reagan National (DCA)</td>
<td>1-866-599-3874</td>
</tr>
<tr>
<td></td>
<td>Andrews AFB (ADW)</td>
<td>1-540-349-0493</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>Baltimore (BWI)</td>
<td>1-866-429-5882</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-8478</td>
</tr>
<tr>
<td>James River</td>
<td>Richmond (RIC)</td>
<td>1-866-640-4124</td>
</tr>
<tr>
<td></td>
<td>Charlottesville (CHO)</td>
<td>1-540-349-9697</td>
</tr>
</tbody>
</table>
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.

*NE, 21 Mar 2024 to 16 May 2024*
EASTON, MARYLAND NOISE ABATEMENT PROCEDURE

When Easton Airport Traffic Control Tower is closed:
Departure RWY 22: Right turn and avoid overflight of Town of Easton. Departure RWY 04: Left turn at end of RWY to parallel HWY 50 until past mobile home park.
No intersection take offs. VFR Arrivals: Report the Miles River bridge, 2.7 miles southwest of the airport at 2000’ MSL for sequence to all RWYS. Contact 410-770-8055.

WEST ATLANTIC ROUTE SYSTEM (WATRS)

SOUTHBOUND

SOUTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS FROM NEW YORK METROPOLITAN AREA

All operators entering New York Center's West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L459, AND L461 shall flight plan and file the following routes:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS ACCESS ROUTING (From JFK)</th>
<th>WATRS ACCESS ROUTING (From EWR and satellites)</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SHIPP Y488 SAUCR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y488 SAUCR</td>
</tr>
<tr>
<td>L454</td>
<td>SHIPP Y490 ROLLE ATUGI</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y490 ROLLE ATUGI</td>
</tr>
<tr>
<td>L455</td>
<td>SHIPP Y489 RESQ SKPPR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y489 RESQ 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>

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

EASTBOUND

TRANSITION TO NEW YORK OCEANIC CTA/FIR

NORTHBOUND

NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK METROPOLITAN AREA

All northbound operators exiting New York Center's West Atlantic Route System (WATRS) on routes L453, L454, L455, L456, L457, L459, AND L461 shall flight plan and file the following transition routes to join domestic routing:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS EXIT ROUTING To JFK</th>
<th>WATRS EXIT ROUTING To EWR and satellites</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SAUCR VIRST Y494 YAALE Y495 CAMRN</td>
<td>SAUCR VIRST Y494 YAALE Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L454 and L457</td>
<td>OKONU YAALE Y495 CAMRN</td>
<td>OKONU MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L455 and L459</td>
<td>SAVIK YAALE Y495 CAMRN</td>
<td>SAVIK MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L456 and L461</td>
<td>MARIG YAALE Y495 CAMRN</td>
<td>MARIG MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
</tbody>
</table>

For further information contact New York ARTCC Traffic Management Officer at 631-468-1034 or michael.porcello@faa.gov

NORTH SHORE HELICOPTER ROUTE

Long Island, New York

Effective August 6, 2012 UFN, civil helicopter pilots operating VFR along Long Island, New York’s northern shoreline between the VPYLD waypoint and Orient Point, must utilize the North Shore Helicopter route and altitude, as published. Deviations are permitted for safety, weather conditions, or transitioning to or from a destination or point of landing. For a detailed explanation of the requirement, see 14 CFR part 93, subpart H.

NE, 21 MAR 2024 to 16 MAY 2024
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).

LASER LIGHT ACTIVITY
Baltimore, Maryland
Laser light activity within an area defined as 39º01´14"N 076º49´40"W (BAL 230012) SFC-FL600 AGL. The system is intermittent, with possible ops occurring 24hrs a day, 7 days a week. The laser beam may be injurious to pilots/aircrews and passengers eyes. The laser is deactivated in the event an acft approaches. Other visual effects, e.g., flash blindness, after image, glare, and distraction may occur. Potomac (PCT) TRACON telephone 540-349-7541 is the FAA coordination facility.

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 ACTIVITY
LaGuardia, New York
Laser light activity within an area defined as 40º49´17"N 073º56´53"W (LGA316004) SFC-FL360. The system is intermittent, with possible ops occurring 24hrs a day, 7 days a week. The laser beam may be injurious to pilots/aircrews and passengers eyes for a distance fm SFC-FL360 MSL. However, this system uses a laser hazard reduction radar system to ensure the laser is deactivated in the event an acft approaches, other visual effects, e.g. flash blindness, after image, glare, and distraction may occur at greater distances. LaGuardia (LGA) ATCT, tel 347-846-1716 is the FAA cdn facility.

Office of Primary Responsibility (OPR): FAA/ESA/OSG
Contact Information: 404-305-5592
Amended: June 2023
LASER LIGHT DEMONSTRATIONS
DORNEY THEME PARK, DORNEYVILLE, PENNSYLVANIA
Laser light demonstrations are being conducted at the Dorney Theme Park, northwest of Dorneyville, PA. Show orientation and laserbeam projections directed to the southern quadrant from FJC 210D/10DME (N40°34´47”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

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:

   North Atlantic area: 123.45 MHz
   Caribbean area:     123.45 MHz
   Pacific area:       123.45 MHz

MILITARY TRAINING ROUTES
The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.
CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army Installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.
TERMINAL AREA GRAPHIC NOTICE
(Not to be used for navigation)
Teterboro (TEB) Airport Runway 19 Visual Departure Procedure with transition to an IFR clearance when Newark is landing Runway 22 and Teterboro is departing runway 19.

“DALTON 2 DEPARTURE PROCEDURE”
PILOTS SHOULD SPECIFICALLY REQUEST THIS PROCEDURE USING THE ABOVE NAME.

Speed: Do not exceed 180 kts
TURN RADIUS WARNING:
Careful airspeed management may be required to complete the turn.

Weather Minimums
Ceiling 3000 feet
Visibility 3 miles

Procedure Instructions
After departure turn right heading 280°. Maintain at or below 1300'. Do not exceed 180 kts. Complete the turn within TEB 2.4 NM DME. Maintain VFR, if unable advise. Careful airspeed management may be required to complete the turn, depending on takeoff weight and/or aircraft performance.

Expect a climb clearance west of the EWR ILS RWY 22 final approach course. The climb clearance constitutes IFR activation and pilots are expected to resume normal airspeed. Expect control instruction to a departure fix as described in the published TEB standard instrument departure.

In the event of lost communication prior to IFR activation, squawk 7600 and maintain VFR.

Aircraft unable to comply with the restrictions in this chart must advise tower prior to taxi and request the published standard instrument departure.

NE, 21 MAR 2024 to 16 MAY 2024
TEB Helicopter Routes
Are Advisory Only

NE, 21 MAR 2024 to 16 MAY 2024
PROHIBITED AREA P-56
AVOID
SURFACE TO 18,000’ MSL

LEGEND
ROAD
RAILROAD
BRIDGE

NE, 21 MAR 2024 to 16 MAY 2024
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.
§ 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
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.

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 w-winds are under 12 knots. Descend offshore for landing whenever possible.

TWINS - Remain over water and expect to land on Runway 24 (wind permitting). Contact Tower for landing sequence abeam Great Point. Cross Third Point at 1000’ AGL. Follow Folgers Marsh (right base) for landing on Runway 24.

TURBOPROPS/JETS - Remain over water and expect straight in approach to Runway 24 (wind permitting). Enter final approach offshore outside Outer Marker.

DEPARTURES

Make maximum use of over water departure routes, maintaining 1 mile offshore and avoid island crossings whenever possible.

GENERAL AVIATION/AIRLINE CORRIDORS

Additional Info:
www.NantucketAirport.com

NANTUCKET ATCT FREQUENCIES
ATIS 127.5
CLEARANCE 119.375
GROUND 121.7
TOWER 118.3

CAPE APPROACH
VFR ADVISORY FREQUENCY 126.1
Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.
Pilots confuse RWY 23 for RWY 29 due to terrain features and/or proximity of runway thresholds.

Not for Navigational Purposes
For Situational Awareness Only
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

Office of Primary Responsibility (OPR): ATO, Runway Safety
Contact Information: (202) 856-1942
Amended: January 2024

NE, 21 MAR 2024 to 16 MAY 2024
The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York’s Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e-CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.
INTENTIONALLY LEFT BLANK
Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part-time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

**NATIONAL FSS TELEPHONE NUMBER**

Pilot Weather Briefings ........................................ 1–800–WX–BRIEF (1–800–992–7433)

**OTHER FSS TELEPHONE NUMBERS (except in Alaska)**

Medevac Flights Only ........................................... 1–877–LIF–GR03 (1–877–543–4733)

**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.
### Key Air Traffic Facilities

**FAA Telephone Numbers and NWS**

- **Main Number**................. 540-422-4100

### Air Traffic Control System Command Center

#### Air Traffic Control System Command Center
Main Number.......................... 540-422-4100

### Air Route Traffic Control Centers (ARTCCs)

<table>
<thead>
<tr>
<th>ARTCC NAME</th>
<th>24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>CLEARANCE DELIVERY TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>505-856-4300</td>
<td>505-856-4561</td>
</tr>
<tr>
<td>Anchorage</td>
<td>907-271-5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907-269-1137</td>
<td></td>
</tr>
<tr>
<td>Atlanta</td>
<td>404-305-5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>770-210-7601</td>
<td>770-210-7692</td>
</tr>
<tr>
<td>Boston</td>
<td>404-305-5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>603-879-6633</td>
<td>603-879-6859</td>
</tr>
<tr>
<td>Chicago</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>630-906-8221</td>
<td>630-906-8921</td>
</tr>
<tr>
<td>Cleveland</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>440-774-0310</td>
<td>440-774-0490</td>
</tr>
<tr>
<td>Denver</td>
<td>206-231-2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303-342-1600</td>
<td>303-651-4257</td>
</tr>
<tr>
<td>Ft. Worth</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>817-858-7500</td>
<td>817-858-7584</td>
</tr>
<tr>
<td>Honolulu</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808-840-6100</td>
<td>808-840-6201</td>
</tr>
<tr>
<td>Houston</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281-230-5300</td>
<td>281-230-5622</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317-247-2231</td>
<td>317-247-2411</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>404-305-5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>904-549-1501</td>
<td>904-845-1592</td>
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<tr>
<td>Kansas City</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>913-254-8500</td>
<td>913-254-8508</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>661-265-8200</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>661-265-8200</td>
<td>661-575-2079</td>
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<tr>
<td>Memphis</td>
<td>404-305-5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901-368-8103</td>
<td>901-368-8453</td>
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<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>
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<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>
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<tr>
<td>New York</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:00 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>
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<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>
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<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.

### 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.

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NE, 21 Mar 2024 to 16 May 2024
# FAA Telephone Numbers and NWS

## Key Air Traffic Facilities

### Daily NAS Reportable Airports

<table>
<thead>
<tr>
<th>Airport Name</th>
<th>*24 HR Rgnl Duty Office Telephone #</th>
<th>Business Hours</th>
<th>Business Telephone #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque Intl Sunport, NM</td>
<td>817–222–5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>505–842–4366</td>
</tr>
<tr>
<td>Andrews AFB, MD</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>301–735–2380</td>
</tr>
<tr>
<td>Baltimore/Washington Int'l Thurgood Marshall, MD</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 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>8:00 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>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>305–356–7932</td>
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<tr>
<td>George Bush Int`l</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.–3:30 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>Kansas City Intl, MO</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>816–931–8258</td>
</tr>
<tr>
<td>Las Vegas McCarran, NV</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>702–262–5978</td>
</tr>
<tr>
<td>Los Angeles Intl, CA</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>310–432–4900</td>
</tr>
<tr>
<td>Miami Intl, FL</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901–322–3350</td>
</tr>
<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>305–869–5400</td>
</tr>
<tr>
<td>Nashville Intl, TN</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>612–713–4000</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>8:00 a.m.–4:30 p.m.</td>
<td>973–565–5000</td>
</tr>
<tr>
<td>Ontario Intl, CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>408–982–0750</td>
</tr>
<tr>
<td>Orlando Intl, FL</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>909–983–7518</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>310–725–3300</td>
<td>7:30 a.m.–4:00 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>210–805–5507</td>
</tr>
<tr>
<td>San Diego Lindbergh Intl, CA</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>619–299–0677</td>
</tr>
<tr>
<td>San Francisco Intl, CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–4:30 p.m.</td>
<td>650–876–2883</td>
</tr>
<tr>
<td>San Juan Intl, PR</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:30 p.m.</td>
<td>787–253–6893</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.–4:00 p.m.</td>
<td>314–890–1000</td>
</tr>
<tr>
<td>Tampa Intl, FL</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>813–371–7700</td>
</tr>
<tr>
<td>Ted Stevens Anchorage Intl, AK</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–271–2700</td>
</tr>
<tr>
<td>Teterboro, NJ</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>201–288–1889</td>
</tr>
<tr>
<td>Washington Dulles Intl, DC</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>571–323–6375</td>
</tr>
<tr>
<td>West Palm Beach, FL</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>561–683–1867</td>
</tr>
<tr>
<td>Westchester Co, NY</td>
<td>718–995–5426</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.*

**NE, 21 MAR 2024 to 16 MAY 2024**
NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATION (UAOS)
AND
WEATHER RADAR NETWORK

LEGEND

△ AVIATION WEATHER SERVICE (MILITARY)
▲ AIR TRAFFIC CONTROL RADAR
★ UPPER AIR OBSERVING STATION/RADAR
■ RADAR ONLY
● UAOS-BALLOON RELEASE AROUND 1100 UTC AND 2300 UTC DAILY
○ OTHER NWS UPPER AIR STATIONS-BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.
Air Route Traffic Control Center frequencies and their remote 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>CENTER</th>
<th>FREQUENCY(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATLANTA CENTER –</td>
<td>121.5 121.5 243.0 243.0 CPDLC (LOGON KUSA)</td>
</tr>
<tr>
<td>A-1</td>
<td>KZTL</td>
</tr>
</tbody>
</table>

**ALBEMARLE** – 133.15 251.1

**ANDERSON** – 121.5 121.5 243.0 243.0

**ANNISTON** – 134.95 121.5 121.5 323.175 243.0 243.0

**ATLANTA/A** – 135.0 135.0 346.35 317.7 317.7 290.475

**AUGUSTA** – 128.1 322.325

**BIRMINGHAM** – 128.725 127.3 350.325 251.05

**CHATTANOOGA** – 133.175 132.05 126.675 124.875 363.1 354.025 299.2 257.675

**COLUMBUS** – 125.575 120.45 353.95 298.85

**CROSSVILLE** – 121.5 121.5 243.0 243.0

**FOOTHILLS** – 134.8 379.95

**GADSDEN** – 124.5 270.325

**GLADE SPRINGS** – 127.85 269.3

**GREENSBORO** – 128.8 124.425 360.825 323.025

**GREER** – 121.5 121.5 243.0 243.0

**HAMILTON** – 127.125 121.5 121.5 119.375 371.95 363.25 268.7 243.0 243.0

**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

**HINCH MOUNTAIN** – 133.6 132.675 125.925 279.5 269.175 254.3

**MACON** – 134.5 123.95 360.75 269.625 269.3 263.075

**MILLEDGEVILLE** – 127.95 343.75

**MONROEVILLE** – 118.55 267.9

**MONTGOMERY** – 134.6 134.6 128.025 125.875 125.875 120.55 319.1 319.1 292.2 292.2 280.1 280.1 280.1 280.1 280.1 280.1 280.1 270.25 243.0 243.0

**NEWPORT** – 127.55 269.5

**OWING** – 127.55 125.625 123.725 327.0 327.0 269.1 263.125

**SANDERSVILLE** – 126.425

**SUGARLOAF MOUNTAIN** – 132.625 121.5 121.5 353.625 243.0 243.0

**TALLADEGA** – 137.85 126.775 120.725 353.575 269.3 257.775

**UNIONTOWN** – 132.25 343.725 307.15 263.025 252.9

**YOUNG HARRIS** – 124.375 353.925

**CENTER REMARKS:** CPDLC (LOGON KUSA)
<table>
<thead>
<tr>
<th>AIR ROUTE TRAFFIC CONTROL CENTERS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BOSTON CENTER</strong> – 121.5 121.5 243.0 243.0</td>
</tr>
<tr>
<td><strong>H-10-11-12, L-30-31-32-33-34</strong></td>
</tr>
<tr>
<td>Augusta – 134.95 121.5 121.5 307.0 243.0 243.0</td>
</tr>
<tr>
<td>Bangor – 128.05 124.25 120.25 346.4 321.3 319.1 290.5 243.0 243.0</td>
</tr>
<tr>
<td>Barnstable – 132.9 128.75 370.9 321.3 307.3 290.3 243.0 243.0</td>
</tr>
<tr>
<td>Berlin – 135.7 135.7 282.2 282.2</td>
</tr>
<tr>
<td>Bridgeport – 121.5 121.5 243.0 243.0</td>
</tr>
<tr>
<td>Bucks Harbor – 290.5</td>
</tr>
<tr>
<td>Burlington – 121.5 121.5 243.0 243.0</td>
</tr>
<tr>
<td>Calverton – 135.8 132.3 124.525 346.3 292.15 254.375</td>
</tr>
<tr>
<td>Caribou – 127.75 121.5 243.0 239.05</td>
</tr>
<tr>
<td>Columbia Falls – 133.45 269.3</td>
</tr>
<tr>
<td>Concord – 128.325 348.7</td>
</tr>
<tr>
<td>Cummingston – 132.65 379.1</td>
</tr>
<tr>
<td>Gardner – 134.7 123.75 338.2 269.475</td>
</tr>
<tr>
<td>Houlton – 128.05 (OCEANIC CONTROL–VIA J55) 121.5 121.5 120.25 346.4 (OCEANIC CONTROL–VIA V39) 319.1</td>
</tr>
<tr>
<td>Hyannis – 133.45 133.45 (OCEANIC CONTROL–VIA J575/J585/C1141/C1142/C1143/C1144/C1145/C1146) 269.3</td>
</tr>
<tr>
<td>Kingston – 134.3 256.9</td>
</tr>
<tr>
<td>Lake George – 135.325 133.625 128.325 121.35 360.6 354.1 348.7 257.85</td>
</tr>
<tr>
<td>Lebanon – 134.7 121.5 121.5 269.475 243.0 243.0</td>
</tr>
<tr>
<td>Massena – 121.5 121.5 243.0 243.0</td>
</tr>
<tr>
<td>Melrose – 133.325 127.975 353.7 341.7</td>
</tr>
<tr>
<td>Millinocket – 134.95 307.0</td>
</tr>
<tr>
<td>Montpelier – 135.7 135.7 121.5 121.5 282.2 282.2 243.0 243.0</td>
</tr>
<tr>
<td>Princeton – 121.5 121.5</td>
</tr>
<tr>
<td>Rockdale – 133.25 127.375 353.925 279.5</td>
</tr>
<tr>
<td>Sheltton – 134.0 128.1 126.275 125.575 353.675 317.7 306.3 290.35</td>
</tr>
<tr>
<td>St. Albans – 120.35 118.825 342.25 251.075</td>
</tr>
<tr>
<td>Turin – 135.25 133.25 123.875 120.35 377.1 377.1 342.25 342.25 323.0 321.3 279.5 243.0 243.0</td>
</tr>
<tr>
<td>Utica – 124.125 342.25 273.55</td>
</tr>
<tr>
<td>Waterboro – 128.2 118.55 273.45 263.05</td>
</tr>
<tr>
<td>Watertown – 121.5 121.5 243.0 243.0</td>
</tr>
<tr>
<td>Whitefield – 121.5 121.5</td>
</tr>
<tr>
<td>Woodstock – 135.325 133.425 133.425 127.65 124.85 118.425 360.6 307.9 277.4 269.2 257.925</td>
</tr>
<tr>
<td>Worcester – 126.225 370.9</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*

**CLEVELAND CENTER** – 121.5 121.5 243.0 243.0

<table>
<thead>
<tr>
<th><strong>H-2-5-10-11-12, L-27-28-29-30-31-32</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Algonac – 134.775 132.25 126.525 379.95 298.875 285.525 269.2 244.575</td>
</tr>
<tr>
<td>Altroona – 133.075 128.45 124.4 121.5 121.5 121.2 327.1 307.1 299.2 276.4 243.0 243.0</td>
</tr>
<tr>
<td>Belmont – 135.175 126.95 125.425 307.075 291.6 239.3</td>
</tr>
<tr>
<td>Bradford – 124.325 121.5 121.5 353.85 243.0 243.0</td>
</tr>
<tr>
<td>Carleton – 135.375 251.125 243.0 243.0</td>
</tr>
<tr>
<td>Chardon – 120.775 298.95</td>
</tr>
<tr>
<td>Dubois – 126.725 121.5 121.5 291.65 243.0 243.0</td>
</tr>
<tr>
<td>Dunkirk – 125.2 256.8</td>
</tr>
<tr>
<td>Findlay – 135.1 127.675 121.5 121.5 291.725 281.475 243.0 243.0</td>
</tr>
<tr>
<td>Flint – 126.75 348.75</td>
</tr>
<tr>
<td>Freeland – 133.875 127.7 369.9 290.425 269.525 243.0 243.0</td>
</tr>
<tr>
<td>Geneseo – 128.025 323.25</td>
</tr>
<tr>
<td>Holland – 120.625 118.625 316.05 306.9</td>
</tr>
<tr>
<td>Indianhead – 132.125 363.075</td>
</tr>
<tr>
<td>Litchfield – 135.725 134.65 133.525 120.45 360.7 285.625 281.425 263.025</td>
</tr>
<tr>
<td>Mansfield – 134.9 133.375 369.9 317.7 290.275 269.475 243.0 243.0</td>
</tr>
<tr>
<td>Moon Township – 134.475 121.075 385.5 369.25 317.45 307.325 254.275</td>
</tr>
<tr>
<td>Morgantown – 121.5 121.5 243.0 243.0</td>
</tr>
<tr>
<td>Mount Hope – 120.6 379.275 243.0 243.0</td>
</tr>
<tr>
<td>Sandusky – 132.45 127.9 119.875 119.325 371.95 348.675 284.625 269.625</td>
</tr>
<tr>
<td>Warren – 134.125 132.925 125.875 119.725 351.85 338.35 316.1 307.15</td>
</tr>
<tr>
<td>Waterford – 127.075 292.175</td>
</tr>
<tr>
<td>Waterville – 128.625 379.2</td>
</tr>
<tr>
<td>Wayland – 127.475 124.325 119.375 369.9 353.85 346.35 243.0 243.0 235.975</td>
</tr>
</tbody>
</table>

**RAW TEXT END**

**NE, 21 MAR 2024 to 16 MAY 2024**
### INDIANAPOLIS CENTER

- **Athens**
  - Frequency: 135.425
  - Radiotelephones: 125.075, 379.975, 353.525
- **Bible Grove**
  - Frequency: 126.575
- **Bluefield**
  - Frequency: 121.5
  - Radiotelephones: 121.5, 257.85, 243.0
- **Brookville**
  - Frequency: 120.575
- **Catawba**
  - Frequency: 128.775
  - Radiotelephones: 123.925, 120.475, 353.75, 346.3, 256.7
- **Charleston**
  - Frequency: 135.125
  - Radiotelephones: 134.225, 119.525, 379.175, 322.375, 307.3
- **Columbus**
  - Frequency: 316.125
- **Evansville**
  - Frequency: 132.525
  - Radiotelephones: 128.3, 377.125, 291.625
- **Huntingburg**
  - Frequency: 127.025
- **Indianapolis**
  - Frequency: 133.425
  - Radiotelephones: 379.225, 370.925, 360.775, 350.225, 299.6
  - CENTER REMARKS: CPDLC (LOGON KUSA)

### NEW YORK CENTER

- **Barnegat**
  - Frequency: 125.925
- **Barnstable**
  - Frequency: 125.325
- **Big Flat**
  - Frequency: 133.475
- **Colts Neck**
  - Frequency: 128.675
- **Douglaston**
  - Frequency: 125.675
- **Elk Mountain**
  - Frequency: 134.45
- **Elmira**
  - Frequency: 121.5
- **Flint Hill**
  - Frequency: 121.5
- **Harrisburg**
  - Frequency: 124.775
- **Huguenot**
  - Frequency: 132.6
- **Islip**
  - Frequency: 121.5
- **Lancaster**
  - Frequency: 133.175
- **Manteo**
  - Frequency: 126.025
- **Millville**
  - Frequency: 134.325
- **Modena**
  - Frequency: 135.45
- **Nantucket**
  - Frequency: 121.125
- **North Mountain**
  - Frequency: 121.5
- **Philipsburg**
  - Frequency: 124.875
- **Ravine**
  - Frequency: 120.025
- **Saint David**
  - Frequency: 128.5
- **Sayre**
  - Frequency: 133.35
- **Ship Bottom**
  - Frequency: 133.05
- **Sparta**
  - Frequency: 133.15
- **State College**
  - Frequency: 118.55
- **Stillwater**
  - Frequency: 127.175
- **Williamsport**
  - Frequency: 124.9
- **Wilmington**
  - Frequency: 133.525

---

**NE, 21 MAR 2024 to 16 MAY 2024**
### AIR ROUTE TRAFFIC CONTROL CENTERS

<table>
<thead>
<tr>
<th>Air Route Traffic Control Centers</th>
<th>Frequency</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Atlantic City</td>
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<td>Benson</td>
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</table>

(NE, 21 MAR 2024 to 16 MAY 2024)
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
- ALTOONA RCO 122.2
- BRADFORD RCO 122.2
- DU BOIS RCO 122.2
- ELLWOOD CITY VOR/DME 115.8T 122.1R
- FRANKLIN VOR 109.6T 122.1R
- PHILIPSBURG RCO 122.5
- PHILIPSBURG VORTAC 115.5T 122.1R
- ST MARYS RCO 122.4

### BANGOR RADIO
- AUGUSTA VOR/DME 114.95T 122.1R 122.2
- BANGOR RCO 122.2
- BERLIN RCO 122.5
- BUCKS HARBOR RCO 122.5
- CARIBOU RCO 122.3
- CONCORD RCO 122.2
- FRYEBUG RCO 122.55
- GREENVILLE RCO 122.3
- HOUTON DME 122.2
- KEENE DME 122.6
- LEBANON RCO 122.2
- MILLINOCKET RCO 122.6
- MILLINOCKET VOR/DME 117.9T 122.1R
- WHITEFIELD RCO 122.4

### BRIDGEPORT RADIO
- BOSTON RCO 122.4
- BOSTON VOR/DME 112.7T 122.1R
- BRIDGEPORT VOR/DME 122.2
- CHESTER RCO 122.25
- FITCHBURG RCO 122.15
- GARDNER VOR/DME 116.95T 122.1R
- MANSFIELD RCO 122.5
- MARCONI VOR/DME 122.2
- NANTUCKET VOR/DME 116.2T 122.1R
- PROVIDENCE VOR/DME 122.6
- WORCESTER RCO 122.2

### BUFFALO RADIO
- BINGHAMTON VOR/DME 112.2T 122.1R
- BUFFALO RCO 122.2
- DUNKIRK RCO 122.3
- ELMIRA RCO 122.2
- 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
## Burlington Radio
- Albany RCO 122.2
- Burlington RCO 122.2
- Glens Falls RCO 122.2
- Massena RCO 122.2
- Montpelier RCO 122.2
- Montpelier RCO 122.6
- Newport RCO 122.5
- Ogdensburg RCO 122.4
- Pittsfield RCO 122.3
- Rutland RCO 122.3
- Springfield RCO 122.5
- Watertown RCO 122.2
- Watertown VORTAC 109.8T 122.1R

## Elkins Radio
- Bluefield RCO 122.2
- Bluefield VOR/DME 115.05T 122.1R
- Charleston RCO 122.2
- Charleston VOR/DME 117.4T 122.1R
- Coalton RCO 122.2
- Cumberland RCO 122.35
- Huntington RCO 122.2
- Ivy Knob RCO 122.4
- Morgantown VOR/DME 111.6T 122.1R
- Parkersburg RCO 122.2

## Leesburg Radio
- Baltimore VORTAC 122.2
- Brooke VORTAC 114.5T 122.1R
- Buck's Elbow Mountain RCO 122.2
- Danville RCO 122.2
- Glade Spring VOR/DME 115.55T 122.1R
- Gordonsville VORTAC 115.6T 122.1R
- Lynchburg VOR/DME 122.6
- Martinsburg RCO 122.2
- Montebello VOR/DME 115.3T 122.1R
- Norfolk VORTAC 116.9T 122.1R
- Patuxent RCO 122.5
- Pulaski RCO 122.3
- Richmond VORTAC 122.4
- Roanoke Regional/Woodrum * RCO 122.6
- Salisbury RCO 122.3
- South Boston VORTAC 110.4T 122.1R 122.5
- Washington RCO 122.2
- Westminster VORTAC 117.9T 122.1R

## Millville Radio
- Colts Neck RCO 122.3
- Dupont VORTAC 114.0T 122.1R
- Millville RCO 122.2
- Sea Isle VORTAC 114.8T 122.1R
- Smyrna VORTAC 122.5
- Solberg VOR/DME 112.9T 122.1R
- Teterboro RCO 122.2
- Waterloo VOR/DME 112.6T 122.1R

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**NE, 21 MAR 2024 to 16 MAY 2024**
NEW YORK RADIO
11309 NORTH ATLANTIC FAMILY E 11342 LONG DISTANCE OPS CTL FAC 11387 CARIBBEAN FAMILY B 11396 CARIBBEAN FAMILY A 13297 CARIBBEAN FAMILY A 13306 NORTH ATLANTIC FAMILY A 13330 LONG DISTANCE OPS CTL FAC 13354 NORTH ATLANTIC FAMILY E 17907 CARIBBEAN FAMILY A 17907 CARIBBEAN FAMILY B 17925 LONG DISTANCE OPS CTL FAC 17946 NORTH ATLANTIC FAMILY A 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

DEER PARK VOR/DME 122.2
HAMPTON VORTAC 122.6
HUGUENOT VOR/DME 116.1T 122.1R
KENNEDY VOR/DME 115.9T 122.1R
KINGSTON VOR/DME 117.6T 122.1R
POUGHKEEPSIE RCO 122.2

WILLIAMSPORT RADIO
CAPITAL CITY RCO 122.2
EAST TEXAS VOR/DME 122.4
NORTH PHILADELPHIA RCO 122.2
WILKES–BARRE RCO 122.2
WILLIAMSPORT RCO 122.2

NE, 21 MAR 2024 to 16 MAY 2024
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>Wilmington (New Castle)</td>
<td>114.0/DQO</td>
<td>G</td>
<td>On Twy K at Rwy 09.</td>
</tr>
</tbody>
</table>

### CONNECTICUT

**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Arpt 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>
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### DELAWARE

**VOR RECEIVER CHECK POINTS**

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<th>Freq/Ident</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>Wilmington (New Castle)</td>
<td>114.0/DQO</td>
<td>G</td>
<td>On Twy K at Rwy 09.</td>
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</tbody>
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### MAINE

**VOR RECEIVER CHECKPOINTS**

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<th>Freq/Ident</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangor (Bangor Intl)</td>
<td>114.8/BGR</td>
<td>G</td>
<td>On runup area Rwy 33.</td>
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### VOR TEST FACILITIES (VOT)

<table>
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<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq</th>
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<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>Portland Intl Jetport</td>
<td>111.0</td>
<td>G</td>
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### MARYLAND

**VOR RECEIVER CHECKPOINTS**

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<th>Freq/Ident</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederick (Frederick Muni)</td>
<td>109.0/FDK</td>
<td>G</td>
<td>On runup pad apch end Rwy 23, Intersection Twy B and Twy C.</td>
</tr>
<tr>
<td></td>
<td>109.0/FDK</td>
<td>G</td>
<td>0.6</td>
</tr>
<tr>
<td>Salisbury (Salisbury-Ocean City Wicomico Rgnl)</td>
<td>111.2/SBY</td>
<td>G</td>
<td>0.7 Runup pad Rwy 05.</td>
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 NE, 21 Mar 2024 to 16 May 2024
### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marthas Vineyard (Marthas Vineyard)</td>
<td>114.5/MVY</td>
<td>G</td>
<td>216</td>
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<td>0.7</td>
<td>On runup block for Rwy 06.</td>
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<tr>
<td>Nantucket (Nantucket Memorial)</td>
<td>116.2/ACK</td>
<td>G</td>
<td>242</td>
<td></td>
<td>1.9</td>
<td>On runup area at apch end Rwy 24.</td>
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### VOT TEST FACILITIES (VOT)

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<th>Remarks</th>
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<tbody>
<tr>
<td>Laurence G. Hanscom</td>
<td>110.0</td>
<td>G</td>
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<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>
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### NEW JERSEY

### VOR RECEIVER CHECKPOINTS

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<th>Type</th>
<th>Check Pt</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wrightstown (McGuire Fld (Joint Base McGruire DIX Lakehurst))</td>
<td>110.6/GXU</td>
<td>G</td>
<td>212</td>
<td></td>
<td>0.3</td>
<td>Rwy 06 runup pad.</td>
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### 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 Fac.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingston (Sky Acres)</td>
<td>117.6/IGN</td>
<td>A/2500</td>
<td>070</td>
<td></td>
<td>5.0</td>
<td>Over intersection of twy and Rwy 17–35.</td>
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<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>
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<tr>
<td>Watertown (Watertown Intl)</td>
<td>109.8/ART</td>
<td>G</td>
<td>046</td>
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<td>3.0</td>
<td>On ramp in front of administration building.</td>
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### VOR TEST FACILITIES (VOT)

<table>
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<th>Freq.</th>
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<th>Remarks</th>
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<tr>
<td>Albany Intl</td>
<td>108.2</td>
<td>G</td>
<td>VOT unusbl north of Twy M, Twy C east of Twy N.</td>
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<tr>
<td>New York (Long Island MacArthur)</td>
<td>109.4</td>
<td>G</td>
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**NE, 21 MAR 2024 to 16 MAY 2024**
### PENNSYLVANIA

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Mag</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster (Lancaster)</td>
<td>117.3/LRP</td>
<td>G</td>
<td>306</td>
<td>0.5</td>
<td>North of Twy M on non-movement twy.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type 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>Patrick Leahy Burlington Intl</td>
<td>109.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

### VIRGINIA

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Mag</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>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lynchburg (Lynchburg Rgnl–Preston Glenn Field)</td>
<td>109.2/LYH</td>
<td>G</td>
<td>027</td>
<td>5.0</td>
<td>West runup area adjacent to Rwy 22.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norfolk (Norfolk Intl)</td>
<td>116.9/ORF</td>
<td>G</td>
<td>031</td>
<td>0.6</td>
<td>At center of Twy E 250’ NW of centerline of Rwy 23.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richmond (Richmond Intl)</td>
<td>114.1/RIC</td>
<td>G</td>
<td>344</td>
<td>0.9</td>
<td>On Twy R btwn Twy V and Twy A.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### WEST VIRGINIA

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Mag</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>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkersburg (Mid–Ohio Valley Rgnl)</td>
<td>108.6/JPU</td>
<td>G</td>
<td>211</td>
<td>6.3</td>
<td>Intersection of Twy A and Twy D.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheeling (Wheeling Ohio Co)</td>
<td>114.25/HLG</td>
<td>G</td>
<td>226</td>
<td></td>
<td>On Twy D next to ramp.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NE, 21 MAR 2024 to 16 MAY 2024**
The following tabulation lists all reported parachute jumping areas in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. NOTAM D’s may be issued to advise users of specific dates and times if outside the times/altitudes that are published. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Parachute jumping areas within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact Flight Service, tower, or ARTCC.

Qualified parachute jumping areas will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jumping area is charted.

To qualify for charting, a jump area must meet the following criteria:
(1) Been in operation for at least 1 year.
(2) Log 1,000 or more jumps each year.

In addition, parachute jumping areas can be nominated by FAA Regions if special circumstances require charting.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td>CONNECTICUT</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>DELAWARE</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>MAINE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Biddeford Muni Arpt..................</td>
<td>6.6 NM; 086° Kennebunk ...........</td>
<td>10,500</td>
<td>4 NM radius. SR–SS Mon–Fri, 1 May–31 Oct. Portland Intl Jetport ATCT–TRACON (PWM), 119.75.</td>
</tr>
<tr>
<td>(c) Lebanon Drop Zone..................</td>
<td>14 NM; 274° Kennebunk ..................</td>
<td>18,000</td>
<td>3 NM radius. SR–SS daily. Boston Consolidated–TRACON (A90), 124.4.</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>(c) Waterville, Vacationland Drop Zone ..........</td>
<td>13.8 NM; 40° Augusta ..................</td>
<td>11,500 AGL</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>MARYLAND</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Churchville, Harford Co Arpt ..........</td>
<td>39° 24.01N 76°12.15W ..................</td>
<td>13,000</td>
<td>2 NM radius. Daily SR–SS. Potomac TRACON 125.525.</td>
</tr>
<tr>
<td>Edgewood ........................................</td>
<td>29 NM; 056° Baltimore ..................</td>
<td>10,000</td>
<td>Weekends, evenings, occasional weekdays.</td>
</tr>
<tr>
<td>Gambrills, Dairy Farm Drop Zone ..........</td>
<td>7 NM; 198° Baltimore ..................</td>
<td>1,300 AGL</td>
<td>0.5 NM radius. Weekends–Nov–April.</td>
</tr>
<tr>
<td>Long Greene Drop Zone ..................</td>
<td>21 NM; 038° Baltimore ..................</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>(c) Ocean City Muni Arpt ..................</td>
<td>18 NM; 108° Salisbury ..................</td>
<td>15,000</td>
<td>3 NM radius. 1 May–30 Nov continuous.</td>
</tr>
<tr>
<td>Patuxent River NAS (Trapnell Fld) .........</td>
<td>45.4 NM; 149° Washington ..................</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>44.9 NM; 148° Washington .............</td>
<td>Unrestricted</td>
<td>0.25 NM radius.</td>
</tr>
<tr>
<td>Sumang Drop Zone ..................</td>
<td>20.3 NM; 286° Baltimore .............</td>
<td>3,000 AGL</td>
<td>0.4 NM radius. Weekends.</td>
</tr>
<tr>
<td>Tewey Drop Zone ..................</td>
<td>24 NM; 023° Baltimore ..................</td>
<td>10,000 AGL</td>
<td>1 NM radius. Weekends.</td>
</tr>
<tr>
<td>Unity Drop Zone ..................</td>
<td>20 NM; 292° Baltimore ..................</td>
<td>3,000 AGL</td>
<td>0.4 NM radius. Weekends.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</td>
<td>MAXIMUM ALTITUDE</td>
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</tr>
<tr>
<td>----------</td>
<td>---------------------------------------------------------------------</td>
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</tr>
<tr>
<td>(c) Ft. Devens, Turner Drop Zone</td>
<td>18 NM; 115° Gardner</td>
<td>4,000 AGL</td>
<td>0.5 NM radius. Daily SR–SS (occasionally nights) (occasionally to 20,000').</td>
</tr>
<tr>
<td>(c) Hanson, Cranland Arpt</td>
<td>21 NM; 177° Boston</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS. <strong>General Edward Lawrence Logan Intl ATCT 120.6.</strong></td>
</tr>
<tr>
<td>(c) Marston Mills</td>
<td>20 NM; 045° Martha’s Vineyard</td>
<td>10,000</td>
<td>1 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>Natick Laboratory Sudbury</td>
<td>21 NM; 295° Boston</td>
<td>4,000 AGL</td>
<td>0.25 NM radius. 0800–1700 Mon–Fri.</td>
</tr>
<tr>
<td>(c) Orange Muni Arpt</td>
<td>10 NM; 292° Gardner</td>
<td>14,000</td>
<td>1 NM radius. Thu–Sun and holidays. SR–one hr after SS. <strong>Boston Center 123.75.</strong></td>
</tr>
<tr>
<td>(c) Pepperell, Sports Center (Pvt) Arpt</td>
<td>13 NM; 233° Manchester</td>
<td>20,000 AGL</td>
<td>3 NM radius. Daily SR–SS frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Taunton Muni-King Fld Arpt</td>
<td>20.6 NM; 078° Providence</td>
<td>9,500</td>
<td>2 NM radius. Daily SR-SS May 1 - Dec 1. <strong>Theodore Francis Green State Twr 123.67.</strong></td>
</tr>
</tbody>
</table>

**NEW JERSEY**

<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) Chatsworth, Coyle Fld</td>
<td>1 NM; 130° Coyle</td>
<td>2,000 AGL</td>
<td>Continuous. Heavy equip and paratroopers.</td>
</tr>
<tr>
<td>(c) Cross Keys, Free Fall Adventures Drop Zone</td>
<td>10.5 NM; 353° Cedar Lake</td>
<td>13,500</td>
<td>1.5 NM radius. Daily.</td>
</tr>
<tr>
<td>(c) Lakehurst Maxfield Fld</td>
<td>0.9 NM; 280° Lakehurst</td>
<td>12,500</td>
<td>0.3 NM radius. Daily SR–SS. Cargo drops ngt 2000’ and below.</td>
</tr>
<tr>
<td>Pittstown, Alexandria Arpt</td>
<td>12.7 NM; 281° Solberg</td>
<td>13,500 MSL</td>
<td>Daily SR–SS. Drop zone on north side of arpt. <strong>Lehigh Valley Intl Twr 124.0.</strong></td>
</tr>
<tr>
<td>(c) Sussex</td>
<td>9 NM; 350° Sparta</td>
<td>15,000</td>
<td>1.5 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>(c) West Creek, Eagles Nest Arpt</td>
<td>17.69 NM; 055° Atlantic City</td>
<td>13,500</td>
<td>1.5 NM radius. Daily 0800–2000. <strong>Atlantic City Intl Twr 134.25.</strong></td>
</tr>
<tr>
<td>Wrightstown, McGuire Fld</td>
<td>At field</td>
<td>1,500 AGL</td>
<td>Cargo and personnel drops 180 yds east of Coyle Vortac.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</td>
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</tr>
<tr>
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<td>------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Albion, Pine Hill Arpt</td>
<td>26.91 NM; 290º Rochester</td>
<td>12,000</td>
<td>2 NM radius. 0800–1 hour after SS, Wed thru Sun &amp; holidays.</td>
</tr>
<tr>
<td>Calverton</td>
<td>1.5 NM; 150º Calverton</td>
<td>13,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>East Moriches, Spadaro Arpt</td>
<td>7 NM; 170º Calverton</td>
<td>14,000</td>
<td>1 NM radius. 0800–SS Sat and Sun. 1600–SS Wed and other occasions.</td>
</tr>
<tr>
<td>Fort Drum</td>
<td>23 NM; 060º Watertown</td>
<td>1,000 AGL</td>
<td>1 NM radius. SR–SS Mon–Fri.</td>
</tr>
<tr>
<td>Gansevoort, Heber Airpark</td>
<td>27.21 NM; 028.92º Albany</td>
<td>12,500</td>
<td>4 NM radius. Annually, April 1 thru November 30; SR–SS.</td>
</tr>
<tr>
<td>Gardiner Arpt</td>
<td>15 NM; 284º Kingston</td>
<td>14,500</td>
<td>4 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Java</td>
<td>32.07 NM; 257º Geneseo</td>
<td>13,000</td>
<td>5 NM radius. Daily SR–SS, occasionally till 2400.</td>
</tr>
<tr>
<td>Johnstown, Fulton Co Arpt</td>
<td>27 NM; 315º Albany</td>
<td>15,000 AGL</td>
<td>3 NM radius. SR–SS Fri, Sat, Sun &amp; holidays. Occasionally other days.</td>
</tr>
<tr>
<td>New Paltz, Stanton Arpt</td>
<td>15 NM; 301º Kingston</td>
<td>14,000</td>
<td>3 NM radius. Sat and holidays SR–SS, occasional nghts and other days.</td>
</tr>
<tr>
<td>Ovid Arpt</td>
<td>42.8 NM; 113º Geneseo</td>
<td>13,500</td>
<td>2 NM radius. Daily 0600–2400.</td>
</tr>
<tr>
<td>Perry-Warsaw Arpt</td>
<td>15.17 NM; 258º Geneseo</td>
<td>14,000</td>
<td>3 NM radius. Daily 0700–2100. Greater Rochester Intl Twr 123.7.</td>
</tr>
<tr>
<td>Quaker Street, Apex Arpt</td>
<td>15 NM; 280º Albany</td>
<td>14,000</td>
<td>3 NM radius. Daily SR–2400.</td>
</tr>
<tr>
<td>Rhinebeck, Old Rhinebeck Arpt</td>
<td>19 NM; 323º Pawling</td>
<td>4,900</td>
<td>2 NM radius. SR–SS Sat–Sun Jun 15–Oct 15.</td>
</tr>
<tr>
<td>Stormville Arpt</td>
<td>13 NM; 215º Pawling</td>
<td>13,000</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>Verona, Curtis Arpt</td>
<td>29.1 NM; 103º Syracuse</td>
<td>10,000</td>
<td>5 NM radius. Daily SR–SS Apr 1–Nov 30.</td>
</tr>
<tr>
<td>Wallkill</td>
<td>25 NM; 062º Huguenot</td>
<td>14,500 AGL</td>
<td>1 NM radius. Daily 1200–0200.</td>
</tr>
<tr>
<td>Weedsport, Whitfords Arpt</td>
<td>15.4 NM 263º Syracuse</td>
<td>11,500</td>
<td>1NM radius. Mon–Sun 0800–2300.</td>
</tr>
<tr>
<td>Westhampton Beach, Francis S Gabreski Arpt</td>
<td>10NM; 130º Calverton</td>
<td>13,000 AGL</td>
<td>1 NM radius. Mon–Sun 0800–2300.</td>
</tr>
<tr>
<td>West Point</td>
<td>22 NM; 112º Huguenot</td>
<td>10,000</td>
<td>5 NM radius. Weekdays 1200–SS, weekends occasionally.</td>
</tr>
<tr>
<td></td>
<td>17.4 NM; 212º Kingston</td>
<td>10,000</td>
<td>3 NM radius. Weekdays 1400–SS weekends occasionally.</td>
</tr>
<tr>
<td>Youngstown, Shear Arpt</td>
<td>43-15-33.5 N 78-57-56.2 W</td>
<td>15,000</td>
<td>5 NM radius. Daily, continuous. Buffalo Niagara Intl Twr 126.5. Local PAJA info avbl 119.00.</td>
</tr>
<tr>
<td>LOCATION</td>
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</tr>
<tr>
<td><strong>PENNSYLVANIA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bethel, Grimes Arpt</td>
<td>16 NM; 112º Ravine</td>
<td>11,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Burgetstown, Starveggi Drop Zone</td>
<td>9 NM; 042º Wheeling</td>
<td>2000 AGL</td>
<td>1 NM radius. Tue–Thur 1030–2200; occasionally (by notam) Fri–Sun 0700–1800.</td>
</tr>
<tr>
<td>(c) Chambersburg Franklin Co Rgnl Arpt</td>
<td>14NM; 087º St Thomas</td>
<td>15,000 AGL</td>
<td>2 NM radius.</td>
</tr>
<tr>
<td>Culmerville Arpt</td>
<td>22 NM; 125º Ellwood City</td>
<td>11,500 AGL</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>Doylestown</td>
<td>8 NM; 303º Yardley</td>
<td>12,500</td>
<td>Sat and Sun SR–SS.</td>
</tr>
<tr>
<td>(c) Fort Indiantown Gap–Muir AHP, Cold Steel Drop Zone</td>
<td>6.7 NM; 172º Ravine</td>
<td>2,000 AGL</td>
<td>5 NM radius. By NOTAM only. Military use.</td>
</tr>
<tr>
<td>(c) Freefall Oz Arpt</td>
<td>39.6 NM; 115º Jamestown</td>
<td>12,500</td>
<td>5 NM radius. Wed–Sun 1300–2359.</td>
</tr>
<tr>
<td>(c) Grove City Arpt</td>
<td>19.3 NM; 011º 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; 229º Wilkes–Barre</td>
<td>13,500</td>
<td>2 NM radius. SR–SS. Wilkes–Barre/Scranton Intl ATCT–Tracon (AVP), 120.95.</td>
</tr>
<tr>
<td>Jersey Shore, Hinaman Acres Arpt</td>
<td>23 NM; 240º Williamsport</td>
<td>13,000</td>
<td>Tue and Thur 1600–SS; Sat and Sun 0800–SS.</td>
</tr>
<tr>
<td>(c) Littlestown, Kingsdale Airpark</td>
<td>13 NM; 345º Westminster</td>
<td>10,500</td>
<td>2 NM radius. Daily 0900–2000.</td>
</tr>
<tr>
<td>(c) Mt. Joy/Marietta, Donegal Springs Airpark</td>
<td>12 NM; 272º Lancaster</td>
<td>15,000</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>North East, Moorhead Arpk</td>
<td>34.25 NM; 278º Jamestown</td>
<td>12,500</td>
<td>5 NM radius. 1600–2100 weekdays and 0900–2100 weekends.</td>
</tr>
<tr>
<td>(c) Perkasie, Pennridge Arpt.</td>
<td>16 NM; 060º Pottstown</td>
<td>15,000</td>
<td>Daily SR–SS.</td>
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<tr>
<td></td>
<td>15.9 NM; 060º Pottstown</td>
<td>14,500</td>
<td>5 NM radius. Daily SR–SS, nights by NOTAM.</td>
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<tr>
<td>(c) Tunkhannock, Skyhaven Arpt.</td>
<td>19 NM; 333º Wilkes–Barre</td>
<td>13,500 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
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<tr>
<td>Vinyl Drop Zone</td>
<td>15 NM; 035º Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
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<tr>
<td><strong>RHODE ISLAND</strong></td>
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<tr>
<td>Greene, Riconn Arpt</td>
<td>15 NM; 060º Norwich</td>
<td>12,500</td>
<td>Daily SR–SS.</td>
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<tr>
<td>(c) Newport State</td>
<td>13.3 NM; 164º Providence</td>
<td>10,000</td>
<td>2 NM radius. Daily SR–SS Apr 1–Nov 30. Theodore Francis Green State Twr 125.75.</td>
</tr>
<tr>
<td>(c) Pawtucket, North Central State Arpt</td>
<td>12 NM; 001º Providence</td>
<td>13,000</td>
<td>3 NM radius. Daily SR–SS Mar 15 thru Dec 1. Theodore Francis Green State TRACON 123.67.</td>
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<tr>
<td>(c) Westerly State Arpt</td>
<td>11.3 NM; 098º Groton</td>
<td>10,000</td>
<td>2 NM radius. Daily SR–SS Apr 1–Nov 30. Theodore Francis Green State Twr 119.45.</td>
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<td><strong>VERMONT</strong></td>
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<tr>
<td>(c) Addison, Ass–Pirin Acres Arpt</td>
<td>21 NM; 219º Burlington</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
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<td>Shelburne Arpt</td>
<td>3 NM; 240º Burlington</td>
<td>15,000</td>
<td>3 NM radius. Daily SR–SS.</td>
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<tr>
<td>LOCATION</td>
<td>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</td>
<td>MAXIMUM ALTITUDE</td>
<td>REMARKS</td>
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<td><strong>VIRGINIA</strong></td>
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<tr>
<td>(c) Blackstone, Allen C. Perkins/ BAAF</td>
<td>16 NM; 355° Lawrenceville</td>
<td>12,500 AGL</td>
<td>1 NM radius. Daily. Sat 1300-2100Z++. Sun 1700-2100Z++.</td>
</tr>
<tr>
<td>Fentress, Fentress NALF</td>
<td>10 NM; 227° Oceana</td>
<td>10,000</td>
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<td>(c) Fort Lee</td>
<td>12 NM; 262° Hopewell</td>
<td>2,500 AGL</td>
<td>0.5 NM radius. Daily.</td>
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<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>
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<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>
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<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 daylight hrs.</td>
</tr>
<tr>
<td>Oceana NAS</td>
<td>1 NM; 228° Oceana</td>
<td>12,500</td>
<td>Sat and Sun 0800–1200.</td>
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<tr>
<td>(c) Orange Co Arpt</td>
<td>14.9 NM; 026° Gordonsville</td>
<td>15,000</td>
<td>3 NM radius. Daily SR–SS, frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Petersburg, Dinwiddie Co Drop Zone</td>
<td>20.7 NM; 251° Hopewell</td>
<td>13,500</td>
<td>2 NM radius. Daily SR–SS. Potomac Tracon 126.8.</td>
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<tr>
<td>(c) Quantico</td>
<td>11.5 NM; 349° Brooke</td>
<td>10,000</td>
<td>1 NM radius. Daily SR–SS.</td>
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<td>(c) Suffolk Executive Arpt</td>
<td>20 NM; 104° Franklin</td>
<td>13,500</td>
<td>5 NM radius. Daily SR–SS.</td>
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<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>
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<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>
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<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>
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<td><strong>WEST VIRGINIA</strong></td>
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<tr>
<td>Buckhannon-Upshur Co</td>
<td>9 NM; 300° Elkins</td>
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<tr>
<td>Huntington, Debra Drop Zone</td>
<td>23.3NM; 344° Charleston</td>
<td>10,000 AGL</td>
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<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>
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<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>
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<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>
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<tr>
<td>Morgantown, Dawson AAF</td>
<td>12 NM; 126° Morgantown</td>
<td>10,000 AGL</td>
<td>0.3 NM radius. Weekends.</td>
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<td>Morgantown, Doubt Drop Zone</td>
<td>12 NM; 140° Morgantown</td>
<td>12,500 AGL</td>
<td>1 NM radius. Weekends.</td>
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<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>
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<tr>
<td>Morgantown, Guide Drop Zone</td>
<td>13 NM; 080° Morgantown</td>
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<td>0.5 NM radius. Weekends.</td>
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<td>Morgantown, Melon Drop Zone</td>
<td>13 NM; 097° Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
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<td>Morgantown, Piker Drop Zone</td>
<td>20 NM; 135° Morgantown</td>
<td>12,500 AGL</td>
<td>0.3 NM radius. Weekends.</td>
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<td>Ravenswood, Jackson Co Arpt</td>
<td>41 NM; 215° Parkersburg</td>
<td>12,500 AGL</td>
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<td>Westover, Blue Horizon Drive-In</td>
<td>13 NM; 320° Morgantown</td>
<td>12,500</td>
<td>Weekends and holidays SR–SS.</td>
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</table>
Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

### UNITED STATES

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<td>Fentress NALF, VA (NFE)</td>
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<td>Joe Williams NOLF, MS (NJW)</td>
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<td>Oak Grove MCOLF, NC (13NC)</td>
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<td>Cherry Point App/Dep Con 119.35 377.175</td>
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<td>Shell AHP, AL (SXS)</td>
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<td>Jax Center App/Dep Con 134.3 322.55</td>
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<td>USAF Academy Bullseye Aux Airfield, CO (CO9Ø)</td>
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<td>Webster NOLF, MD (NUJ)</td>
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<td>Patuxent App/Dep Con 121.0 250.3</td>
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<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>
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<tr>
<td>For Clnct Del when NHK Apch is clsd ctc Potomac Apch at 866–640–4124</td>
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<td>Whitehouse NOLF, FL (NEN)</td>
<td>H–8H, L–21D, 24G</td>
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<td>Jax Center App Con 127.775 377.075</td>
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<td>Whitehouse Tower 125.15 307.325 340.2 (Manned during scheduled operations only)</td>
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<td>Gnd Con 121.65 279.25</td>
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### CANADA

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<td>236.6 324.3 Gnd Con 133.75 289.4 Cnc Del 128.025 283.9</td>
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<td>Grimsby Air Park, ON (CNZB)</td>
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<td>268.75 Tower 125.0 308.475</td>
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<td>Halifax/Shearwater, NS (CYAW)</td>
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<td>ATIS 129.175 308.8 (Ltd hrs)</td>
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<td>App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs)</td>
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<td>Gnd Con 121.7 250.1</td>
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<td>Halifax/Stanfield Intl, NS (CYHZ)</td>
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<td>Moncton Center App/Dep Con 135.3</td>
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<td>Tower 118.4 236.6 Gnd Con 121.9 275.8 Cnc Del 123.95</td>
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<td>Hamilton, ON (CYHM)</td>
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<td>ATIS 135.55 (1115–0400Z‡)</td>
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<td>(0400–1115Z‡) MF 122.5 (1115–0400Z‡) 5 NM to 3300´)</td>
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<td>Kitchener/Waterloo, ON (CYKF)</td>
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<td>Lachute, QC (CSE4)</td>
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<td>Langley, BC (CYNJ)</td>
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<td>ATIS 124.5 (1630–0230Z, DT 1530–0330Z)</td>
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<td>Victoria Trml App/Dep Con 132.7 290.8</td>
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<td>Leamington, ON (CLM2)</td>
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<td>Detroit Approach App/Dep Con 134.3</td>
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<td>Lethbridge, AB (CYQL)</td>
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<td>Edmonton Center App/Dep Con 132.75 265.2</td>
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<td>Lindsay, ON (CNF4)</td>
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<td>Liverpool/South Shore Rgnl, NS (CYAU)</td>
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<td>MF 119.4 (0345–1120Z 5 NM to 3000’)</td>
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<td>Manitouwading/Manitoulin East Muni, ON (CYEM)</td>
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<td>Mascouche, QC (CSK3)</td>
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<td>MF 122.35 (5 NM to 2500’ No gnd station. Excluding the portion S of the N shore of Riviere des Milles–Iles and 1 NM around Lac Agile Mascouche arpt.)</td>
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<td>Medicine Hat, AB (CYXH)</td>
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<td>Midland/Huronia, ON (CYEE)</td>
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<td>Miramichi, NB (CYCH)</td>
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<td>ATIS 128.65</td>
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<td>Apron Advisory 122.075</td>
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<td>Mont–Laurier, QC (CSD4)</td>
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<td>Montreal Intl (Mirabel), QC (CYMX)</td>
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<td>ATIS 125.7</td>
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<td>GND 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) (PTC avbl)</td>
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<td>Montreal/Pierre Elliott Trudeau Intl, QC (CYUL)</td>
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<td>ATIS 133.7</td>
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<td>Tower 119.3 119.9 124.3 (old port) 267.1</td>
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<td>Gnd Con 121.0 (West) 121.9 (East) 275.8</td>
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<td>Montreal/St–Hubert, QC (CYHU)</td>
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<td>Montreal Tower App/Dep Con 125.1 121.3 252.3 Gnd Con 118.4 (5 NM to 3000’)</td>
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<td>Timmins Radio App/Dep Con 122.3</td>
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<td>Nanaimo, BC (CYCD)</td>
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<td>Victoria Trml App/Dep 120.8 121.075 252.3 MF 122.1 291.8 1330–0350Z‡ (5 NM to 2500’) GND ADV 122.6 (1330–0530Z (DT 1230–0430Z)) (emerg only 250–245–4032) (PTC avbl)</td>
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<td>Ottawa/Carleton, ON (CYRP)</td>
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<td>ATIS 125.0 (1500–0700Z‡)</td>
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<td>Quebec/Jean Lesage Intl, QC (CYQB)</td>
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<td>Saint John, NB (CYSJ)</td>
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<td>Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400’)</td>
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<td>Sarnia (Chris Hadfield), ON (CYZR)</td>
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<td>Sault Ste Marie, ON (CYSY)</td>
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<td>MF 118.8 (0330–1130Z† 5 NM irregular shape to 3000’)</td>
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<td>Sherbrooke, QC (CYSC)</td>
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<td>Southport, MB (CYPG)</td>
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<td>ATIS 120.85 (Mon–Fri 1400–2300Z† except holidays)</td>
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<td>Tower 126.2 384.2 (Mon–Fri 1400–2300Z† except holidays)</td>
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<td>St. Catharines/ Niagara District, ON (CYSN)</td>
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<td>ATIS 128.525 (1215–0200Z†)</td>
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<td>St. Frederic, QC (CSZ4)</td>
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<td>St. Jean, QC (CYJN)</td>
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<td>Tower 118.2 (Apr–Oct 1230–0230Z† Nov–Mar 1300–0200Z†)</td>
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<td>Tower 118.1 (1100–0400Z†) Gnd Con 121.9 (1100–0400Z†)</td>
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<td>Toronto/ Buttonville Muni, ON (CYKZ)</td>
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<td>MF 124.8 (No gnd station. 5 NM shape irregular 2000 ASL)</td>
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<td>Cln Del 124.35 286.4</td>
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<td>Trenton/ Mountain View, ON (CPZ3)</td>
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<td>Trois–Rivieres, QC (CYRQ)</td>
<td>H–11C, L–32H</td>
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<tr>
<td>Montreal Center App/Dep Con 128.225</td>
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<td>MF 122.35 (5 NM to 3200’)</td>
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<tr>
<td>Val–D’or, QC (CYVO)</td>
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<tr>
<td>Montreal Center App/Dep Con 125.9 308.3</td>
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<tr>
<td>MF 118.5 (1030–0325Z† 5 NM to 4000’)</td>
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## FACILITY NAME

### CANADA

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<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
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<tr>
<td>Vancouver Intl, BC (CYVR)</td>
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| ATIS 124.6  
  App Con 128.6 128.17 (Outer) 133.1 134.225 (Inner) 352.7  
  Dep Con 126.125 (north) 363.8  
  Tower 118.7 (south) 119.55 (north)  VFR 124.0 125.65 226.5 236.6  
  Gnd Con 121.7 (south) 275.8  
  Clncl Del 121.4 | |
| Victoria Intl, BC (CYYJ) | H–1B, L–1E |
| ATIS 118.8 (0800–1400Z‡)  
  App Con 125.45  
  Dep Con 125.95  
  Tower 119.1 (Outer) 119.7 (Inner) 239.6  
  Gnd Con 121.9 361.4 (1400–0800Z‡) OT ctc Kamloops 119.7  
  Clncl Del 126.4 (1400–0800Z‡) | |
| Victoriaville, QC (CSR3) | L–32H |
| Montreal Center App Con 132.35  
  AUTO 122.17 (bil) | L–32J |
| Waterville/Kings Co Muni, NS (CCW3) | H–11B, L–31D |
| Greenwood Trml App/Dep Con 120.6 335.9  
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| Yarmouth, NS (CYQI) | H–11E, L–32I |
| Moncton Center App/Dep Con 123.9 368.5  
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### MEXICO

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<tr>
<th>FACILITY NAME</th>
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<td>Chihuahua Intl/General R Fierro Villalobos Intl (MMCU)</td>
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| ATIS 127.9  
  Chihuahua App Con 121.0  
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| Ciudad Juarez Intl/Abraham Gonzalez Intl (MMCS/CJS) | |
| Juarez App Con 119.9  
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| Del Norte Intl (MMAN) | H–7B, L–20G |
| ATIS 127.55 (1300–0300Z‡)  
  Monterrey App Con 119.75 120.4  
  Tower 118.6  
  Gnd 122.0 | |
| Durango Intl (MMDQ/DGO) | H–7A |
| ATIS 132.1  
  Tower 118.1  
  Durango Info 122.3 | |
| Matamoros Intl/General Servando Canales Intl (MMMA) | H–7C, L–21A |
| Matamoros App Con 118.0  
  Matamoros Tower 118.0 | |
| Mexicali Intl/General Rodolfo Sanchez Taboada Intl (MMML) | H–4I, L–4J, 5A |
| ATIS 127.6 (1400–0200Z‡)  
  Mexicali App Con 118.2  
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  Mexicali Info 123.9 122.3 | |
| Monterey Intl/General Mariano Escobedo Intl (MMMY) | H–7B, L–20G |
| Monterey ATIS 127.7  
  Monterey App Con 119.75 120.4  
  Monterrey Dep Con 119.75  
  Monterey Tower 118.1  
  Monterey Gnd 121.9  
  Monterey Clncl Del 123.75 (1200–0400Z‡) Monterrey Info 122.45 | |
| Nuevo Laredo/Quetzalcóatl (MMNL/NLD) | H–7B, L–20G |
| Nuevo Laredo App Con 118.3  
  Nuevo Laredo Tower 118.3 | |
| Reynosa App Con 127.2  
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| Saltillo Intl/Plan De Guadalupe Intl (MMIO/SLW) | H–7B |
| Saltillo App Con 127.4  
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| ATIS 127.9  
  Tijuana App Con 119.5 120.3  
  Tijuana Tower 118.1  
  Tijuana Clncl Del 122.35  
  Tijuana Info 132.1 | |
| Torreon Intl (MMMC) | H–7A |
| App Con 119.6  
  Tower 118.5  
  Info 122.3 | |

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**NE, 21 MAR 2024 to 16 MAY 2024**
A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing preferred 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. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations “pressurized” and “unpressurized” for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. All Preferred IFR Routes are in effect continuously unless otherwise noted.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

### LOW ALTITUDE

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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>ALBANY(ABL)</td>
<td>(60–170)ALB PONCT JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(60–170) INCL, NON–JET/V44 DPK</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(110–170 INCL, 250 KTS OR MOREIGN V157 HAARP)</td>
<td>1100–0300</td>
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<td></td>
<td>or</td>
<td></td>
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<tr>
<td></td>
<td>(70–170 INCL, LESS THAN 250 KTS V123)</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(70–170) NON–TURBOJET/V489 COATE</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(70–170) TURBOJET/LALB V213 FLOSI FLOSI (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA(PHL)</td>
<td>(70–170) TURBOJET/LALB CEDOR DNY SLATT–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>CEDOR DNY LAAK Y WILKES T455 FJC PTW</td>
<td>1100–0300</td>
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<tr>
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<td>or</td>
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<tr>
<td></td>
<td>(60–170, LESS THAN 210 KTS; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED)ALB CEDOR DNY LAAK Y LVZ V29 PTW</td>
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<tr>
<td>TRENTON(TTN)</td>
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<td>CEDOR DNY LAAK Y WILKES T455 FJC ARD</td>
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NE, 21 MAR 2024 to 16 MAY 2024
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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>VINNY V93 LRP T449 CFB V270 DNY</td>
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<td>VINNY V93 LRP T449 CFB</td>
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<td></td>
<td>(90–170 INCL. PROPS)PALEO–DP SIE AVALO T320 YANTC T224 WOONS</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTEVILLE(CHG)</td>
<td>(BLO 110)IV44 MRB V143 CEROL</td>
<td>1100–0300</td>
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<td>(AOA 7000; TWIN ENGINE)PALEO–DP SIE AVALO T320 RICED RICED–STAR</td>
<td>1100–0300</td>
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<tr>
<td>EAST HAMPTON(JPX)</td>
<td>(AOA 7000; TWIN ENGINE)PALEO–DP SIE AVALO T320 ORCA</td>
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<tr>
<td>GREENSBORO(GSO)</td>
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<tr>
<td>GROTON (NEW LONDON)(GON)</td>
<td>(AOA 7000; TWIN ENGINE)PALEO–DP SIE AVALO T320 ORCA MONDI</td>
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<tr>
<td>HARTFORD(HFD)</td>
<td>(90–170 INCL; NON–TURBOJET)PALEO–DP SIE AVALO T320 GON T216 HDF</td>
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<td>KNOXVILLE(TYS)</td>
<td>V44 MRB V143 MOL ROA V16</td>
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<td>MATTITUCK(21N)</td>
<td>(AOA 7000; TWIN ENGINE)PALEO–DP SIE AVALO T320 ORCA</td>
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<td>MONTAUK(MTP)</td>
<td>(AOA 7000; TWIN ENGINE)PALEO–DP SIE AVALO T320 ORCA</td>
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<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL)PALEO V44 SIE AVALO T320 ORCA LIBBE FLAPE DEEPO</td>
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<td>or (5000; SINGLE ENGINE ONLY)SWANN T358 ENO T224 JFK T315 EGOR CARL V188 GON T216 NEWBE T300 DEEPO</td>
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<td>or (7000; TWIN ENGINE)SWANN T358 AVALO T320 ORCA SEY NEWBE DEEPO</td>
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<td>or (7000; SINGLE ENGINE ONLY)SWANN T358 LEEAH V1 JFK T315 EGOR CARL V188 GON T216 NEWBE T300 DEEPO</td>
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<td>NEW YORK(ISP)</td>
<td>(90–170 INCL)PALEO–DP SIE AVALO T320 SARDEY CCC</td>
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<td>or (90–170 INCL; LESS THAN 250 KTS)PALEO–DP ACY V184 ZIGGI</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(TURBOJETS)PALEO–DP ENO PROUD (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>or (TURBOPROPS)SWANN–DP SWANN APPLE IPA (RNAV)–STAR</td>
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<td>NEW YORK(SWF)</td>
<td>(GPS OR DME/DME OR IRU EQUIPPED)VINNY V93 LVZ T295 PRINCE FILPS</td>
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<td>NEWARK(EWR)</td>
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<td>or (70–170 INCL; PROPS)GRACO T291 FAGED V286 STEIN</td>
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<td>OXFORD(OXC)</td>
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<td>POUCHKEEPSE(POU)</td>
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<td>WESTHAMPTON BEACH(FOK)</td>
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<td>WHITE PLAINS(HPN)</td>
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<td>or (70)VINNY V93 LRP ETX FJC BWZ SAX V39 BREZY</td>
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<td>Effective Times (UTC)</td>
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<tr>
<td>BEDFORD (BED)</td>
<td>(110–160) REVSS BLZZR MOBBS T295 SAGES V489 COATE</td>
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<td>TETERBORO (TEB)</td>
<td>(110–170) HYLN MANCH T316 LAMMS T608 SYR V84 GEE THOME TRYBE (RNAV)-STAR</td>
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<td>(080–100; RNAV/GNSS EQUIPPED ONLY) GLYDE V270 ULW JHW</td>
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<tr>
<td>NEW YORK (JFK)</td>
<td>(AOB 100) BOSOX V1 GRAYM T320 YANTC T224 CCC V46 DPK</td>
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<td>(110–170) TURBOJETS ONLY. DME/DME/IRU OR GPS REQUIRED SSOXS BUZRD SEY PARCH (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>NEW YORK (LGA)</td>
<td>(110–170) TURBOJETS ONLY. DME/DME/IRU OR GPS REQUIRED PATSS (RNAV)-DP PATSS NELIE VALRE HAARP-Star</td>
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<td>(110–170) PROPS &amp; TURBOPROPS OPERATING AT LESS THAN 250K IAS REVSS BAF PWL V405 CASH V123 HAARP</td>
<td>1100–0300</td>
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<td>PHILADELPHIA (PHL)</td>
<td>(80–170 INCL) SSOXS LUCOS SEY ORCHA T320 DRIFT T416 CYN T224 JIIMS OOD</td>
<td>1100–0300</td>
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<td>(110–170) GPS OR DME/DME OR IRU EQUIPPED BLZZR BAF SASHA T295 LAAYK WLKES T455 FJC PTW.</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA (PNE)</td>
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<tr>
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<td>(110–170; JETS) BOS SSOXS LUCOS SEY ORCHA T320 BRIGS CEDAR LAKE-Star</td>
<td>1100–0300</td>
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<tr>
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<td>(60–100; NON–TURBOJET/WATER ROUTE) BURDY T358 BRIGS ACY V184 OOD</td>
<td>1100–0300</td>
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<tr>
<td>ROCHESTER (ROC)</td>
<td>(11000–17000') HYLN MANCH T316 LAMMS T608 ROC</td>
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<tr>
<td>SYRACUSE (Syr)</td>
<td>(11000–17000') HYLN MANCH T316 LAMMS</td>
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<tr>
<td>TETERBORO (TEB)</td>
<td>(110–160) BLZZR (RNAV)-DP BLZZR BAF MOBBS T295 SAGES V489 COATE</td>
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<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
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<td>----------------------------------------------------------------------</td>
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<td>TRENTO(TTN)</td>
<td>(110–170)(WATER ROUTE)BOS SSOXS LUCOS SEY ORCHA T320 MANTA T438 ARD</td>
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<td>(90–170; TURBOPROPS ONLY. GPS OR DME/DME OR IRU EQUIPPED)BLIZZ BAF SASHA T295 LAAYK WLKES T455 FJC ARD</td>
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<td></td>
<td>or</td>
<td></td>
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<td></td>
<td>(60–100)(WATER ROUTE)BURDY T358 MANTA T438 ARD</td>
<td>1100–0300</td>
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<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>BOS V141 DUNK</td>
<td>1100–0300</td>
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<td>(80–170 INCL; NON–TURBOJET)BURDY T358 AVALO T320 VAALI CAPKO</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(110–170; PROP AND TURBOPROP AT LESS THAN 250K IAS)REVS BAF PWL V405 CASSH V123 HAARP or</td>
<td>1100–0300</td>
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<tr>
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<td>(110–170; RNAV ONLY; TURBOJETS &amp; PROPS AT 250K IAS OR GREATER)PATT VALLE VALRE–STAR or</td>
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<tr>
<td>WILMINGTON(ILG)</td>
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<td>(60–100; NON–TURBOJET)BOS SSOXS LUCOS SEY ORCHA T320 BRIGS ACY V184 OOD</td>
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<td>(110–170; JETS)BOS SSOXS LUCOS SEY ORCHA T320 BRIGS CEDAR LAKE–STAR</td>
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<td>BRIDGEPORT(BDR)</td>
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## Preferred IFR Routes

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**Note:** Routes are effective from NE, 21 Mar 2024 to 16 May 2024.
PREFERRED IFR ROUTES

Terminals

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<td>(110–170 INCL) BREVY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
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<tr>
<td>AUGUSTA(AUG)</td>
<td>(110–170 INCL) BREVY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR(BGR)</td>
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<td>1100–0300</td>
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<td>BAR HARBOR(BHB)</td>
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<tr>
<td>BARRE/MONTPELIER(MPV)</td>
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<td>1100–0300</td>
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<td>BEDFORD(BED)</td>
<td>(110–170 INCL) BREVY V39 CMK MERIT HDF DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>BEVERLY(BFY)</td>
<td>(110–170 INCL) BREVY V39 CMK MERIT HDF DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>(110–170 INCL; PROPS ONLY) BREVY V39 CMK MERIT ORW WOONS–STAR</td>
<td>1100–0300</td>
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<td></td>
<td>(110–170 INCL; JETS ONLY) BREVY V39 CMK MERIT ROBUC (RNAV)–STAR</td>
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<td>BURLINGTON(BTV)</td>
<td>(110–170 INCL) BREVY V39 CMK GREKI V39 SOARS V487 BTV</td>
<td>1100–0300</td>
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<tr>
<td>CONCORD(CON)</td>
<td>(110–150 INCL) BREVY V39 CMK MERIT HDF T315 GDM</td>
<td>1100–0300</td>
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<tr>
<td>GLENS FALLS(GFL)</td>
<td>(110–170 INCL) BREVY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
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<tr>
<td>HYANNIS(HYA)</td>
<td>(110–170 INCL) BREVY V39 CMK BAYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
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Times (UTC) 1100–0300

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<td>KEENE(EEN)</td>
<td>(110–130 ONLY) BREZY V39 CMK MERIT HFD T315 GDM CON</td>
<td>1100–0300</td>
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<td>LACONIA(LCI)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD T315 GDM CON</td>
<td>1100–0300</td>
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<td>LAKE PLACID(LKP)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
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<td>LAWRENCE(LWM)</td>
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<td>LEBANON(LEB)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD KEYNN</td>
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<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK MERIT HFD T315 GDM T314 MANCH</td>
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<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON DEEP(–RNAV)–STAR</td>
<td>1100–0300</td>
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<td>NASHUA(ASH)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD T315 GDM T314 MANCH</td>
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<td>NEW BEDFORD(EWB)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD SEALL V188 GON V374 MINNKN</td>
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<td>NORWOOD(OWD)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT ORW WOONS–STAR</td>
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<td>PITTSFIELD(PSF)</td>
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<td>PROVIDENCE(PVD)</td>
<td>(110–150) BREZY V39 CMK MERIT HFD CON</td>
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<td>PROVINCETOWN(PVC)</td>
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<td>ROCKLAND(RKD)</td>
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<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
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<td>SARANAC LAKE(SLK)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
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<td>VINEYARD HAVEN(MVY)</td>
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<td>WATERVILLE(WVL)</td>
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<td>1100–0300</td>
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<td>VINEYARD HAVEN(MVY)</td>
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<tr>
<td>ERIE(ERI)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY) PVD V146 CTR</td>
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<td>WASHINGTON(DCA)</td>
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<tr>
<td>ALBANY(ALB)</td>
<td>KRANT V265 EMI V457 LRP T449 CFB V270 DNY</td>
<td>1100–0300</td>
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<td>ALLENTOWN(ABE)</td>
<td>KRANT V265 EMI V457 LRP V39 ETX FJC</td>
<td>1100–0300</td>
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<tr>
<td>ATLANTIC CITY(ACY)</td>
<td>(90–170) PALEO V44 SIE</td>
<td>1100–0300</td>
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<tr>
<td>BINGHAMTON(BGM)</td>
<td>(AOB 7000) PALEO V312 GOLDA T358 LEAH</td>
<td>1100–0300</td>
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<td>BOSTON(BOS)</td>
<td>(TURBOJETS) PALEO V44 DONIL WNSTN T320 GON ORW GRAYM–STAR</td>
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<td>(7000; SINGLE ENGINE) PALEO V312 GOLDA T358 LEAH V1 JFK T315 HFD DREAM</td>
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<td>(70; RNAV ONLY) PALEO V312 GOLDA T358 ENO T224 JFK T315 HFD DREAM (RNAV)–STAR</td>
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<td></td>
<td>(7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 GRAYM DREAM</td>
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<td>(5000; SINGE ENGINE) PALEO V312 GOLDA T358 ENO T224 JFK T315 HFD DREAM</td>
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<td>(TURBOJETS) DOCTR (RNAV)–DP AGARD WNSTN T320 ORW DREAM (RNAV)–STAR</td>
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<td>KRANT V265 EMI V457 LRP T449 CFB</td>
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<td>(7000; SINGLE ENGINE) PALEO V312 GOLDA T358 LEAH V1 JFK T315 HFD V3 WOONS</td>
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<tr>
<td></td>
<td>(5000; SINGLE ENGINE) PALEO V312 GOLDA T358 ENO T224 JFK T315 HFD V3 WOONS</td>
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<td></td>
<td>(7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 YANTC T224 WOONS</td>
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<td></td>
<td>(90–170 INCL) PALEO V44 DONIL T358 WNSTN T320 YANTC T224 WOONS</td>
<td>1100–0300</td>
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**NE, 21 MAR 2024 to 16 MAY 2024**
**Terminals** | **Route** | **Effective Times (UTC)**
---|---|---
BRIDGEPORT (BDR) | (90–170) PALEO V44 DONIL WNSTN T320 RICED KEYED or DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED (GPS OR DME/DME OR IRU EQUIPPED)KRANT V265 EMI V457 LRP T295 LAAYK T291 ALB or (PROPS)CSN WITTO HVQ or (TURBOJETS)REBL (RNAV)–DP OTTO HVQ | 1100–0300
BURLINGTON (BTV) | (90–170) PALEO V44 DONIL WNSTN T320 GDM ... or DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED RICED–STAR | 1100–0300
CHARLESTON (CRW) | (90–170) PALEO V44 DONIL WNSTN T320 RICED KEYED (PROPS)CSN WITTO HVQ | 1100–0300
CHESTER (SNC) | DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED | 1100–0300
CONCORD (CON) | (90–170) PALEO V44 DONIL WNSTN T320 GDM ... or DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED RICED–STAR | 1100–0300
EAST HAMPTON (JFX) | DOCTR (RNAV)–DP AGARD WNSTN T320 ORCHA ... (90–170); (PROPS)PALEO V44 DONIL T315 PANZE V44 CAMRN or | 1100–0300
FARMINGDALE (FRG) | (5000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 ENO T224 JFK | 1100–0300
GREENSBORO (GSO) | (70–170 INCL; NON–JETICSN V140 MOL V143 LYH V222 HENBY or (7000; TWIN ENGINE)PALEO V312 GOLDA T358 ENO LEEAH T315 PANZE V184 ZIGGI | 1100–0300
HAGERSTOWN (HGR) | V265 EMI EMIS325 HGR089 or (7000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 LEEAH V1 JFK | 1100–0300
HARRISBURG (CXK) | KRANT V265 EMI T265 or (90–170; –250 KTS)PALEO V44 DONIL T315 ACY V184 ZIGGI | 1100–0300
HARRISBURG (MDT) | KRANT V265 EMI T265 or (7000; TWIN ENGINE)PALEO V312 GOLDA T358 AVALO T320 RICED MAD V1 JFK | 1100–0300
HARTFORD (HFD) | (90–170) PALEO V44 DONIL WNSTN T320 RICED MAD V1 JFK or (7000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 LEEAH V1 JFK | 1100–0300
MATTITUCK (2IN) | DOCTR (RNAV)–DP AGARD WNSTN T320 ORCHA ... or (7000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 ENO T224 JFK | 1100–0300
MONTAUK (MTP) | DOCTR (RNAV)–DP AGARD WNSTN T320 ORCHA ... or (7000; TWIN ENGINE)PALEO V312 GOLDA T358 AVALO T320 RICED MAD V1 HDF | 1100–0300
NANTUCKET (ACK) | (7000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 LEEAH V1 JFK T315 EGOR MAD CARLD V188 GON T216 NEWBE T300 DEEPO or (7000; TWIN ENGINE)PALEO V312 GOLDA T358 AVALO T320 RICED MAD V1 HDF | 1100–0300
NEW HAVEN (HVN) | (7000; TWIN ENGINE)PALEO V312 GOLDA T358 AVALO T320 ORCHA SEY NEWBE DEEPO or (5000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 ENO T224 JFK or (5000; TWIN ENGINE)PALEO V312 GOLDA T358 AVALO T320 RICED MAD V1 HDF | 1100–0300
.................................................. or (7000; TWIN ENGINE)PALEO V312 GOLDA T358 AVALO T320 RICED MAD V1 HDF | 1100–0300
.................................................. or (5000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 ENO T224 JFK T315 EGOR MAD CARLD V188 GON T216 NEWBE T300 DEEPO or (110–170) DOCTR (RNAV)–DP AGAR DONIL WNSTN T320 ORCHA LIBBE FLAPE DEEPO | 1100–0300
.................................................. or (5000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 ENO T224 JFK T315 EGOR | 1100–0300
.................................................. or DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED or (7000; TWIN ENGINE)PALEO V312 GOLDA T358 AVALO T320 RICED KEYED | 1100–0300
.................................................. or (7000; SINGLE ENGINE ONLY)PALEO V312 GOLDA T358 LEEAH V1 JFK T315 EGOR | 1100–0300

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<td>NEW YORK(ISP)</td>
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<td>(7000; TWIN ENGINE) PALEO V312 GODA T358 AVALO T320 SARCI CCC</td>
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<td>(7000; SINGLE ENGINE ONLY) PALEO V312 GODA T358 LEEAH V1 JFK</td>
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<td>(90–170) PALEO V44 DONIL WNSTN T320 SARCI CCC</td>
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<td>NEW YORK(JFK)</td>
<td>(90–170 INCL 250 KTS OR GREATER) PALEO V44 DONIL T315 PANZE V44 CAMRN</td>
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<td>(90–170) PALEO V44 DONIL T315 PANZE V184 ZIGGI</td>
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<td>NEW YORK(SWF)</td>
<td>(GPS OR DME/DME OR IRU EQUIPPED) PALEO V44 DONIL EMI V457 LRP T295 PRNCE FILPS</td>
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<td>(TURBOPROPS) PALEO V170 SWANN BRAND (RNAV)-STAR</td>
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<td>NORFOLK(ORF)</td>
<td>WHINO COLIN T291 FAGED V286 STEIN</td>
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<td>AMEE (RNAV)-DP COLIN FAGED STEIN</td>
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<td>(PROPS) PALEO V170 DQO</td>
<td>1100–0300</td>
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<td>PORTLAND(PWM)</td>
<td>(7000; SINGLE ENGINE ONLY) PALEO V312 GODA T358 LEEAH T315 JFK V1 HFD T315 GDM T314 ENE</td>
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<td>(7000; TWIN ENGINE) PALEO V312 GODA T358 AVALO T320 GDM CON NEETS</td>
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<td>(5000; SINGLE ENGINE ONLY) PALEO V312 GODA T358 ENO T224 JFK</td>
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<td>Poughkeepsie(POU)</td>
<td>(GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 LRP T295 PRNCE FILPS</td>
<td>1100–0300</td>
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<td>PROVIDENCE(PVD)</td>
<td>(90–170) PALEO V44 DONIL WNSTN T320 ORCHA JORDN MINNK</td>
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<td></td>
<td>(90–170; TURBOJETS, TURBOPROPS) PALEO V44 DONIL WNSTN T320 BEADS HTO JORDN (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>Rome(RME)</td>
<td>(90–170) PALEO V44 DONIL WNSTN T320 ORCHA JORDN MINNK</td>
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<td>Teterboro</td>
<td>KRANT V265 EMI V457 LRP T449 CFB LAMMS</td>
<td>1100–0300</td>
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<tr>
<td>Metro(TEB,CDW,LDJ,MMU,SMQ,47N)</td>
<td>(TURBOPROP) PALEO V170 SWANN MAZIE (RNAV)-STAR</td>
<td>1100–0400</td>
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<td>Vineyard Haven(MVY)</td>
<td>(7000; TWIN ENGINE) PALEO V312 GODA T358 AVALO T320 ORCHA LIBBE FLAPE DEEPO</td>
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<td>(90–170) PALEO V44 DONIL WNSTN T320 ORCHA LIBBE FLAPE DEEPO</td>
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<td>(5000; SINGLE ENGINE ONLY) PALEO V312 GODA T358 ENO T224 JFK</td>
<td>1100–0300</td>
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Terminals

Route

Effective
Times (UTC)
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<td>WESTFIELD/SPRINGFIELD(BAF)</td>
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<td>1100–0300</td>
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<td>or (7000; TWIN ENGINE) PALEO V312 GOLDA T320 AVALO T320 RICED MAD BRISS</td>
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<td>or (5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T328 ENO T224 JFK T315 EEGOR JUDDS</td>
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<td>or (7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T328 LEEAH V1 JFK T315 EEGOR JUDDS</td>
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<td>WESTHAMPTON BEACH(FOK)</td>
<td>DoCTR (RNAV)–DP AGARD WNSTN T320 ORCHA ..</td>
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<td>WHITE PLAINS(HPN)</td>
<td>(70, LESS THAN 180KTS) POLLA V170 ODESA MXE ARD METRO V249 SAX V39 BREZY</td>
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<td>or (90–170; TURBOJETS) DOCTR (RNAV)–DP AGARD V44 DONIL WNSTN T320 RICED RICED–STAR</td>
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<td>or (70) KRANT V265 EMI LRPM TX FJC BWZ SAX V39 BREZY</td>
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<td>or (7000; TWIN ENGINE) PALEO V312 GOLDA T328 T320 BEADS HTO DEER PARK–STAR</td>
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<td>or (90–170) PALEO V44 DONIL WNSTN T320 BEADS HTO DEER PARK–STAR</td>
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<td>or (210 KTS OR LESS. GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 VINNY T295 LAAYK T212 WEETS V34 MOONI T216 JUDDS ...</td>
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<td>WASHINGTON(JAD)</td>
<td>(5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T328 ENO T224 JFK T315 EEGOR</td>
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<td>BRIDGEPORT(BDR)</td>
<td>(90–170 INCL) WOOLY (RNAV)–DP AGARD WNSTN T320 RICED KEYED</td>
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**NE, 21 MAR 2024 to 16 MAY 2024**
### Preferred IFR Routes

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#### WHITE PLAINS (HPN)

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<td>(110–170 INCL) ELIOT V39 ETX T299 HWANG .</td>
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<td>PORTLAND (PWM)</td>
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<td>PROVINCETOWN (PVC)</td>
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<td>SARANAC LAKE (SLK)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM .</td>
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**NE, 21 Mar 2024 to 16 May 2024**
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<td>WINDSOR LOCKS(BDL)</td>
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<td>ERIE(ERI)</td>
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<td>(70–170 INC; RNAV ONLY, 250K OR LESS) MOBBS SAGES V489 COATE</td>
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<td>(60–170 INCL PROPS LESS THAN 210 KTS; PROPS, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAYK LVZ V29 SLATT V6 FJC MAZIE</td>
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**PREFERRED IFR ROUTES**

**SPECIAL LOW ALTITUDE PREFERRED DIRECTION ROUTES**

**Terminals**

- Bi-Directional Routes for Traffic Overflying New York Metro
  - East of NY Metro
  - West of NY Metro
  - Traffic Overflying the Washington, DC Metro Area

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**HIGH ALTITUDE**

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**PREFERRED IFR ROUTES**

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<td>07FA,FLL,HST,HWO,MIA,OPF,TMB,X51</td>
<td>(VL/TURBPROP ONLY: INCL EA50,E50P,SF50,C510,C525)LEEAH ATR TRPOD 409 CRPLR PAACK Q97 KENLL TARPN (RNAV)--STAR</td>
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**NE, 21 MAR 2024 to 16 MAY 2024**
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<td>AUSTIN(AUS)</td>
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<td>BURLINGTON(BTV)</td>
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<td>DALLAS(DAL)</td>
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<td>DALLAS–FORT WORTH(DFW)</td>
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<td>DAYTON(DAY)</td>
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<td>DETROIT SATS(DET,ARB,PTK,YIP,CYQG)</td>
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<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 GPS REQUIRED)GONZZ JOSSY MAULL KODIE SAVI 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 DONEO CUUGR RNAV–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)GONZZ DONEO TPGUN RNAV–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FLL, OPF</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)BEEKN Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)BEEKN Q97 PRMUS CUUDA RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY)(WATER)BEEKN Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY)(WATER)BEEKN Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>NEW YORK (LGA)</td>
<td>(250KTS OR GREATER)ALB HAARP–STAR</td>
<td></td>
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<tr>
<td>NEWARK (EWR)</td>
<td>HANAA FLOSI RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>BEEKN Q439 BRIGS JIIMS RNAV–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>KAYCC KYLOH NELIE Q75 TEFUL BAAMF DADES RNAV–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>BEEKN Q439 RIFLE Q167 ZIZZI KNUKK ATR LAFLN DEALE RNAV–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td></td>
<td>or KAYCC KYLOH NELIE Q75 MXE CLIPR RNAV–STAR</td>
<td>1100–0300</td>
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<tr>
<td><strong>BEDFORD (BED)</strong></td>
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<tr>
<td>07FA, FLL, HST, HWO, MIA, OPF, TMB, X51</td>
<td>(VL)/TURBPROP ONLY: INCL EA50, E50P, SF50, C510, C525)PUT ORW CCC Q97 KENL TARPN RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>07FA, HST, MIA, TMB, X51</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)PUT ORW CCC Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH RNAV–STAR</td>
<td></td>
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<tr>
<td></td>
<td>or PUT ORW CCC Q97 DEBRL CSTAL RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>BWI, MTN</td>
<td>PUT CCC TOPRR Q167 ZIZZI KNUKK ATR LAFLN MIDDY RNAV–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>REVSS NELIE Q75 GVE LYH CHSLY RNAV–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FLL, OPF</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)PUT ORW CCC Q97 PRMUS CUUDA RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)PUT ORW CCC Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td><strong>FORT MYERS (RSW)</strong></td>
<td>REVSS NELIE Q75 SLOJO Q103 CYNTA SHFTY RNAV–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>ILG, MQS, PHL, PNE, TTN</strong></td>
<td>PUT CCC MANTA Q439 BRIGS JIIMS RNAV–STAR.</td>
<td></td>
</tr>
<tr>
<td><strong>ISLANDS (ISM)</strong></td>
<td>(JETS ONLY)(WATER)PUT ORW CCC Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td><strong>ISLANDS (ISM)</strong></td>
<td>(MCO LANDING SOUTH)PUT ORW CCC Q97 SAWED MOXXY Q85 LPERD GTOUT RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH)PUT ORW CCC Q97 SAWED MOXXY Q85 LPERD SNFLD RNAV–STAR</td>
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**Terminals (NE, 21 MAR 2024 to 16 MAY 2024)**
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<th>Terminals</th>
<th>Route</th>
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<tr>
<td>PHILADELPHIA(PNE)..................</td>
<td>PUT CCC MANTA T438 ARD......................................................</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)..........</td>
<td>(JETS/TURBPROPS ONLY)REVSS NELIE Q75 SLOJO Q103 PURPY KYYUU LUBBR (RNAV)-STAR........</td>
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<tr>
<td>TAMPA(TPA)..........................</td>
<td>REVSS NELIE Q75 TEULF BAAMF DADES (RNAV)-STAR............................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA).....................</td>
<td>PUT CCC TOPRR Q167 ZIZZI KNUKK ATR LAFLN DEALE (RNAV)-STAR..................</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>BOSTON(BOS)</td>
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<tr>
<td>06FA,BCT,F45,PBI..........................</td>
<td>(DEEP OCEAN)SSOXS (RNAV)—DP SSOXS Q167 SPDEY Y488 STERN Y493 BAHAA DULEE CLMNT (RNAV)—STAR...............</td>
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<td>or</td>
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<tr>
<td></td>
<td>(JETS ONLY)(WATER)SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 DULEE CLMNT (RNAV)—STAR..................</td>
<td></td>
</tr>
<tr>
<td>06FA,BCT,FXE,PBI,PMP .................</td>
<td>SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 KENLL OPTAN (RNAV)—STAR.........</td>
<td></td>
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<tr>
<td>07FA,FLL,HST,HWO,MIA,OPF,TMB,X51........</td>
<td>(V/LI/TURBPROP ONLY: INCL EA50,E50P,SF50,C510,C525)SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 KENLL TARPEN (RNAV)—STAR..................</td>
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<tr>
<td>07FA,HST,MIA,TMB,X51..................</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN)SSOXS (RNAV)—DP SSOXS Q167 SPDEY Y488 STERN Y493 JENKS HOAGG BNFSH (RNAV)—STAR..................</td>
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<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)—STAR..................</td>
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<td>SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 DEBRL CSTAL (RNAV)—STAR ..............</td>
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<td>SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 SAWED MOXY Q85 LPERD TTHOR (RNAV)—STAR ..................</td>
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<td>ATLANTA(ATL)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)—DP BLZZR BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)—STAR ..................</td>
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<td>AUSTIN(AUS)</td>
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<td>BLZZR (RNAV)—DP BLZZR BAF Q406 BWJ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)—STAR ..............</td>
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<td>BUFFALO(BUF)</td>
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<td>HYLND (RNAV)—DP HYLND SYR ROC EHMAN ......................................</td>
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<td>BWI,MTN</td>
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<td>PATSS (RNAV)—DP PATSS NELIE Q75 MXE NUGGY TRISH (RNAV)—STAR ...............</td>
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<td>CHARLOTTE(CLT)</td>
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<td>PATSS (RNAV)—DP PATSS NELIE Q75 GVE LYH CHSLY (RNAV)—STAR .................</td>
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<td>CHICAGO(MDW)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)—DP HYLND CAM Q822 GONZZ Q29 JHW DBJ J60 ASHEN BAGEL PANGG (RNAV)—STAR ..............</td>
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<td>CHICAGO(ORD)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)—DP HYLND CAM Q822 FNT WYNE (RNAV)—STAR .........</td>
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<td>CHS,JZI</td>
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<td>SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)—STAR ..............</td>
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<td>CLEVELAND(CLE)</td>
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<td>(RNAV TURBOJET)HYLND (RNAV)—DP HYLND CAM Q822 GONZZ HANGK THOME TRYBE (RNAV)—STAR ..................</td>
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<td>COLUMBUS(CMH)</td>
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<td>BLZZR (RNAV)—DP BLZZR BAF Q480 AIR CLPRR (RNAV)—STAR .................</td>
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<td>COVINGTON(CVG)</td>
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<td>(DME/DME/IRU OR GPS REQUIRED)REVSS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)—STAR ..................</td>
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<td>DALLAS—FORT WORTH(DFW)</td>
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<tr>
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<td>(DFW SOUTH FLOW)BLZZR (RNAV)—DP BLZZR BAF Q406 BWJ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)—STAR ..............</td>
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<td>or</td>
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<tr>
<td></td>
<td>(DFW NORTH FLOW)BLZZR (RNAV)—DP BLZZR BAF Q406 BWJ J6 HVQ Q68 LITTR FEWWW BRDJE (RNAV)—STAR ..............</td>
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<td>DAYTON(DAY)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)—DP BLZZR BAF Q480 AIR APE DANEI—STAR ..............</td>
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**NE, 21 MAR 2024 to 15 MAY 2024**
PREFERRED IFR ROUTES

DENVER (DEN) ...................................
HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE Q935
MONEE IANNA ONL PORDR AALLE (RNAV)–STAR .......................... 1100–0300

DETROIT SATS (DET, CYQG ONLY) ..........
(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED) HYLND (RNAV)–DP HYLND CAM Q822
GONZ COLTS GIGGY (RNAV)–STAR .......................... 1100–0300

DETROIT SATS (YIP, PTK, ARB ONLY) ....
(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED) HYLND (RNAV)–DP HYLND CAM Q822
GONZ COLTS OILND (RNAV)–STAR .......................... 1100–0300

DETROIT (DTW) ..................................
(DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW HYLND (RNAV)–DP HYLND CAM Q822 GONZ
DONEO CUUGR (RNAV)–STAR .......................... 1100–0300

or

DETROIT SATS (YIP, PTK, ARB ONLY) ....
(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED) HYLND (RNAV)–DP HYLND CAM Q822
GONZ COLTS OILND (RNAV)–STAR .......................... 1100–0300

FLL, OPF ............................................
(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN) SSOXS (RNAV)–DP SSOXS Q167
SPDEY Y488 STERN Y493 JENKS MAJIK CUUDA (RNAV)–STAR
or

(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER) SSOXS (RNAV)–DP SSOXS Q167
RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR
or

SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97
PRMUS CUUDA (RNAV)–STAR .......................... 1100–0300

FORT MYERS (RSW) ...........................
PATSS (RNAV)–DP PATSS NELIE Q75 SLOJO Q103
SYNTA SHIFTY (RNAV)–STAR .......................... 1100–0300

GREENSBORO (GSO) ..........................
PATSS (RNAV)–DP PATSS NELIE Q75 GVE LYH
HENBY–STAR .......................... 1100–0300

HOUSTON (HOU) ..............................
(TURBOJETS) BLZZR (RNAV)–DP BLZZR BAF Q448 PTW
J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR .......................... 1100–0300

or

(TURBOJETS) BLZZR (RNAV)–DP BLZZR BAF Q448 PTW
J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR .......................... 1100–0300

ILG, MQS, PHL, PNE, TTN ..................
SSOXS (RNAV)–DP SSOXS Q167 RIFLE Q439 BRIGS
JIIMS (RNAV)–STAR .......................... 1100–0300

INDIANAPOLIS (IND) ..........................
BLZZR (RNAV)–DP BLZZR BAF Q480 AIR RINTE SNKPT
(RRNAV)–STAR .......................... 1100–0300

ISM, LEE, MCO, ORL, SFB .................
(JETS)(WATER) SSOXS (RNAV)–DP SSOXS Q167 RIFLE
HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC
ALYNA (RNAV)–STAR .......................... 1100–0300

or

(DEEP OCEAN) SSOXS (RNAV)–DP SSOXS Q167 SPDEY
Y488 STERN Y493 BAHAA HIBAC ALYNA
(RNAV)–STAR .......................... 1100–0300

or

(JETS ONLY)(WATER) SSOXS (RNAV)–DP SSOXS Q167
RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC
ALYNA (RNAV)–STAR .......................... 1100–0300

ISM, MCO ............................................
(MCO LANDING NORTH) SSOXS (RNAV)–DP SSOXS Q167
RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD SNFLD
(RNAV)–STAR .......................... 1100–0300

JACKSONVILLE (JAX) ........................
(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) SSOXS (RNAV)–DP SSOXS Q167 RIFLE
HEADI Q97 SAWED GUILD Q409 SESUE ESENT
LUNNI (RNAV)–STAR .......................... 1100–0300

KANSAS CITY (MCI) ...........................
(RNAV TURBOJET/TURBOPROP) BLZZR (RNAV)–DP
BLZZR BAF Q480 AIR SPI EUING RUDDH
(RNAV)–STAR .......................... 1100–0300

LAS VEGAS (LAS) .............................
HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB
ODI FSD J114 DVJ J60 HVE PROMT Q88 HAKMN
ANJL (RNAV)–STAR .......................... 1100–0400

LOUISIANA (LAX) .............................
HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB
ODI FSD J114 DVJ J60 HVE PROMT Q88 HAKMN
ANJL (RNAV)–STAR .......................... 1100–0400

NE, 21 MAR 2024 to 16 MAY 2024
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<th>Terminals</th>
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<tr>
<td>LOUISVILLE(SDF)</td>
<td>BLZZR (RNAV)–DP BLZZR BAQ 406 BWJ 6 HWJ Q68 YOCKY UNCKL MAUDD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MCF,PIE,TPA,VDF</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 STERN Y493 BAHAA HIBAC DADES (RNAV)–STAR</td>
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<tr>
<td>MEMPHIS(MEM)</td>
<td>BLZZR (RNAV)–DP BLZZR BAQ 406 BWJ 6 HWJ Q68 RAMRD BLUZZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MILWAUKEE(MKE)</td>
<td>HYLND (RNAV)–DP HYLND HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)HYLND (RNAV)–DP HYLND HANAA Q816 (DEEP OCEAN)SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 STERN Y493 BAHAA HIBAC DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL(CYUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)–DP HYLND PBERG CARTR (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>MSY,NEW,NBG</td>
<td>(TURBOJETS)BLZZR (RNAV)–DP BLZZR BAQ 448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 PAACX WYLMS</td>
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<tr>
<td>NASHVILLE(BNA)</td>
<td>BLZZR (RNAV)–DP BLZZR BAQ 406 BWJ 6 HWJ Q68 YOCKY GROAT PASLY (RNAV)–STAR</td>
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<tr>
<td>NASSAU(MYNN)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 STERN Y493 WEAKK CARPX Y307 HANXX</td>
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<tr>
<td>NEW YORK(ISP)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)–DP SSOXS BUZRD SEY ORCHA 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>NORFOLK(ORF)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAA CIV</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING SOUTH)SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED MOXQ Q85 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>OTTAWA(CYOW)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND BUGSY SSEN TAPOE DEANS (CANADIAN) (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 GONZQ G92 KLYNE ROD VHP J110 BUM 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)REVSS (RNAV)–DP REVSS CTR HNK KONJ J190 SLT HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>PORTLAND(PDX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GBG GEP DMR J16 PDT JKNOX HHOOD (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAA TAQUE (RNAV)–STAR</td>
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<td>SAN DIEGO(SAN)</td>
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<td>SAN FRANCISCO(SFO)</td>
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**NE, 21 MAR 2024 to 16 MAY 2024**
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<td><strong>06FA,BCT,FXE,PBI,PMP</strong></td>
<td>*(JETS ONLY)(WATER)PONCT 7 Q133 LLUND 437 VILLS 409 CRPLR EARZ 131 WAALT 289 DULEE CLMNT (RNAV–STAR).................</td>
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<td>CHICAGO(ORD)</td>
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<td>HANAA Q816 HOCHE Q935 MON EE IANNA ONL PORDR AALL (RNAV)–STAR</td>
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DETROIT SATS (VIP, PTK, ARB ONLY) ................................................................. 1100–0300

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WASHINGTON (DCA) ...................................................................................... 1100–0300

NE, 21 MAR 2024 to 16 MAY 2024
## PREFERRED IFR ROUTES

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<td>BEADS EMJAY Q167 ZJAY Q97 KENNL CPTAN (RNAV)–STAR</td>
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### NEW YORK (ISP)
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<td>07FA, HST, MIA, TMB, X51</td>
<td>BEADS EMJAY Q167 ZIIZ KNUKK ATR LAFLN MIDDY (RNAV)–STAR</td>
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<td>BINGHAMTON (BSM)</td>
<td>BEADS EMJAY Q167 ZJAY KALDA Q133 CHIZ Y231 MAJIK CUUDA (RNAV)–STAR</td>
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<td>BANGOR(BGR)</td>
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<td>BINGHAMTON(BGM)</td>
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<td>BOSTON(BOS)</td>
<td>(FL180–FL230; JETS ONLY)MERIT ROBUC (RNAV)–STAR</td>
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<td>BUFFALO(BUF)</td>
<td>(TURBOPROPS)COATE LAAY ULW BENE</td>
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<td>BURLINGTON(BTV)</td>
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<td>CHARLOTTE(CLT)</td>
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<td>CHARLOTTESVILLE(CHO)</td>
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<td>CHICAGO(MDW)</td>
<td>(RN 1)DEEEZ (RNAV)–DP CANDR J60 DJB BAGELO PANGG (RNAV)–STAR</td>
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<td>CHICAGO(ORD)</td>
<td>(TURBOPROPS)CNATE Q436 EMMMA WYNE (RNAV)–STAR</td>
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<td>CLEVELAND(CLE)</td>
<td>(RNAV EQUIPPED ONLY)DEEEZ (RNAV)–DP CANDR J60 PSB UPPRR YBRE (RNAV)–STAR</td>
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<td>COLUMBUS(CMH)</td>
<td>RBV Q430 AIR CLPRR (RNAV)–STAR</td>
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<td>COVINGTON(CVG)</td>
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<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW NORTH FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTER FEWW BRDJE (RNAV)–STAR</td>
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<td>(DFW SOUTH FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTER FEWWW SEVRR (RNAV)–STAR</td>
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<td>DAYTON(DAY)</td>
<td>RBV Q430 AIR APE DANEI–STAR</td>
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<td>DENVER(DEN)</td>
<td>RBV Q430 ZANDR J60 SPI IRK O8H BRWRY LAWGR (RNAV)–STAR</td>
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<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME;DME/IRU OR GNSS REQUIRED)GAEYL Q818 WOZEE COLTS GIGG (RNAV)–STAR</td>
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<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(DME;DME/IRU OR GNSS REQUIRED)GAEYL Q818 WOZEE COLTS OKLD (RNAV)–STAR</td>
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<td>DETROIT(DTW)</td>
<td>(DME;DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)GAEYL J95 CFB TRAUD JACCI WNGNT (RNAV)–STAR</td>
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<td>(DME;DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)GAEYL J95 CFB TRAUD JACCI WNGNT (RNAV)–STAR</td>
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<td>WAVEY EMJAY Q167 ZJAY Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<td>(JETS ONLY. EXCLUDES E450, E50S, FS50, C510, C525)WAVEY EMJAY Q167 ZJAY KALDA Q133 CHIZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
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<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN)SHIPP Y488 STERN Y493 JENKS MAJIK CUUDA (RNAV)--STAR</td>
<td>1100–0300</td>
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<td>GREENSBORO(GSO)</td>
<td>RBV Q430 COPES Q75 GVE LYH HENBY--STAR</td>
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<td>HOUSTON(HOU)</td>
<td>RBV Q430 SAAME J6 HVQ Q68 LITTR DHART SWB WAPPL (RNAV)--STAR</td>
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<td>or RBV Q430 BYRDD J48 CSN FANPO Q40 AEX WAPPL (RNAV)--STAR</td>
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<td>HOUSTON(IAH)</td>
<td>(IAH WEST FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTR DHART SWB ZEEKK (RNAV)--STAR</td>
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<td>or (IAH EAST FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTR DHART SWB GESNR (RNAV)--STAR</td>
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<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY; DME/DE/IRU OR GPS REQUIRED)WAVEY EMJAY Q167 ZJAYAY Q97 SAWED GUILD Q409 SESUE ESENT LUNNI (RNAV)--STAR</td>
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<td>or (PROPS)GAYEL V374 MSLIN LAAYK Q436 DGRAF ETG HAYNZ (RNAV)--STAR</td>
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<td>KANSAS CITY(MCI)</td>
<td>RBV Q430 AIR J80 SP EUING RUDDH (RNAV)--STAR</td>
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<td>WAVEY EMJAY Q167 ZJAYAY CCV</td>
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<td>(JETS)NEION J223 CORDS CFB V29</td>
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<td>(DEEP OCEAN)SHIPP Y488 STERN Y493 BAHAA HIBAC DADES (RNAV)–STAR</td>
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<td>TORONTO(CYYZ)</td>
<td>GAYEL Q118 WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
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<td>(FL180–FL220, TURBOJET)WAVEY EMJAY Q167 ZJIZI KNUCK ATR LAFNL DEALE (RNAV)–STAR</td>
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<td>(RNAV EQUIPPED ONLY)RBV HYPER (RNAV)–STAR</td>
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<td>WEST PALM BEACH(PBI)</td>
<td>(DEEP OCEAN)SHIPP Y488 STERN Y493 BAHAA DALES (RNAV)–STAR</td>
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<td>NEW YORK(LGA)</td>
<td>(JETS ONLY),WATER)WHITE Q409 CRPLR EARZZ Q131 WAALT Y289 DULEE CLMT (RNAV)–STAR</td>
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<td>(NFLU)TURBOPROPS ONLY: INCL E500S,F50,CF100,FS255)WHITE Q409 CRPLR PAACK Q97 KENL TARPN (RNAV)–STAR</td>
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<td>07FA,HST,HWO,MIA,OPF,TMB,X51</td>
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<td>07FA,FL7,HST,HWO,MIA,OPF,TMB,X51</td>
<td>(JETS ONLY, EXCLUDES E500, E500S, F50, CS10, CS255, WATER) WHITE Q409 CRPLR PAACK Q97 DEBUL CSTAL (RNAV)–STAR</td>
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<td>7FL6,DAB,DED,EBV,LEE,OMN,ORL,SFB,X50</td>
<td>WHITE Q409 CRPLR Q85 LPERD TTHOR (RNAV)–STAR</td>
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<td>LANNA J48 MOL FLASK VIEWS DEHAN (RNAV)–STAR</td>
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<td>AUBURN/LEWISTON(LEW)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
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<td>(TURBOJETS RNAV 1) COATE Q436 EMMA WYNDE (RNAV)–STAR .......................................</td>
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<td>or (TURBOJETS) IAH EAST FLOW LANNA J48 CSN PANPO Q40 AEX SKNRP (RNAV)–STAR ........</td>
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<td>or (IAH WEST FLOW) RBV Q430 BYRD J4 CSN PANPO Q40 AEX DOOBI (RNAV)–STAR ..........</td>
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<td>(JETS ONLY) WATER WHITE Q409 CRPLR EARZ Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
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<td>KEEN(EEN)</td>
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<td>(DEEP OCEANISHIPP Y488 STERN Y493 BAHAA HIBAC ALYNA (RNAV–STAR)</td>
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<td>(NON–RNAV EQUIPPED ONLYNEWEL J60 PSB EARED GRACE</td>
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<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR J110 STL BUM ICL LBL FTI BUKKO ZUN (RNAV–STAR)</td>
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<td>(FL180 AND ABOVE)GREKI JUDDS CAM CODOOG (RNAV–STAR)</td>
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<td>(DEME/DME/IUR OR GPS)WHITE Q409 TRP0D JAMIE</td>
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<td>LANA J48 MOL</td>
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<td>(PROPSICOATE Q436 LAAYK CF B252 GIBBE</td>
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<td>(TURBOJETS)WHITE Q409 SESLE SOOP</td>
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<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR J80 VHP AARCH (RNAV)–STAR</td>
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<td>(JETS ONLY. EXCLUDES EA50, E50P. SF50. C510. C525)(WATER)ELVAE COL WHITE Q409 CRPLR BGDR Q101 SKAR Y313 HOAGG BNFSH (RNAV–STAR)</td>
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<td>MXE PENSY J110 FLIRT MRB J6 HVQ Q68 YOCKY GROOT PASYL (RNAV)–STAR</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(DEEP OCEAN) TEBOE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 BAHAH HIBAC ALYNA (RNAV)–STAR</td>
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<tr>
<td>PITTSBURGH(PIT)</td>
<td>(RNAV EQUIPPED) TEBOE HAYDO TRPOD TAQUE (RNAV)–STAR</td>
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<tr>
<td>PORTLAND(PWM)</td>
<td>DITCH T416 JIME WAYE SHIPP CCC SCOOGS (RNAV)–STAR</td>
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<tr>
<td>PORTSMOUTH(PSM)</td>
<td>DITCH Q437 LLUND Q22 FOXW KLANE TTERI REMDSG</td>
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<tr>
<td>PROVIDENCE(PVD)</td>
<td>DITCH T416 JIME WAYE SHEP ORCHA JORDN (RNAV)–STAR</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(JETS/TURBOPROPS ONLY, STOEN Q75 SLOJO Q103 PUPPY KYUUU LUBB (RNAV)–STAR</td>
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<td>RICHMOND(RIC)</td>
<td>OOD TEBOE HAYDO TRPOD JAMIE</td>
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<td>ROANOKE(ROA)</td>
<td>STOEN REEFEI EMI J48 MOL</td>
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<td>ROCHESTER(ROC)</td>
<td>PTW SARAA RAV TYMAN J227 ULW GIBBE</td>
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<td>TAMPA(TPA)</td>
<td>STOEN Q75 TEUF L BAMF DADES (RNAV)–STAR</td>
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<td>TORONTO(CZY)</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
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<td>WINDSOR LOCKS(BDL)</td>
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<td>PITTSBURGH(PIT)</td>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>EWC WOMB T PIGZ PONCT JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>CKB COBEE PSK OBNEE OSPRI (RNAV)–STAR</td>
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<td>CHARLESTON(CHS)</td>
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<td>(RNAV ONLY) BSV WEEVR Q62 WATSN WATSN (RNAV)–STAR</td>
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Terms:
- PITTSBURGH(PIT)
- CHICAGO(ORD)
- CHICAGO(MDW)
- CHARLOTTE(CLT)
- CHARLESTON(CHS)
- BOSTON(BOS)
- BALTIMORE(BWI)
- ATLANTA(ATL)
- WINDSOR LOCKS(BDL)
- WHITE PLAINS(HPN)
- WEST PALM BEACH(PBI)
- PROVIDENCE(PVD)
- PORTSMOUTH(PSM)
- PORTLAND(PWM)
- PITTSBURGH(PIT)
- RALEIGH/DURHAM(RDU)
- RICHMOND(RIC)
- ROANOKE(ROA)
- ROCHESTER(ROC)
- SAN FRANCISCO(SFN)
- SARASOTA/BRADENTON(SRQ)
- SAINT LOUIS(STL)
- TAMPA(TPA)
- TORONTO(CZY)
- WINDSOR LOCKS(BDL)
- WHITE PLAINS(HPN)
- PITTSBURGH(PIT)
- ATLANTA(ATL)
- BOSTON(BOS)
- BALTIMORE(BWI)
- CHARLESTON(CHS)
- CHARLOTTE(CLT)
- CHICAGO(MDW)
- CHICAGO(ORD)

Effective Times (UTC): 1100–0300

Ne, 21 Mar 2024 to 16 May 2024
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<td>FORT LAUDERDALE (FLL)</td>
<td>(JETS ONLY), EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)CKB COBBE DANCO Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>NE, 21 MAR 2024 to 16 MAY 2024</td>
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<td>INDIANAPOLIS (IND)</td>
<td>DILNE AEROS RINTE SNKPT (RNAV)–STAR</td>
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<td>EWC WOMB TFD HOXIE J70 LVZ LENDY–STAR</td>
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<td>(MCO LANDING NORTH)CKB COBBE DANCO Q103 SLOJO Q83 ROYO Q85 LPERD SNFLD (RNAV)–STAR</td>
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<td></td>
<td>(MCO LANDING SOUTH)CKB COBBE DANCO Q103 SLOJO Q83 ROYO Q85 LPERD GTOUT (RNAV)–STAR</td>
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<td>PHILADELPHIA (PHL)</td>
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<td>SOUTH FLORIDA (FLL, OPF, MIA, 07FA, HST, TMB, X51, HWO)</td>
<td>(VL)/TURBPROB ONLY: INCL EA50, E50P, SF50, C510, C525)CKB COBBE DANCO Q103 SLOJO Q83 JEVED Q97 KENLL TARPKN (RNAV)–STAR</td>
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<td>WASHINGTON (DCA)</td>
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<td>PLATTSBURGH (PBG)</td>
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<tr>
<td>ORLANDO (SFB)</td>
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<td>ST PETERSBURG–CLEARWATER (PIE)</td>
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<td>PORTLAND (PWM)</td>
<td>(JETS ONLY)(WATER)NUBLE (RNAV)–DP CCC Q97 KALDA Q131 WAULT Y289 DULEE CLMNT (RNAV)–STAR</td>
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<td>1100–0300</td>
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<td>(DME/DME/IRU OR GPS REQUIRED)HSKEL (RNAV)–DP CAM Q822 FNT WYNE (RNAV)–STAR</td>
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<td>07FA, HST, MIA, TMB, X51</td>
<td>NUBLE (RNAV)–DP CCC Q97 KENLL CPTAN (RNAV)–STAR</td>
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<td>COVINGTON (CVG)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)HSKEL (RNAV)–DP CAM Q822 GONZ VINOZANG ZOBZ VINOZ (RNAV)–STAR</td>
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<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)HSKEL (RNAV)–DP CAM Q822 GONZ DONO TPGUN (RNAV)–STAR</td>
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<td>07FA, HST, MIA, TMB, X51</td>
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<tr>
<td>DETROIT (DTW)</td>
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<td>FORT MYERS (RSW)</td>
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<td>(JETS ONLY)(WATER)NUBLE (RNAV)–DP CCC Q97 KALDA Q131 WAULT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td>1100–0300</td>
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**PREFERRED IFR ROUTES**

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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>ISM,MCO</td>
<td>(MCO LANDING SOUTH)NUBLE (RNAV)–DP NELIE BIZEQ75 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR...</td>
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<td>or (MCO LANDING NORTH)NUBLE (RNAV)–DP NELIE BIZEQ75 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR...</td>
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<td>or (MCO LANDING SOUTH)NUBLE (RNAV)–DP CCC Q97 SAWED MOXY Q85 LPERD GTOUT (RNAV)–STAR...</td>
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<td>(TURBOJETS)HSKEL (RNAV)–DP HANAA Q816 KELTQ812 ZOHAN IDIOM MUSCL (RNAV)–STAR...</td>
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<td>NEW YORK(JFK)</td>
<td>(TURBOJETS ONLY)NUBLE (RNAV)–DP JJIMY PVD TRAIT PARCH PARCH (RNAV)–STAR...</td>
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<td>NEW YORK(LGA)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)–DP CAM ALB HAARP–STAR...</td>
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<td>PHILADELPHIA(Phl)</td>
<td>NUBLE (RNAV)–DP CCC MANTA Q439 BRIGS JIIMSNUBLERFLY (RNAV)–STAR...</td>
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<td>PITTSBURGH(PIT)</td>
<td>HSKEL (RNAV)–DP CAM ALB J49 HNK SLT HAYNZ (RNAV)–STAR...</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>NUBLE (RNAV)–DP CCC TOPPR Q167 ZJAA Y TAQLE (RNAV)–STAR...</td>
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<td>SARASOTA/BRADENTON(SQ)</td>
<td>(JETS/TURBOPROPS ONLY)NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR...</td>
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<td>TAMPA(TPA)</td>
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<td>WASHINGTON(DCA)</td>
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<td>WASHINGTON(IAD)</td>
<td>(ADVANCED RNAV ONLY)NUBLE (RNAV)–DP BAF HYPER (RNAV)–STAR...</td>
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<td>WHITE PLAINS(HPN)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)–DP CAM ALB VALRE–STAR...</td>
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<tr>
<td>PORTSMOUTH(PSM)</td>
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<td>SCUPP FOXBO RIFLE HEADI Q97 KALDA Q131 WAALT Y289 DULEE CLMNT (RNAV)–STAR...</td>
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<td>7FL6,DAB,DED,EBV,LEE,OMN,ORL,SFB,X</td>
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<td>CAMP SPRINGS(Adw)</td>
<td>CON CAM ALB BIZEQ75 SLOJO Q103 PUPPY KYYUULUBBR (RNAV)–STAR...</td>
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<td>FA54,LAL,PGD,SRQ,VNC</td>
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<td>ISM,LEE,MCO,ORL,SFB</td>
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<tr>
<td>MCF,PIE,TPA,VDF</td>
<td>SCUPP FOXBO RIFLE HEADI Q97 PAACK WYRMS...</td>
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<tr>
<td>MYRTLE BEACH(MYR)</td>
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<tr>
<td>PROVIDENCE(PVD)</td>
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**Terminals Route Effective Times (UTC)**

**ISM,LEE,MCO**

- PREFERRED IFR ROUTES

- Terminals Route Effective Times (UTC)

- NE, 21 MAR 2024 to 16 MAY 2024
PREFERRED IFR ROUTES

Terminals

07FA,HST,MIA,TMB,X51
7FL6,DAB,DED,EBV,LEE,OML,ORL,SFB,X50
ATLANTA(ATL)
BWI,MTN
CHARLOTTE(CLT)
CHICAGO(MDW)
CHICAGO(ORD)
CHS,ZJI
COVINGTON(CVG)
DENVER(DEN)
DETROIT SATS(DET,CYQG ONLY)
DETROIT SATS(YIP,PTK,ARB ONLY)
DETROIT(DTW)
FLL,OPF
FORT MYERS(RSW)
ISM,LEE,MCO,ORL,SFB
ISM,MCO
JACKSONVILLE(JAX)
MINNEAPOLIS(MSP)
NEW YORK(LGA)
NEWARK(EWR)
NORFOLK(ORF)
ORLANDO(MCO)
PHILADELPHIA(PHL)
PITTSBURGH(PIT)
RALEIGH/DURHAM(RDU)
RICHMOND(RIC)
SARASOTA/BRADENTON(SRQ)
ST LOUIS(STM)
ST PETERSBURG–CLEARWATER(PIE)
TAMPA(TPA)

Route

JUMPR RIFLE HEADI Q97 DEBRL CSTAL (RNAV)–STAR or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)JUMPR RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)–STAR ......
JUMPR RIFLE HEADI Q97 SAWED MOXY Q85 LPERD TTOR (RNAV)–STAR ................................
JUMPR RIFLE HEADI Q167 ZIZZI KNUKK ATR LAFLN MIDDY (RNAV)–STAR ..........................
JUMPR RIFLE Q167 ZJAAY ARICE JAMIE (TURBOJETS ONLY; DME/DME/IRU OR GPS) ..................................
JUMPR RIFLE Q167 ZJAAY TEUFL BAAMF DADES (RNAV)–STAR ...........
JUMPR RIFLE Q167 ZJAAY HIBAC ALYNA (RNAV)–STAR ..............................
JUMPR RIFLE Q167 ZJAAY CCV ........

Effective Times (UTC)

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NE, 21 MAR 2024 to 16 MAY 2024
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<td>WASHINGTON(IAD)</td>
<td>(RNAV ONLY) PUT BAF HYPER (RNAV)–STAR</td>
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<td>or (AOB 220; TURBOPROPS) PUT BAF SAGES LAAYK MIP SEG PRTZL (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>(VLI/TURBOPROP ONLY: INCL EA50, E50P, SF50, C510, C525) HOUKY MAZON KOHLS Q97 KENLL TARPIN (RNAV)–STAR</td>
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<td>(JETS ONLY. EXCLUDES EA50, E50P, SF50, C510, C525) HOUKY MAZON KOHLS SKARP Y313 HOAGG BNFSH (RNAV)–STAR</td>
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<td>BOSTON (BOS)</td>
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<td>SARASOTA/BRADENTON (SRQ)</td>
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<td>ST PETERSBURG–CLEARWATER (PIE)</td>
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<td>SYRACUSE(SYR)</td>
<td>(TURBOJETS ONLY)SYR V35 ULW PSB Q71 GEFFS HVQ LNDIZ PARQR (RNAV)–STAR ..........</td>
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<td>(DME/DME/IRU OR GNSS REQUIRED)BIUF COLTS OKLND (RNAV)–STAR ...............</td>
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<td>FORT LAUDERDALE(FLL)</td>
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<td>FORT MYERS(RSW)</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>(250KTS OR GREATER)HKN IGN KINGSTON–STAR ...............................</td>
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<tr>
<td>ORLANDO (MCO)</td>
<td>(MCO LANDING NORTH) SYR PTAKI ULW PSB Q71 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR.</td>
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<tr>
<td>TETERBORO (TEB)</td>
<td>07FA, FLL, HST, HWO, MIA, OPF, TMB, X51 ELVAE COL WHITE Q409 CRPLR PAAK K97 KENNN TARPN (RNAV)–STAR.</td>
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<td>7FL6, DAB, DED, EVB, LEE, OMN, ORL, SFB, X 50. ELVAE COL WHITE Q409 CRPLR Q85 LPERD TTHOR (RNAVA)–STAR.</td>
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<tr>
<td>AUGUSTA (AUG)</td>
<td>(FL190 AND ABOVE) BEREZI V39 CMK GREKI JUDDS CAM CON.</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR (BGR)</td>
<td>(FL190 AND ABOVE) BEREZI V39 CMK GREKI JUDDS CAM.</td>
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<td>BAR HARBOR (BHB)</td>
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<tr>
<td>BURLINGTON (BTC)</td>
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<td>BURLINGTON (BTC)</td>
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<td>CONCORD (CON)</td>
<td>ELVAE COL WHITE Q409 CRPLR DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR.</td>
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<td>COVENTON (CVD)</td>
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<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DME/DME OR GNSS REQUIRED) GAYEL Q818 WOZEE COLTS GIGGY (RNAV)–STAR.</td>
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<td>DETROIT SATS (VIP, PTK, ARB ONLY)</td>
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<td>JACKSONVILLE (JAX)</td>
<td>(TURBOJETS ONLY; DME/DME/DME OR GPS REQUIRED) ELVAE COL WHITE Q409 SESUE ESENT LUNNI (RNAV)–STAR.</td>
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<td>KEENE (EEN)</td>
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<td>LACONIA (LCI)</td>
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<td>LAKE PLACID (LKP)</td>
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<td>LEBANON (LEB)</td>
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<td>MANCHESTER (MHT)</td>
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<td>MONTREAL (CYUL)</td>
<td>(AT OR ABOVE FL190; DME/DME/DME OR GNSS REQUIRED) BEREZI V39 CMK GREKI JUDDS CAM JASDU PBERG CARTR (CANADIAN) (RNAV)–STAR.</td>
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<td>NANTUCKET (ACK)</td>
<td>(FL180–FL230 ONLY; JETS ONLY) BEREZI V39 CMK BAYSSE SEALL V188 GON DEEP (RNAV)–STAR.</td>
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<td>NASHUA (ASH)</td>
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<td>PORTSMOUTH(PSM)</td>
<td>(170 AND ABOVE)MERIT HFD FOXWD KLANE TTERI REMDG</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>BIGGY Q75 MXE CLIPR (RNAV)–STAR</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 BAHAA DULIE CLMNT (RNAV)–STAR</td>
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<td>TORONTO(CYYZ)</td>
<td>(JET ACFT ONLY) BETES (CANADIAN) (RNAV) – DP FOXEE Q145 HVQ HLRRY ONDRE (RNAV) – STAR</td>
<td>1100–0300</td>
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<td>ATLANTA(Atl)</td>
<td>(JET ACFT ONLY) KEPTA (CANADIAN) (RNAV) – DP BMPAH AEVON HANKK PONCT JFUND (RNAV) – STAR</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(DME/DME/JRU OR GPS REQUIRED) MIXUT (CANADIAN) (RNAV) – DP GNYTRY UKATS TIGRR (RNAV) – STAR</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>BETES (CANADIAN) (RNAV) – DP AIRRA Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV) – STAR</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>(JETS/TURBOPROPS ONLY) BETES (CANADIAN) (RNAV) – DP AIRRA Q103 CNTA SHFTY (RNAV) – STAR</td>
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<tr>
<td>JACKSONVILLE(JAX)</td>
<td>BETES (CANADIAN) (RNAV) – DP AIRRA Q103 SLOJO Q83 WURFL ESENT LUENNI (RNAV) – STAR</td>
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<tr>
<td>MIAMI(MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) BETES (CANADIAN) (RNAV) – DP AIRRA Q103 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV) – STAR</td>
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<td>ORLANDO(MCO)</td>
<td>(TURBOJETS ONLY) MCO LANDING (SOUTH) BETES (CANADIAN) (RNAV) – DP AIRRA Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV) – STAR</td>
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<td>SAN FRANCISCO(SFO)</td>
<td>(JET ACFT ONLY) GPOPUP (CANADIAN) (RNAV) – DP HOCKE BAE J16 MCW J148 OAL INYOE D4AMD (RNAV) – STAR</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) BETES (CANADIAN) (RNAV) – DP AIRRA Q103 PUPYY KYYUU LUBBR (RNAV) – STAR</td>
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<td>SAVANNAH(SAV)</td>
<td>BETES (CANADIAN) (RNAV) – DP AIRRA Q103 SLOJO CANTR PLZZZ</td>
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<td>TAMPA(TPA)</td>
<td>(JETS/TURBOPROPS ONLY) BETES (CANADIAN) (RNAV) – DP AIRRA Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV) – STAR</td>
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<td>WEST PALM BEACH(PBI)</td>
<td>(TURBOJETS ONLY) BETES (CANADIAN) (RNAV) – DP AIRRA Q103 SLOJO Q83 JEVED Q97 KENLL CPTAN (RNAV) – STAR</td>
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<tr>
<td>TRENTON(TTN)</td>
<td>OOD TEBEE HAYDO TRPQ 409 CRPLR DFENC Q109 LAANA AMYLU AMYLU (RNAV) – STAR</td>
<td>1100–0300</td>
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<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(JETS ONLY) WATER) BUZRD Q167 RIFLE HEADI Q97 KALDA Q131 WALT Y289 DUELE CLMT (RNAV) – STAR</td>
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<td>(JETS ONLY) WATER) BUZRD Q167 RIFLE HEADI Q97 KENLL CPTAN (RNAV) – STAR</td>
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<td>(AOB FL220; TURBOJETS ONLY) SEY PARCH (RNAV) – STAR</td>
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<td>(AOB FL220; TURBOJETS ONLY) SEY PARCH (RNAV) – STAR</td>
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<td>(JETS ONLY) WATER) AMEEE (RNAV) – DP SCOOB EARZZ Q131 WALT Y289 DUELECLMT (RNAV) – STAR</td>
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<td>(JETS ONLY) WATER) AMEEE (RNAV) – DP SCOOB PAQQ Q97 KENLL CPTN (RNAV) – STAR</td>
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<td>(VLF/TURBOPROPS) (INCL EA50, E50P, SF50, C510, C525) AMEEE (RNAV) – DP SCOOB PAQQ Q97 KENLL TARP (RNAV) – STAR</td>
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<td>(TURBOJETS) AMEEE (RNAV) – DP SCOOB PAQQ Q97 DEBRL CSTAL (RNAV) – STAR</td>
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<td>(TURBOJETS) AMEEE (RNAV) – DP SCOOB PAQQ Q97 DEBRL CSTAL (RNAV) – STAR</td>
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<td>(JETS ONLY) EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) AMEEE (RNAV) – DP SCOOB EARZZ SKARP Y313 HOAGG BNFSH (RNAV) – STAR</td>
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<tr>
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<td>47N, CDW, LDJ, MMU, SMQ, TEB</td>
<td>1100–0400</td>
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<tr>
<td></td>
<td>SOKKI (RNAV) – SWANN JAICE (RNAV) – STAR</td>
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NE, 21 Mar 2024 to 16 May 2024
**PREFERRED IFR ROUTES**

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<td>AKRON(CAK)</td>
<td>HORTO (RNAV)–DP JERES J211 JST SOORD ZZIPS (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ALBANY(ALB)</td>
<td>(TURBOJETS)SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUIND TRUDE V487 CANAN (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>ASHEVILLE(AVL)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 FEEDS SUG</td>
<td>1100–0300</td>
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<tr>
<td>ATLANTA(ATL)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP FLASK OZZZI (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>AUSTIN(AUS)</td>
<td>CLTCH (RNAV)–DP MAULS Q40 ALEAN VXV SQS SWB LUKKN WLEE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR(BGR)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 FOXWD BOS</td>
<td>1100–0300</td>
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<td>BEDFORD(BED)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 Q404 NIOLA DIODE</td>
<td>1100–0300</td>
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<td>BIRMINGHAM(BHM)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 ALEAN VXV</td>
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<td>BOSTON(BOS)</td>
<td>(TURBOJETS)SOOKI (RNAV)–DP SWANN BROSS Q419 JFK ROBUC (RNAV)–STAR</td>
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<tr>
<td>BRIDGEPORT(BDR)</td>
<td>DOCTR (RNAV)–DP AGARD WNSTN Q439 SARDI RICED KEYED</td>
<td>1100–0300</td>
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<td>BUFFALO(BUF)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J220 SFK</td>
<td>1100–0300</td>
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<td>BURLINGTON(BTV)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUIND CAM</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>SCRAM (RNAV)–DP GLANC LHY CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHATTANOOGA(CHA)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 ALEAN VXV</td>
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<td>CHICAGO(MDW)</td>
<td>(TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>CHICAGO(ORD)</td>
<td>(TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)–STAR</td>
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<td>CHIJ, JI</td>
<td>(TURBOJETS)SAMEE (RNAV)–DP SOOQB DFENC Q109 LAANA AMYLU AMYLJ (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>CLEVELAND(CLE)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J211 JST UPPPR TRYBE (RNAV)–STAR</td>
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<td>COLUMBUS(CMH)</td>
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<td>COLUMBUS(LCK)</td>
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<td>COLUMBUS(OSU)</td>
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<td>COVINGTON(CVG)</td>
<td>(TURBOJETS)REBLL (RNAV)–DP OTTTO COLNS BAVNN (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>DALLAS(DAL)</td>
<td>REBLL (RNAV)–DP OTTTO Q80 FAREV RAMRD Q68 LITTR DIRRK HIBIL (RNAV)–STAR</td>
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<tr>
<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW NORTH FLOW)REBLL (RNAV)–DP OTTTO Q80 FAREV RAMRD Q68 LITTR FEWWB BRDJE (RNAV)–STAR</td>
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<td>or</td>
<td>(DFW SOUTH FLOW)REBLL (RNAV)–DP OTTTO Q80 FAREV RAMRD Q68 LITTR FEWWB SEEVR (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>DAYTON(DAY)</td>
<td>(TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS APE</td>
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<td>DENVER(DEN)</td>
<td>REBLL (RNAV)–DP OTTTO Q716 STL J24 OATHE CLASH (RNAV)–STAR</td>
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<tr>
<td>DETROIT SATS(DET,ARB,PYK,YIP,CYQG)</td>
<td>(TURBOJETS)DME/DME/IRU OR GPS REQUIRED/HORTO (RNAV)–DP JERES J211 HAGUD WWSHF FOREY (RNAV)–STAR</td>
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<td>DETROIT(DTW)</td>
<td>(DTW SOUTH FLOW)HORTO (RNAV)–DP BUFFR Q178 KOZAR BONZZ (RNAV)–STAR</td>
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<td>or</td>
<td>(DTW NORTH FLOW)HORTO (RNAV)–DP BUFFR Q178 KOZAR KLYNK (RNAV)–STAR</td>
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<td>FARMINGDALE(FRG)</td>
<td>(180–230)DOCTR (RNAV)–DP AGARD WNSTN Q439 SARDI CCC DPK</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>(TURBOJETS)IAH WEST FLOW CLTCH (RNAV)—DP MAULS Q40 AEX DOOBI (RNAV)—STAR</td>
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<td>GREENSBORO(GSO)</td>
<td>SCRAM (RNAV)—DP GLANC LYH HENBY—STAR</td>
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<td>GREER(GSP)</td>
<td>SCRAM (RNAV)—DP GLANC FUBL JUNN (RNAV)—STAR</td>
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<td>INDIANAPOLIS(IND)</td>
<td>CLTCH (RNAV)—DP MAULS Q40 AEX VXV RJQ</td>
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<td>ISM,LEE,MCO,ORL,SFB</td>
<td>PLASH SNKPT (RNAV)—STAR</td>
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<td>ISM,MCO</td>
<td>(JETS ONLY) WATER AMEE (RNAV)—DP SCOOB EARZZ Q131 WAALT Y289 BAHAH HIBAC ALYNA (RNAV)—STAR</td>
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<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS)CLTCH (RNAV)—DP MAULS Q40 AEX SKNRD (RNAV)—STAR</td>
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<td>KANSAS CITY(MCI)</td>
<td>(RNAV TURBOJET/TURBOPROP)REBLL (RNAV)—DP OTTTO Q176 STL EUING RUDDH (RNAV)—STAR</td>
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<td>KNOXVILLE(TYS)</td>
<td>(TURBOJETS)CLTCH (RNAV)—DP MAULS Q40 AEX VXV RJQ</td>
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<td>LOUISVILLE(SDF)</td>
<td>REBLL (RNAV)—DP OTTTO Q68 YOCKY UNCKL MAUDD</td>
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<td>MANCHESTER(MHT)</td>
<td>SOOKI (RNAV)—DP SWANN BROSS Q419 RBV Q22 LLUND SMYTH ROIZE (RNAV)—STAR</td>
<td>1100–0300</td>
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<td>MEMPHIS(MEM)</td>
<td>(TURBOJETS)CLTCH (RNAV)—DP MAULS Q40 AEX SKNRD (RNAV)—STAR</td>
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<td>MILWAUKEE(MKE)</td>
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<td>MINNEAPOLIS(MSP)</td>
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<td>MONTREAL(CYUL)</td>
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<td>MYRTLE BEACH(MYR)</td>
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<td>NANTUCKET(ACK)</td>
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<td>NASHVILLE(BNA)</td>
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<td>NEW YORK(ISP)</td>
<td>DOCTR (RNAV)—DP AGARD SIE BRIGS Q439 SARDI CCC</td>
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<td>NEW YORK(JFK)</td>
<td>(TURBOJETS)DOCTR (RNAV)—DP AGARD DONIL T315 PANZE V44 CAMRN</td>
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<td>NEW YORK(LGA)</td>
<td>(TURBOJETS)DOCTR (RNAV)—DP AGARD SPEAK PROUD (RNAV)—STAR</td>
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<td>NEWARK(EWR)</td>
<td>(TURBOJETS)DOCTR (RNAV)—DP AGARD SPEAK PROUD (RNAV)—STAR</td>
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<td>ORLANDO(MCO)</td>
<td>(TURBOJETS)CLTCH (RNAV)—DP MAULS Q40 AEX VXV RJQ</td>
<td>1100–0300</td>
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<td>OTTAWA(CYOW)</td>
<td>HORTO (RNAV)—DP JERES J227 ULW SYR ART DEANS (CANADIAN) (RNAV)—STAR</td>
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<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS)CLTCH (RNAV)—DP MAULS Q40 AEX VXV RJQ</td>
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**WASHINGTON (IAD)**

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<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)–STAR</td>
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<tr>
<td>PROVIDENCE (PVD)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 CREEL ORCHA JORDN JORDN (RNAV)–STAR</td>
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<td>RALEIGH/DURHAM (RDU)</td>
<td>(AOB FL220) JAMEE (RNAV)–DP COLIN TAPPA HOUKY TAQUE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>ROCHESTER (ROC)</td>
<td>(TURBOJETS) HORTO (RNAV)–DP JERES J220 MICAH J227 ULW GIBBE</td>
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<td>SARASOTA BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) JUDBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
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<td>SAVANNAH (SAV)</td>
<td>AMEE (RNAV)–DP SCOOB GUILD Q409 SESUE SOOOP</td>
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<td>SYRACUSE (STL)</td>
<td>REBLL (RNAV)–DP OTTO Q176 BICKS PXV BOOSH (RNAV)–STAR</td>
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<td>TAMPA (TPA)</td>
<td>JUDBB (RNAV)–DP RRSIN GSO Q75 TEULFL BAAMF DADES (RNAV)–STAR</td>
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<td>HORTO (RNAV)–DP JERES J220 SFK WOZEE LING (CANADIAN) (RNAV)–STAR</td>
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<td>VINEYARD HAVEN (MY)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE LIBBE FLAPE</td>
<td>1100–0400</td>
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<td>WHITE PLAINS (HPN)</td>
<td>(AT OR ABOVE FL180; TURBOJETS) JERES (RNAV)–DP SWANN BROSS Q419 NACYN CYN BOUNO–STAR</td>
<td>1100–0400</td>
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<tr>
<td>WINDSOR LOCKS (BDL)</td>
<td>(GPS OR DME/DME/IRU EQUIPPED) JERES (RNAV)–DP SWANN BROSS Q419 DPK DEER PARK–STAR</td>
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**AE 50 ESOP 5F50 C510 C525 WATER**

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<td>(PART 121 ONLY, JETS ONLY; WATER) JCOBY (RNAV)–DP SCOOB EARZZ Q131 WAALT Y289 DULEE CLMT (RNAV)–STAR</td>
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<td>06F, BCT, FXE, PBI, PMP</td>
<td>(PART 121 ONLY) JCOBY (RNAV)–DP SCOOB PAACK Q97 KENLL CPTAN (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>07F, FLL, HST, HWO, MIA, OPF, TMB, X51</td>
<td>(PART 121 ONLY) JCOBY (RNAV)–DP SCOOB PAACK Q97 KENLL TARP (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>07F, HST, MIA, TMB, X51</td>
<td>(PART 121 ONLY) JCOBY (RNAV)–DP SCOOB PAACK Q97 DEBRL CSTAL (RNAV)–STAR</td>
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**ASHEVILLE (AVL)**

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<tr>
<td>ASHEVILLE (AVL)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 FEEDS SUG</td>
<td>1100–0400</td>
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**ATLANTA (ATL)**

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<td>ATLANTA (ATL)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP FLASK QZZZI (RNAV)–STAR</td>
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**AUSTIN (AUS)**

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<td>AUSTIN (AUS)</td>
<td>CLTCH (RNAV)–DP MAULS Q40 ALEAN VXX SQS SWB LUKKN WLEEE (RNAV)–STAR</td>
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**BANGOR (BGR)**

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<tr>
<td>BANGOR (BGR)</td>
<td>(PART 121 AND 129 ONLY) JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND DRUDE V487 CANAN</td>
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**BEDFORD (BED)**

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<tr>
<td>BEDFORD (BED)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 DPK MAD HDF DREW (RNAV)–STAR</td>
<td>1100–0300</td>
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**BIRMINGHAM (BHM)**

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<td>BIRMINGHAM (BHM)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 NIOLA DIODE</td>
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**BOSTON (BOS)**

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<tr>
<td>BOSTON (BOS)</td>
<td>(TURBOJETS) PART 121 AND 129 ONLY) JCOBY (RNAV)–DP SWANN BROSS Q419 JFK ROBUC (RNAV)–STAR</td>
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**BUFFALO (BUF)**

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<tr>
<td>BUFFALO (BUF)</td>
<td>JERES (RNAV)–DP JERES J220 SFK</td>
<td>1100–0300</td>
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**BURLINGTON (BTV)**

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<td>BURLINGTON (BTV)</td>
<td>JERES (RNAV)–DP JERES J220 BIGEO J49 J49 ALB BTV</td>
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**CHARLOTTE (CLT)**

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<td>CHARLOTTE (CLT)</td>
<td>(AOB FL320) SCRAM (RNAV)–DP GLANC LHY CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
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**CHATANOOGA (CHA)**

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<tr>
<td>CHATTANOOGA (CHA)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 ALEAN VXX</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(MDW)</td>
<td>(TURBOJETS)BUNZZ (RNAV)-DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)-STAR</td>
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<td>CHICAGO(ORD)</td>
<td>(TURBOJETS)BUNZZ (RNAV)-DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)-STAR</td>
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<tr>
<td>CLEVELAND(CLE)</td>
<td>(RNAV TURBOJET)JERES (RNAV)-DP JERES J211 JST UPPRR TRYBE (RNAV)-STAR</td>
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<tr>
<td>COLUMBUS(CMH)</td>
<td>(TURBOJETS)BUNZZ (RNAV)-DP RAMAY Q72 HACKS SCRLT SCRLT (RNAV)-STAR</td>
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<td>COLUMBUS(OSU)</td>
<td>BUNZZ (RNAV)-DP RAMAY Q72 HACKS SCRLT SCRLT (RNAV)-STAR</td>
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<tr>
<td>CLEVELAND(CLE)</td>
<td>(RNAV TURBOJET)JERES (RNAV)-DP JERES J211 JST UPPRR TRYBE (RNAV)-STAR</td>
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<td>DAYTON(DAY)</td>
<td>BUNZZ (RNAV)-DP RAMAY Q72 HACKS APE DANEI-STAR</td>
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<tr>
<td>DETROIT SATS(DET,ARB,PTK,YIP,CYQG)</td>
<td>(TURBOJETS: DME/DME/IRU OR GPS REQUIRED)JERES (RNAV)-DP JERES J211 HAGUD WWSHR FOREY (RNAV)-STAR</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DTW NORTH FLOW)MCRAY (RNAV)-DP MCRAY Q178 KOZAR KLYNK (RNAV)-STAR</td>
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<tr>
<td>FARMINGDALE(FRG)</td>
<td>(180–230)WOOLY (RNAV)-DP AGARD WINSTN Q439 SARDI CCC DPRK</td>
<td>1000–0300</td>
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<td>FLL,OPF</td>
<td>(PART 121 ONLY, JETS ONLY EXC EA50 ESOP SF50 C510 C525)WATER)JCOBY (RNAV)-DP SCOOB PAACK Q97 PRMUS CUUDA (RNAV)-STAR</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>JDUBB (RNAV)-DP RSRN GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
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<tr>
<td>GREENSBORO(GSO)</td>
<td>SCRAM (RNAV)-DP GLANC LYH HENBY-STAR</td>
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<tr>
<td>GREER(GSP)</td>
<td>SCRAM (RNAV)-DP GLANC FUBLI JUNNR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)CLTCH (RNAV)-DP MAULS Q40 AEX WAPPL (RNAV)-STAR</td>
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<tr>
<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)IAH WEST FLOW)CLTCH (RNAV)-DP MAULS Q40 AEX DOOBI (RNAV)-STAR</td>
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<td>HUNTSVILLE(HSV)</td>
<td>(TURBOJETS)IAH EAST FLOW)CLTCH (RNAV)-DP MAULS Q40 AEX SKNRD (RNAV)-STAR</td>
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<td>INDIANAPOLIS(IND)</td>
<td>CLTCH (RNAV)-DP MAULS Q40 ALEAN XVX RQZ</td>
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<td>ISM,LEE, MCO, ORL, SFB</td>
<td>(PART 121 ONLY, JETS ONLY)WATER)JCOBY (RNAV)-DP SCOOB EARZ Q131 WAALT BAHAA HIBAC ALEYA (RNAV)-STAR</td>
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<tr>
<td>ISM, MCO</td>
<td>(PART 121 ONLY)MCO LANDING NORTH)JCOBY (RNAV)-DP SCOOB MOXX Q85 LPERD SNFLD (RNAV)-STAR</td>
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<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(PART 121 ONLY)JCOBY (RNAV)-DP SCOOB GUILD Q409 SESUE ESENT LUNNI (RNAV)-STAR</td>
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<tr>
<td>KANSAS CITY(MCI)</td>
<td>(RNAV TURBOJET)TURBOPROP)RLNDI (RNAV)-DP OTTO Q176 STL EUNING RUDDH (RNAV)-STAR</td>
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<tbody>
<tr>
<td>KNOXVILLE(TYS)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 ALEAN VXX</td>
<td>1100–0300</td>
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<tr>
<td>LOUISVILLE(SDF)</td>
<td>RLNDI (RNAV)–DP OTTO Q68 YOCKY UNCKL MAUDD (RNAV)–STAR</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>(PART 121 AND 129 ONLY)JCOBY (RNAV)–DP SWANN BROSS Q419 RBQ Q22 LLUND SMYTH ROZSE (RNAV)–STAR</td>
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<tr>
<td>MEMPHIS(MEM)</td>
<td>(TURBOJETS)RNLDI (RNAV)–DP OTTO Q80 FAREV RAMRD BLUZZ (RNAV)–STAR</td>
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<tr>
<td>MILWAUKEE(MKE)</td>
<td>(TURBOJETS)MCRAY (RNAV)–DP MCRAY Q178 D JB J34</td>
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<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)MCRAY (RNAV)–DP MCRAY Q178 D JB J34</td>
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<tr>
<td>MONTREAL(CYUL)</td>
<td>(PART 121 AND 129 ONLY)JCOBY (RNAV)–DP SWANN BROSS Q419 RBQ Q22 LLUND CAM JASDU PBERG CART (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>MSY, NEW, NBG</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 NIOLA MERDN TRSSH (RNAV)–STAR</td>
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<tr>
<td>NANTUCKET(ACK)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBQ Q430 RIFLE DEEPO (RNAV)–STAR</td>
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<td>NASHVILLE(BNA)</td>
<td>(TURBOJETS)RNLDI (RNAV)–DP OTTO Q80 FAREV RAMRD BLUZZ (RNAV)–STAR</td>
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<td>NEW YORK(ISP)</td>
<td>(TURBOJETS)WOOLY (RNAV)–DP AGARD SIE BRIGS Q439 SARDI CCC</td>
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<td>ORLANDO(MCO)</td>
<td>(TURBOJETS, PART 121 AND 129 ONLY)JCOBY (RNAV)–DP SWANN PHILBO (RNAV)–STAR</td>
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<tr>
<td>OTTAWA(CYOW)</td>
<td>JERES (RNAV)–DP JERES J227 ULW SYR ART DEANS (CANADIAN) (RNAV)–STAR</td>
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<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS)MCRAY (RNAV)–DP MCRAY Q178 LEJOY DEMME (RNAV)–STAR</td>
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<td>PLATTSBURGH(PBG)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBQ Q22 LLUND CAM JASDU</td>
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<td>(PART 121 AND 129 ONLY)JCOBY (RNAV)–DP SWANN BROSS Q419 RBQ Q22 LLUND BDR SCOOS (RNAV)–STAR</td>
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<td>PORTSMOUTH(PSM)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBQ Q22 FOXWD KLANE TTERI REMDG</td>
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<td>PROVIDENCE(PVD)</td>
<td>JCOBY (RNAV)–DP SWANN BROSS Q419 RBQ Q430 CREEL ORCHA JORDN JORDN (RNAV)–STAR</td>
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<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL220; J)JUDBB (RNAV)–DP MELN ALDAN (RNAV)–STAR</td>
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<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS)JERES (RNAV)–DP JERES J220 MICAH J227 ULW GIBBE</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)JUDBB (RNAV)–DP RSIN GSO Q75 SLOJO Q103 PUPPY KYUU LUBBR (RNAV)–STAR</td>
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<td>SAVANNAH(SAV)</td>
<td>(PART 121 ONLY)JCOBY (RNAV)–DP SCOOB GUILD Q409 SESUE S00OF</td>
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<td>ST LOUIS(STL)</td>
<td>RLNDI (RNAV)–DP OTTO Q176 BICKS PXV BOOSH (RNAV)–STAR</td>
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<td>SYRACUSE(SYR)</td>
<td>(TURBOJETS)JERES (RNAV)–DP JERES J227 STENT CFB V29 SYR</td>
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<td>TAMPA(TPA)</td>
<td>JUDBB (RNAV)–DP RSIN GSO Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
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<td>TORONTO(CYYZ)</td>
<td>JERES (RNAV)–DP JERES J220 SFK WOZEED LINING (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBQ Q430 RIFLE LIBBE FLAPE</td>
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PORTLAND(PWM) ................................ ................................ ................................ ........
PORTSMOUTH(PSM) ................................ ................................ ................................ ........
PROVIDENCE(PVD) ................................ ................................ ................................ ........
RALEIGH/DURHAM(RDU) ................................ ................................ ................................ ...
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 SYRACUSE(SYR) ................................ ................................ ................................ ........
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<td>WOOLY (RNAV)–DP SWANN BROSS Q419 NACYN CYN BOUNO–STAR..................</td>
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<td>(AT OR ABOVE FL180; PART 121 AND 129 ONLY) JCOBY (RNAV)–DP SWANN BROSS Q419 NACYN CYN BOUNO–STAR ..........</td>
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<td>WINDSOR LOCKS (BDL)</td>
<td>(TURBOJETS PART 121 AND 129 ONLY) JCOBY (RNAV)–DP SWANN BROSS Q419 DPK DEER PARK–STAR ..................................................</td>
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<td>WHITE PLAINS (HPN)</td>
<td>WHITE Q409 CRPLR PAACK Q97 KENLL CPTAN (RNAV)–STAR......................</td>
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<td>(WATER) WHITE Q409 CRPLR PAACK Q97 KENLL CPTAN (RNAV)–STAR..................</td>
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<td>(VLI) TURBOPROP ONLY: INCL EA50, E50P, SF50, C510, C525</td>
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<td>(FL190 AND ABOVE) GREKI JUDDS CAM CON..........................</td>
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<td>AUGUSTA (AUG)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ................................................</td>
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<tr>
<td>BALTIMORE (BWI)</td>
<td>(FL250 AND ABOVE) MERIT HFD PUT BOS ................................................</td>
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<td>BANGOR (BGR)</td>
<td>BIGGY Q75 MKE V378 NUGGY TRISH (RNAV)–STAR ........................................</td>
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<td>BAR HARBOR (BHB)</td>
<td>(FL250 AND ABOVE) MERIT HFD PUT BOS ................................................</td>
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<tr>
<td>BINGHAMTON (BGM)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ................................................</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>(JETS) NEION J223 CORDS CFB ..........................................................</td>
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<tr>
<td>BRISTOL/JOHNSON/ KINGSPORT (TRI)</td>
<td>(TURBOJETS) NEION J223 CORDS ULW BENEE ...........</td>
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<td>BUFFALO (BUF)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ................................................</td>
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<tr>
<td>BURLINGTON (BTV)</td>
<td>GREGI V419 JUDDS CAM ........................................................................</td>
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<tr>
<td>CHARLESTON (CRW)</td>
<td>(FL190 AND ABOVE; JETS ONLY) GREKI JUDDS CAM .....................................</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ................................................</td>
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<tr>
<td>CLEVELAND (CLE)</td>
<td>NEWEL J60 ASHEN BAGEL PANGG (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
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<tr>
<td>COLUMBUS (CMH)</td>
<td>(TURBOJETS – RNAV 1) COATE Q436 EMMA WYNDE (RNAV)–STAR..........................</td>
<td>1100–0300</td>
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<tr>
<td>CONCORD (CON)</td>
<td>WHITE Q409 CRPLR DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR ..................</td>
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<tr>
<td>COVINGTON (CVG)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ................................................</td>
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<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW SOUTH FLOW) PARKE J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>or (DFW NORTH FLOW) PARKE J6 HVQ Q68 LITTR FEWWW BRDJE (RNAV)–STAR</td>
</tr>
<tr>
<td>DAYTON (DAY)</td>
<td>(RNAV EQUIPPED ONLY) ZIMMZ Q42 MIKYG Q480 AIR APE DANIEL–STAR</td>
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<tr>
<td>DENVER (DEN)</td>
<td>NEWEL J60 IOW DSM OBH BRWRY LAWOR (RNAV)–STAR</td>
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<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DE/IRU OR GNSS REQUIRED) GAYEL Q81.8 WOZEE COLTS GIGGY (RNAV)–STAR</td>
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<tr>
<td>DETROIT SATS (YIP, PTK, ARB ONLY)</td>
<td>(DME/DE/IRU OR GNSS REQUIRED) GAYEL Q81.8 WOZEE COLTS OKLDN (RNAV)–STAR</td>
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<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DE/IRU OR GPS REQUIRED) (DTW NORTH FLOW) GAYEL J95 CFB TRAAD JACCI WNGNT (RNAV)–STAR</td>
<td>or (DME/DE/IRU OR GPS REQUIRED) (DTW SOUTH FLOW) GAYEL J95 CFB TRAAD JACCI FERRL (RNAV)–STAR</td>
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<tr>
<td>FLL, OPF</td>
<td>(JETS ONLY. EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) WHITE Q409 CRPLR KOOKI Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
<td>or WHITE Q409 CRPLR PAACK Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<td>FORT MYERS (FMY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>FORT MYERS (RSW)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>FORT WAYNE (FWA)</td>
<td>NEWEL J60 DANNR RAV J64</td>
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<td>GREENSBORO (GSO)</td>
<td>BIGGY Q75 GVE LYH HENBY–STAR</td>
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<td>GREEN (GSP)</td>
<td>BIGGY Q75 GVE FUBL JUNNR (RNAV)–STAR</td>
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<tr>
<td>HOT SPRINGS (HSP)</td>
<td>LANNA J48 EMI CSN V140 MOL</td>
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<tr>
<td>HOUSTON (HOU)</td>
<td>(TURBOJETS) LANN J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(TURBOJETS) (IAH EAST FLOW) LANN J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
<td>or (TURBOJETS) (IAH WEST FLOW) LANN J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
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<td>INDIANAPOLIS (IND)</td>
<td>(AOA FL260; TURBOJETS) ZIMMZ Q42 HIDON RINTE SNKPT (RNAV)–STAR</td>
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<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY) (WATER) WHITE Q409 CRPLR EARZZ Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
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<tr>
<td>ISM, MCO</td>
<td>(MCO LANDING NORTH) WHITE Q409 CRPLR Q85 LPERD SNFLD (RNAV)–STAR</td>
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<td>ITHACA (ITH)</td>
<td>(JETS) NEION J223 CORDS CFB</td>
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<td>JACKSONVILLE (JAX)</td>
<td>(TURBOJETS) ONY; DME/DE/IRU OR GPS REQUIRED) WHITE Q409 SESUE ESENT LUNNI (RNAV)–STAR</td>
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<tr>
<td>KANSAS CITY (MCI)</td>
<td>ZIMMZ Q42 MIKYG Q480 AIR J80 SPI EUING RUDDH (RNAV)–STAR</td>
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<tr>
<td>KEENE (EEN)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM</td>
<td>1100–0300</td>
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<td>LACONIA (LCI)</td>
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<td>LEBANON (LEB)</td>
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<td>LANNA J48 EMI CSN V140 MOL</td>
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<tr>
<td>LEXINGTON (LEX)</td>
<td>PARKE J6 HVQ</td>
<td></td>
</tr>
<tr>
<td>LOUISVILLE (SDF)</td>
<td>PARKE J6 HVQ Q68 YOCKY UNCLKL MAUDD (RNAV)–STAR</td>
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<tr>
<td>MANCHESTER (MHT)</td>
<td>(FL190 AND ABOVE; JETS ONLY) GREKI JUDDS MARTN QUINZ ROZEE (RNAV)–STAR</td>
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<tr>
<td>or (AT OR ABOVE FL190; DME/DE/IRU OR GNSS REQUIRED) GREKI JUDDS MARTN QUINZ ROZEE (RNAV)–STAR</td>
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<td>MARCO ISLAND (MKY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>PARKE J6 HVQ Q68 RAMRD BLUZZ (RNAV)–STAR</td>
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<tr>
<td>MILWAUKEE (MKE)</td>
<td>NEWEL J60 DJB CRL PEGEE GETCH LYSTR SUDDS (TURBOJETS) GAYEL Q812 WOZEE NOSIK ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
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NE, 21 MAR 2024 to 16 MAY 2024
### Preferred IFR Routes

**Terminals**

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<td>BIGGY Q75 GVE LYH COLZI Q52 CHOPZ MGM SJI...</td>
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<td><strong>MONTGOMERY(MGM)</strong></td>
<td>BIGGY Q75 GVE LYH COLZI Q52 CHOPZ THRS...</td>
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<tr>
<td><strong>MONTREAL(CYUL)</strong></td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS CAM JASDU PBURG CRTR (CANADIAN) (RNAV)-STAR (FL180–FL230; JETS ONLY)BAYS SEALL V188 GON DEEPO (RNAV)-STAR...</td>
</tr>
<tr>
<td><strong>NANTUCKET(ACK)</strong></td>
<td>(FL180–FL230; JETS ONLY)BAYS SEALL V188 GON DEEPO (RNAV)-STAR...</td>
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<tr>
<td><strong>NAPLES(APF)</strong></td>
<td>(WATER)BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR...</td>
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<tr>
<td><strong>NASHUA(ASH)</strong></td>
<td>(FL190 AND ABOVE)GREKI JUDDS MARTN KEYNN 1100–0300</td>
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<tr>
<td><strong>NASHVILLE(BNA)</strong></td>
<td>PARKE J6 HVQ G68 ROCKY GROAT PASLY (RNAV)-STAR...</td>
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<tr>
<td><strong>NORFOLK(ORF)</strong></td>
<td>WHITE Q409 TRPOD JAMIE COV...</td>
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<td><strong>ORLANDOMCDO</strong></td>
<td>(MCO LANDING SOUTH)WHITE Q409 CRPLR Q85...</td>
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<tr>
<td><strong>PHOENIX(PHX)</strong></td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR J110 STL BUM ICT LBL FTI BUKKO ZUN EAGUL (RNAV)-STAR...</td>
</tr>
<tr>
<td><strong>PITTSBURGH(AGC)</strong></td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 VINSE... Lejoy Nesto...</td>
</tr>
<tr>
<td><strong>PITTSBURGH(PIT)</strong></td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 VINSE... Demmie (RNAV)-STAR...</td>
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<tr>
<td><strong>PORTLAND(PWM)</strong></td>
<td>(FL180 AND ABOVE)GREKI JUDDS CAM CDOGG (RNAV)-STAR 1100–0300</td>
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<tr>
<td><strong>PORTSMOUTH(PSM)</strong></td>
<td>(170 AND ABOVE)MERIT HFD FOXWD KLANE TTERI REMD...</td>
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<tr>
<td><strong>RICHMOND(RIC)</strong></td>
<td>WHITE Q409 TRPOD JAMIE...</td>
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<td><strong>ROCHESTER(ROC)</strong></td>
<td>NEION J223 CORDS ULW GIBBE...</td>
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<td><strong>ROCKLAND(RKD)</strong></td>
<td>(FL250 AND ABOVE)MERIT HFD PUT BOS... 1100–0300</td>
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<td><strong>RUTLAND(RUT)</strong></td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON... 1100–0300</td>
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<tr>
<td><strong>SALT LAKE CITY(SLC)</strong></td>
<td>GAYEL Q818 WOZEE Q935 HOCHE BAE DBQ FOD ONL J94 GCS NORDK (RNAV)-STAR...</td>
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<tr>
<td><strong>SARANAC LAKE(SLK)</strong></td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM... 1100–0300</td>
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<tr>
<td><strong>SAVANNAH(SAV)</strong></td>
<td>(TURBOJETS)WHITE Q409 SESUE SOOOP...</td>
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<tr>
<td><strong>ST LOUIS(StL)</strong></td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR J80 VHP AARCH (RNAV)-STAR...</td>
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<tr>
<td><strong>ST PETERSBURG–CLEARWATER(Pie)</strong></td>
<td>BIGGY Q75 TEUFL BAAFM DAEDS (RNAV)-STAR...</td>
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<tr>
<td><strong>SYRACUSE(SYR)</strong></td>
<td>(JETS)NEION J223 CORDS CF0 V29...</td>
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<td><strong>TAMPA(TPA)</strong></td>
<td>BIGGY Q75 TEUFL BAAFM DAEDS (RNAV)-STAR...</td>
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<td><strong>TOLEDO(ToL)</strong></td>
<td>NEWEL J60 DJB...</td>
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<tr>
<td><strong>TORONTO(CYYZ)</strong></td>
<td>GAYEL Q818 WOZEE LINNG (CANADIAN) (RNAV)-STAR...</td>
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<tr>
<td><strong>WASHINGTON(DCA)</strong></td>
<td>BIGGY Q75 MXE V378 BAL... or</td>
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<tr>
<td><strong>WASHINGTON(IAD)</strong></td>
<td>BIGGY Q75 MXE CLIPR (RNAV)-STAR...</td>
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<tr>
<td><strong>WATERVILLE(WVL)</strong></td>
<td>(RNAV EQUIPPED ONLY)PARKE HYPER (RNAV)-STAR... (FL250 AND ABOVE)MERIT HFD PUT BOS... 1100–0300</td>
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<tr>
<td><strong>WINSTON SALEM(INT)</strong></td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON... 1100–0300</td>
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<tr>
<td><strong>WINDSOR LOCKS(BDL)</strong></td>
<td>ATLANTA(ATL)... (RNAV ONLY)VEERS PWL BASYE Q448 PTW J48 MOL FLASK O2ZZI (RNAV)-STAR...</td>
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<tr>
<td><strong>CHARLOTTE(CLt)</strong></td>
<td>VEERS PWL BIZEX Q75 GVE LYH CHSLY (RNAV)-STAR... 1100–0300</td>
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<tr>
<td><strong>CHICAGO(MDW)</strong></td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CTR CAM Q822 GONZQ Z99 JHH DWDJ J60 ASHEN BAGEL PANGG (RNAV)-STAR... 1100–0300</td>
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<tr>
<td><strong>CHICAGO(ORD)</strong></td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CTR CAM Q822 FNT WYNDE (RNAV)-STAR... 1100–0300</td>
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<tr>
<td><strong>CLEVELAND(CLE)</strong></td>
<td>CTR CAM Q822 GONZ HANKK THOME TRYBE (RNAV)-STAR... 1100–0400</td>
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<tr>
<td><strong>COVINGTON(CVG)</strong></td>
<td>(DME/DME/IRU OR GPS REQUIRED)CTR HNK J49 PSB MAUL KODIE SAVVI TIGRR (RNAV)-STAR...</td>
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<tr>
<td><strong>DALLAS–FORT WORTH(DFW)</strong></td>
<td>(DFW SOUTH FLOW)VEERS PWL BASYE DBABE BWJ J6 HVQ G68 LITTR FEWWW SEEVR (RNAV)-STAR... or</td>
</tr>
<tr>
<td><strong>DENVER(Den)</strong></td>
<td>CTR CAM ARNII Q816 HOCKE Q935 MONEE IANNA ONL PORDR AALLE (RNAV)-STAR... 1100–0300...</td>
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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>DETROIT SATS (DET, CYQG ONLY) ..................</td>
<td>DME/DME/IRU OR GNSS REQUIRED CTR CAM Q822 GONZZ COLTS GIGGY (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>DETROIT SATS (YIP, PTK, ARB ONLY) .............</td>
<td>DME/DME/IRU OR GNSS REQUIRED CTR CAM Q822 GONZZ COLTS OKLND (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>DETROIT (DTW) ................................</td>
<td>DME/DME/IRU OR GPS REQUIRED DTW NORTH FLOW CTR CAM Q822 GONZZ DONEO CUGR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or</td>
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<td></td>
<td>DME/DME/IRU OR GNSS REQUIRED DTW SOUTH FLOW CTR CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>FORT MYERS (RSW) ...............................</td>
<td>VEERS PWL Basye Q448 PTW J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>HOUSTON (IAH) ...................................</td>
<td>VEERS PWL Basye Q448 AEX DOOBI (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>MEMPHIS (MEM) ....................................</td>
<td>VEERS PWL Basye Q406 BWZ J6 HQ Q68 RAMRD BLUZZ (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>MINNEAPOLIS (MSP) ................................</td>
<td>TURBOJETS CTR CAM ARNII Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
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<td>MYRTLE BEACH (MYR) ..............................</td>
<td>VEERS PWL BIZEQ75 GVE SBV RDU</td>
<td>1100–0300</td>
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<td>PHILADELPHIA (PHL) ................................</td>
<td>COASTAL–DP CCC MANTA Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>PITTSBURGH (PIT) .................................</td>
<td>CTR HNK KONJE SLT HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>RALEIGH/DURHAM (RDJ) ................................</td>
<td>VEERS PWL BIZEQ75 GVE MELTN ALDAN (RNAV)–STAR</td>
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<td>ST LOUIS (STL) ...................................</td>
<td>RNAV ONLY! VEERS PWL IGN Q480 AIR J80 VHP AARCH (RNAV)–STAR</td>
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<td>TAMPA (TPA) ......................................</td>
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<td>WASHINGTON (DCA) ..................................</td>
<td>VEERS PWL BIZEQ75 MXE CLIPR (RNAV)–STAR</td>
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<td>WASHINGTON (IAD) ..................................</td>
<td>VEERS PWL GANDE HYPER (RNAV)–STAR</td>
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<tr>
<td>WORCESTER (ORH) ..................................</td>
<td>ORW CCC Q97 KENLL TARPN (RNAV)–STAR</td>
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<tr>
<td>ISM, LEE, MCO, ORL, SFB ..........................</td>
<td>ORW CCC Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<tr>
<td>ISM, MCO .........................................</td>
<td>MCO LANDING NORTH ORW CCC Q97 SAWED MOXXY Q85 LPERD SNFLD (RNAV)–STAR</td>
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<td>ORLANDO (MCO) ......................................</td>
<td>MCO LANDING SOUTH ORW CCC Q97 SAWED MOXXY Q85 LPERD GOUT (RNAV)–STAR</td>
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PREFERRED IFR ROUTES
SPECIAL HIGH ALTITUDE PREFERRED DIRECTION ROUTES

Terminals
TRAFFIC OVERFLYING ELLWOOD CITY, PA TO ROCHESTER (ROC)
NORTHBOUND ......................................................... EWC EWC050130 GEE ..........................................
TRAFFIC OVERFLYING ELLWOOD CITY, PA TO SYRACUSE (Syr)
NORTHEAST BOUND .................................................. EWC EWC050130 ..........................................

HIGH ALTITUDE—PREFERRED DIRECTION ROUTES

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<td>SW BND</td>
<td>NE, 21 MAR 2024 to 16 MAY 2024</td>
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<td>J48</td>
<td>POTTSTOWN, PA to MONTEBELLO, VA</td>
<td>SW BND</td>
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<tr>
<td>Q22</td>
<td>OMENS, VA to FOXWD, CT</td>
<td>NE BND</td>
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<td>Q75</td>
<td>COPLY, MA to BROSK, NC</td>
<td>SW BND</td>
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<td>Q103</td>
<td>RICCS, WV to CYNTA, GA</td>
<td>S BND</td>
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<td>Q133</td>
<td>KALDA, VA to NEW YORK, NY</td>
<td>N BND</td>
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<td>Q140</td>
<td>EXTOL, NY to YODAA, NY</td>
<td>SE BND</td>
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<td>Q167</td>
<td>SSOXS, MA to RIFLE, NY</td>
<td>SW BND</td>
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<td>Q220</td>
<td>LARIE, MA to RIFLE, NY</td>
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<td>Q406</td>
<td>WESTFIELD/SPRINGFIELD, MA to SCHOOLEYS MOUNTAIN, NJ</td>
<td>SW BND</td>
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<td>Q439</td>
<td>BLENO, NH to DUNEE, NY</td>
<td>SW BND</td>
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<td>Q439</td>
<td>HOWYU, DE to BRIGS, NJ</td>
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<td>Q448</td>
<td>WESTFIELD/SPRINGFIELD, MA to POTTSTOWN, PA</td>
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<td>KENNEBUNK, ME to BEETS, PA</td>
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<td>CAMBRIDGE, NY to GONZZ, NY</td>
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Tower Enroute Control Routes

NE, 21 Mar 2024 to 16 May 2024
TOWER ENROUTE CONTROL (TEC)
NORTHEAST U.S. (EASTERN)
(LINES CONNECTING AIRPORTS DEPICT ADJACENT APPROACH CONTROL FACILITIES)

LEGEND
- RADAR APPROACH CONTROL AREA

NE 21 MAR 2024 to 16 MAY 2024
Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "tower enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to solicit tower enroute information from FSS's and to use the route descriptions provided in this directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. Additional routes and other changes will appear in forthcoming editions as necessary. The acronym “TEC” should be included in the remarks section of the flight plan. This will advise ATC that the pilot intends to remain within approach control airspace for the entire flight. The following items should be noted before using the graphics and route descriptions:

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show general geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains four columns of information: i.e., the approach control area (listed alphabetically) within which the departure airport is located (check appropriate flight information publications), the specific route (airway, radial, etc.), the highest altitude allowed for the route, and the destination airport (listed alphabetically). Be advised, many destination airports are associated with a larger primary airport. Check the legend preceding this listing for this association.

3. The word “DIRECT” will appear as the route when radar vectors will be used or no airway exists. Also, this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival Route (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC.

5. Routes beginning or ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, the pilot may select which route is desired. Unless otherwise stated, all routes may be flown in either direction.

7. Routes are effective only during each respective terminal facility's normal operating hours. Pilots are cautioned to check NOTAMS to ensure appropriate terminal facilities will be operating for the planned flight time.

8. All identifiers used for NAVAIDS, airports, and intersections are official identifiers.

9. Altitudes are listed in thousands of feet. ATC may require altitude changes to maintain flight within approach control airspace. ATC will provide radar monitoring and, if necessary, course guidance if the highest altitude assigned by ATC is below the Minimum Enroute Altitude (MEA).

10. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in proximity to major airports via the same routing.

11. Flight plans should be filed with a Flight Service Station (FSS).

### TOWER ENROUTE CONTROL CITY PAIRS

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<thead>
<tr>
<th>Route Description</th>
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NE, 21 MAR 2024 to 16 MAY 2024
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NE, 21 MAR 2024 to 16 MAY 2024
TOWER ENROUTE CONTROL

Approach Control Area (Including Satellites)

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NE, 21 MAR 2024 to 16 MAY 2024

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*NE, 21 MAR 2024 to 16 MAY 2024*
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**Approach Control Area** *(Including Satellites)*

- NE, 21 MAR 2024 to 16 MAY 2024
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<td>Ack V146 Pvd V167 Hfd V1 MAd Bdr AliXX Rymes</td>
<td>10000</td>
<td>White Plains (Hpn)</td>
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<td>Mvy Se Orcha V34 Cream Bdr AliXX Rymes (Water)</td>
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<td>Windsor Locks (Bdl)</td>
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Approach Control Area
(Including Satellites)

Route | Highest Altitude | Destination
-------|------------------|-------------------

| ACK V146 PUT | 10000 | WORCESTER(ORH) |
| (1)ACK V146 MVY V374 GON CCC T224 CYN | 10000 | WRIGHTSTOWN(WRI) |
| ACK T216 SEY ORCHA T320 DRIFT T416 CYN | 10000 | WRIGHTSTOWN(WRI) |

NEW YORK(ISP)

<p>| SAX V249 SBJ T430 | 8000 | ALLENTOWN(ABE) |
| (1)CCC T224 DIXIE T315 ACY | 6000 | ATLANTIC CITY(ACY) |
| MAD HFD CLOWW(E, /F, /G ONLY) | 10000 | AUGUSTA(AUG) |
| (1)CCC T224 DIXIE V1 LEEAH T358 SWANN | 6000 | BALTIMORE(BWI) |
| (1)CCC T224 ENO T358 SWANN | 4000 | BALTIMORE(BWI) |
| MAD HFD CLOWW(E, /F, /G ONLY) | 10000 | BANGOR(BGR) |
| MAD HFD CLOWW(E, /F, /G ONLY) | 10000 | BAR HARBOR(BHB) |
| DPK JFK COL | 6000 | BELMAR/FARMINGDALE(BLM) |
| ORCHA SEY | 7000 | BLOCK ISLAND(BID) |
| ORCHA T320 YANTC T224 WOONS | 9000 | BOSTON(BOS) |
| MAD V1 HFD HDF053 DREEM | 9000 | BOSTON(NORTH) |
| BDR | 4000 | BRIDGECO(BDR) |
| BDR JUDDS(E, /F, /G ONLY) | 10000 | BURLINGTON(BTV) |
| (1)CCC T224 DIXIE V1 LEEAH T315 CHOPS T320 VAALI CAPKO | 6000 | CAMP SPRINGS(KADW) |
| MAD HFD CLOWW(E, /F, /G ONLY) | 10000 | CONCORD(CON) |
| ORCHA | 3000 | EAST HAMPTON(JPX) |
| ORCHA MONDI | 7000 | GROTON (NEW LONDON)(GON) |
| SAX V249 SBJ T430 ETX V162 HARNONJETS/NON-TURBOPROPS ONLY | 8000 | HARRISBURG(CXY) |
| MAD V1 HFD | 5000 | HARTFORD(HFD) |
| ORCHA WACKY PVD T393 GAILS | 9000 | HYANNIS(HYA) |
| CCC | 2000 | ISLIP SATS |
| BDR JUDDS WHATE(E, /F, /G ONLY) | 10000 | KEENE(EEN) |
| SAX V249 SBJ LANNA T430 ETX V39 LRP(PROPS ONLY) | 8000 | LANCASTER(LNS) |
| BDR JUDDS WHATE(E, /F, /G ONLY) | 10000 | LEBANON(LEB) |
| MAD HFD CLOWW(E, /F, /G ONLY) | 10000 | MANCHESTER(MHT) |
| MAD | 5000 | MERIDEN(MMK) |
| (1)CCC T224 JJIMS | 6000 | MILLVILLE(MIV) |
| (1)HTO SEY T216 NEWBE T300 DEEPO HTO V46 CLAMY(TWIN ENGINE) HTO WACKY(RNAV/GNSS REQUIRED) | 9000 | NANTUCKET(ACK) |
| BDR | 4000 | NEW HAVEN(HVN) |
| DPK | 3000 | NEW YORK(FK) |
| ORCHA NESSI | 6000 | NEW YORK(LGA) |
| TRANZ | 5000 | NEW YORK(LGA) |
| CMK V188 SAX | 4000 | NEWARK(EWR) |
| (1)CCC T224 DIXIE V1 CCV | 6000 | NORFOLK(ORF) |
| ORCHA WACKY(RNAV/GNSS REQUIRED) | 9000 | NORTH KINGSTOWN(OQU) |
| (1)CCC T224 JJIMS OOD | 6000 | PHILADELPHIA(PHL) |
| (1)CCC T224 DIXIE T438 ARD | 6000 | PHILADELPHIA(PNE) |
| MAD HFD CLOWW(E, /F, /G ONLY) | 10000 | PORTLAND(PWM) |
| MAD V1 HFD T315 GDM T314 MANCH(E, /F, /G ONLY) | 10000 | PORTSMOUTH(PSM) |
| ORCHA WACKY PVD(RNAV/GNSS REQUIRED) | 7000 | PROVIDENCE(PVD) |
| SAX V249 SBJ T430 ETX V39 FLOATNONJETS/NON-TURBOPROPS ONLY | 8000 | READING(RDG) |
| (1)CCC T224 COLIN | 4000 | RICHMOND(RIC) |
| (1)CCC T224 DIXIE V1 LEEAH T315 CHOPS T224 COLIN | 6000 | RICHMOND(RIC) |
| (1)CCC T224 DIXIE V1 SBY | 6000 | SALISBURY(SBY) |
| ORCHA LIBBE FLAPE | 9000 | VINEYARD HAVEN(MVY) |
| ORCHA WACKY V374 MVY | 9000 | VINEYARD HAVEN(MVY) |
| (1)CCC T224 DIXIE V1 LEEAH T315 CHOPS T320 VAALI CAPKO | 6000 | WASHINGTON(DCA) |
| (1)CCC T224 DIXIE V1 LEEAH T358 OBWON T356 TWIRK T358 MRB | 040 OR | WASHINGTON(IAD) |
| ORCHA T320 GON | 9000 | WESTERLY(WST) |</p>
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<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
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Ne, 21 Mar 2024 to 16 May 2024
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NE, 21 MAR 2024 to 16 MAY 2024
## Tower Enroute Control

### Approach Control Area (Including Satellites)

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Approach Control Area (Including Satellites)

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Approach Control Area (Including Satellites)

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**Approach Control Area (Including Satellites)**

**Route**

**Highest Altitude**

**Destination**

**NE, 21 MAR 2024 to 16 MAY 2024**
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<td>Destination</td>
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<td>Destination</td>
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NE, 21 MAR 2024 to 16 MAY 2024
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Approach Control Area (Including Satellites)  Route  Highest Altitude  Destination  

WMN, 21 MAR 2024 to 16 MAY 2024

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NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

“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 authorization having 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 “b” above. For listing of the airports refer to the current FAA Advisory Circular--NRP.

(c) Flights not meeting the above guidelines are to be requested through the FAA non-preferred route programs. Those requests will be approved/disapproved on a workload permitting basis.

NORTH AMERICAN ROUTE (NAR) SYSTEM

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 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.

NE, 21 MAR 2024 to 16 MAY 2024
**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;

### General

For those cases not described above, a detailed routing is required.

**NAR Requirement**

a. Generally there is no requirement to flight plan and operate using the NAR system. Eastbound aircraft intending to operate on
the NAT OTS and operating wholly on or south of a line between the intersections BAREE and 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 RAFIN 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 - N26B, N28B, N30B, N32B, N44B


iii. RAFIN - N76A, N78A, N80A, N82A, N84A, N86A, N88A, N90A

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 desigantor 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
an identified 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.

NE, 21 MAR 2024 to 16 MAY 2024
The Boston ARTCC North Atlantic Advisory is published daily on the ATCSCC Advisory Database (https://www.fly.faa.gov/adv/advAdvisoryForm.jsp) and establishes required routing for aircraft that transition into the North Atlantic 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 KATL, KCLT, KIAD, KMCO, KMIA, KRDU and other Eastern and Southern airports via eastbound routes that will traverse Boston ARTCC airspace may file the following:

1. Via RBV Q22 FOXWD QUBIS/TAFFY/MIILS/TOPPS/EBONY/ALLEX
2. Via RBV Q430 ACK TUSKY/BRADD/KANNI/WHALE/VITOL
3. Via Q167 RIFLE ACK 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 Q430 ACK (then direct to the most southern published INF)
   b. Via Q167 RIFLE ACK (then direct to the southernmost published INF)

The Boston ARTCC North Atlantic Advisory is effective between the hours of 2100–0500 UTC.

For questions, contact Boston ARTCC Traffic Management: 1-603-879-6666

ROUTE NOTICE OF FLIGHT PLANNING REQUIREMENTS OF EASTBOUND NORTH ATLANTIC TRAFFIC VIA EITHER NANSO/RAFIN/LOMPI/JAROM/TALGO/CARAC/JEBBY/DOVEY/420000N0600000W/430000N0500000W/440000N0500000W/450000N0500000W THROUGH BOSTON ARTCC AIRSPACE:

Eastbound North Atlantic Traffic transitioning Boston ARTCC airspace and are planning to file NANSO, RAFIN, or 450000N0500000W must file a route from either via INF VITOL or any INF North of VITOL then to NANSO RAFIN 450000N0500000W.

Eastbound North Atlantic Traffic transitioning Boston ARTCC airspace and are planning to file LOMPI, JAROM, TALGO, or 440000N0500000W must file a route from either via INF VITOL or any INF North of VITOL then to LOMPI JAROM TALGO 440000N0500000W.

Aircraft may also transit Boston ARTCC airspace into New York ARTCC Oceanic Airspace via DOVEY 420000N0600000W 440000N0500000W

Eastbound North Atlantic Traffic transitioning Boston ARTCC airspace and are planning to file CARAC, JEBBY, or 430000N0500000W must file a route from either via INF VITOL or any INF North of VITOL then to CARAC JEBBY 430000N0500000W.

Aircraft may also transit Boston ARTCC airspace into New York ARTCC Oceanic Airspace via DOVEY 420000N0600000W 430000N0500000W.

Please refer to all NOTAMS including the daily North Atlantic Track NOTAM, and the daily NATOTS_RQD route advisory for additional eastbound North Atlantic Traffic flight planning requirements.

For questions, contact Boston ARTCC Traffic Management: 1-603-879-6666
Office of Primary Responsibility (OPR): Boston ARTCC Traffic Management Unit
Contact Information: 603-879-6033
Original: August 2023

NE, 21 MAR 2024 to 16 MAY 2024
NORTH AMERICAN ROUTES (NAR)

The following listing divides the NAR Route descriptions into two sections according to the direction of flight (eastbound or westbound). Each section is subdivided according to the route portion (Common or Non-common). The Common portion describes the NAR route between the Coastal Fix and the Inland Navigational Facility/Fix. The Non-common portion describes the route between the NAR route system airport being used and the Inland Navigational Facility/Fix.

### COMMON PORTION (EASTBOUND)

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<th>Route Description</th>
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**NE, 21 MAR 2024 to 16 MAY 2024**
## NORTH AMERICAN ROUTES

*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

### NAR Designator | Coastal Fix | Route Description | Inland Navigation Facility Fix
--- | --- | --- | ---
N888A | EMBOK | BERUS | TEFFO
N896A | CLAVY | KAGLY | TEFFO
N898A | CLAVY | Direct | MUSVA
N906A | AVPUT | NALDI | DUTUM
N931A | JOOPY | ACDAN | BRADD

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### NORTH AMERICAN ROUTES

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*NOTE: St. Louis route usable only for aircraft at or above FL350.*

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### NORTH AMERICAN ROUTES

#### VIA TUSKY

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**NE, 21 Mar 2024 to 16 May 2024**
NORTH AMERICAN ROUTES

VIA VITOL

Inland Navigation Facility/Fix | Non–Common Portion | Destination
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VITOL | JAWZZ Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)–STAR | ANDREWS
VITOL | ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)–STAR | ATLANTA
VITOL | ACK Q430 SAAME J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)–STAR | AUSTIN
VITOL | SCUPP | BEDFORD
VITOL | OOSHN OOSH (RNAV)–STAR | BOSTON
VITOL | ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR | CHARLESTON, SC
VITOL | ACK Q430 COPES Q75 GVE LYH CHSLY (RNAV)–STAR | CHARLOTTE
VITOL | BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)–STAR | CINCINNATI
VITOL | ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR | DALLAS/FT WORTH
VITOL | ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)–STAR | DETROIT
VITOL | JAWZZ Q220 RIFLE Q439 BRIGS SIE | DOVER
VITOL | ACK Q430 RBV HYPER (RNAV)–STAR | DULLES
VITOL | ACK Q430 RIFLE Q167 KALDA COUPN RDU | FAYETTEVILLE, NC
VITOL | ACK Q430 RIFLE HEADI Q97 KALDA Q1.33 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR | FT LAUDERDALE
VITOL | ACK Q430 COPES Q75 GVE FUBLL JUNNR (RNAV)–STAR | GREER, SC
VITOL | ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR | HOUSTON
VITOL | PLYMM PARCH Arrival | KENNEDY
VITOL | ACK Q430 SAAME J6 HVQ Q68 YOCKY UNCKL MAUDD (RNAV)–STAR | LOUISVILLE
VITOL | JAWZZ Q220 RIFLE Q439 DRIFT T416 CYN | MCGUIRE
VITOL | ACK Q430 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO STAR | MELBOURNE, FL
VITOL | ACK Q430 SAAME J6 HVQ Q68 RAMRD BLUZZ (RNAV)–STAR | MEMPHIS
VITOL | ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)–STAR | MIAMI
VITOL | ACK Q430 SAAME J6 HVQ Q68 YOCKY GROAT PASYL (RNAV)–STAR | NASHVILLE
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VITOL | CPOLY BOS NELIE FLOSI (RNAV)–STAR | NEWARK
VITOL | ACK Q430 RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)–STAR | ORLANDO
VITOL | JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR | PHILADELPHIA
VITOL | ACK Q430 RIFLE Q167 ZJAYA TAPSEL (RNAV)–STAR | RALEIGH–DURHAM
VITOL | CPOLY BOS NELIE T212 TRESA | STEWART
VITOL | ACK Q430 COPES Q75 TENV BAAMF DADES (RNAV)–STAR | TAMPA
VITOL | CPOLY BOS BAF MOBBS SAGES V489 COATE | TETERBORO
VITOL | CPOLY BOS NELIE VALRE VALRE–STAR | WESTCHESTER
VITOL | LFV SEY ARCAV HTO | WESTHAMPTON BEACH
VITOL | BOS V1 GRAYM WITNY | WINDSOR LOCKS

NE, 21 MAR 2024 to 16 MAY 2024
## NORTH AMERICAN ROUTES

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<td>WHALE LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPRISY (RNAV)–STAR</td>
<td>ANDREWS</td>
<td></td>
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<tr>
<td>WHALE BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
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<tr>
<td>WHALE BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)–STAR</td>
<td>AUSTIN</td>
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<tr>
<td>WHALE BOS Q75 MXE NUGGY TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
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<tr>
<td>WHALE SCUPP</td>
<td>BEDFORD</td>
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<tr>
<td>WHALE OOSHIN OOSHIN (RNAV)–STAR</td>
<td>BOSTON</td>
<td></td>
</tr>
<tr>
<td>WHALE ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
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<tr>
<td>WHALE ACK Q430 COPES Q75 GVE LYH CHSLLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
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<tr>
<td>WHALE BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)–STAR</td>
<td>CINCINNATI</td>
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<tr>
<td>WHALE BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT WORTH</td>
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<tr>
<td>WHALE CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
<td></td>
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<tr>
<td>WHALE LARIE Q220 RIFLE Q439 BRIGS SIE</td>
<td>DOVER</td>
<td></td>
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<tr>
<td>WHALE BOS BAF HYPER Arrival</td>
<td>DULLES</td>
<td></td>
</tr>
<tr>
<td>WHALE ACK Q430 RIFLE Q167 KALDA COUPN RDU</td>
<td>FAYETTEVILLE, NC</td>
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</tr>
<tr>
<td>WHALE ACK Q430 RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
<td>FT LAUDERDALE</td>
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<tr>
<td>WHALE ACK Q430 COPES Q75 GVE FUBLI JUNNR (RNAV)–STAR</td>
<td>GREER, SC</td>
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<tr>
<td>WHALE BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
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<tr>
<td>WHALE PLYMM PARCH Arrival</td>
<td>KENNEDY</td>
<td></td>
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<tr>
<td>WHALE BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY UNCKL MAUDD (RNAV)–STAR</td>
<td>LOUISVILLE</td>
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<tr>
<td>WHALE LARIE Q220 RIFLE Q439 DRIFT T416 CYN</td>
<td>MCGUIRE</td>
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<tr>
<td>WHALE ACK Q430 RIFLE HEADI Q97 SAWED MOXYY Q85 LPERD OMN BITHO STAR</td>
<td>MELBOURNE, FL</td>
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<tr>
<td>WHALE BOS BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)–STAR</td>
<td>MEMPHIS</td>
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<tr>
<td>WHALE ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
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<tr>
<td>WHALE BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY GROAT PASLY (RNAV)–STAR</td>
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<tr>
<td>WHALE BOS BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)–STAR</td>
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<td>WHALE COPLY BOS NELIE FLOSI (RNAV)–STAR</td>
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<tr>
<td>WHALE ACK Q430 RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
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<td>WHALE BOS CTR HNK KONJE SLT HAYNZ (RNAV)–STAR</td>
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<td>WHALE ACK Q430 RIFLE Q167 ZJAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
<td></td>
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<tr>
<td>WHALE COPLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
<td></td>
</tr>
<tr>
<td>WHALE ACK Q430 COPES Q75 TEFUL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
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<tr>
<td>WHALE COPLY BOS BAF MOBBS SAGES V489 COATE</td>
<td>TETERBORO</td>
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<tr>
<td>WHALE COPLY BOS NELIE VALRE VALRE–STAR</td>
<td>WESTCHESTER</td>
<td></td>
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<tr>
<td>WHALE LFV SEY ARCAV HTO</td>
<td>WESTHAMPTON BEACH</td>
<td></td>
</tr>
<tr>
<td>WHALE BOS V1 GRAYM WITNY</td>
<td>WINDSOR LOCKS</td>
<td></td>
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### VIA YBC

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
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<tbody>
<tr>
<td>YBC POLTY Q804 DERLO WWSHR UKATS TIGRR (RNAV)–STAR</td>
<td>CINCINNATI</td>
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NE, 21 MAR 2024 to 16 MAY 2024
<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY</th>
<th>AIRPORT NAME</th>
<th>LOCATION IDENTIFIER</th>
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<tr>
<td>CT</td>
<td>WINDSOR LOCKS</td>
<td>BRADLEY INTL</td>
<td>BDL</td>
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<tr>
<td>MA</td>
<td>HYANNIS</td>
<td>CAPE COD GATEWAY</td>
<td>HYA</td>
</tr>
<tr>
<td>MD</td>
<td>FREDERICK</td>
<td>FREDERICK MUNI</td>
<td>FDK</td>
</tr>
<tr>
<td>ME</td>
<td>MILLINOCKET</td>
<td>MILLINOCKET MUNI</td>
<td>MLT</td>
</tr>
<tr>
<td>ME</td>
<td>PORTLAND</td>
<td>PORTLAND INTL JETPORT</td>
<td>PWM</td>
</tr>
<tr>
<td>ME</td>
<td>PRESQUE ISLE</td>
<td>PRESQUE ISLE INTL</td>
<td>PQI</td>
</tr>
<tr>
<td>ME</td>
<td>WATERVILLE</td>
<td>WATERVILLE ROBERT LAFLEUR</td>
<td>WVL</td>
</tr>
<tr>
<td>NJ</td>
<td>WILDWOOD</td>
<td>CAPE MAY COUNTY</td>
<td>WWD</td>
</tr>
<tr>
<td>NY</td>
<td>BINGHAMTON</td>
<td>GREATER BINGHAMTON/EDWIN A LINK FLD</td>
<td>BGM</td>
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<tr>
<td>NY</td>
<td>JAMESTOWN</td>
<td>CHAUTAUQUA COUNTY/JAMESTOWN</td>
<td>JHW</td>
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<td>NY</td>
<td>NEW YORK</td>
<td>NEW YORK STEWART INTL</td>
<td>SWF</td>
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<tr>
<td>NY</td>
<td>WATERTOWN</td>
<td>WATERTOWN INTL</td>
<td>ART</td>
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<tr>
<td>PA</td>
<td>BUTLER</td>
<td>PITTSBURGH/BUTLER RGNL</td>
<td>BTP</td>
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<tr>
<td>VA</td>
<td>CHARLOTTESVILLE</td>
<td>CHARLOTTESVILLE-ALBEMARLE</td>
<td>CHO</td>
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<tr>
<td>VA</td>
<td>RICHMOND</td>
<td>RICHMOND INTL</td>
<td>RIC</td>
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<tr>
<td>VT</td>
<td>BARRE/MONTPELIER</td>
<td>EDWARD F KNAPP STATE</td>
<td>MPV</td>
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<tr>
<td>WV</td>
<td>CHARLESTON</td>
<td>WEST VIRGINIA INTL YEAGER</td>
<td>CRW</td>
</tr>
</tbody>
</table>
AIRPORT DIAGRAMS

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:
1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., ⬠ ⬠ ⬠
2. Approach lighting systems that do not bear a system identification are indicated with a negative ⬠ beside the name.
A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., ⬠ ⬠ ⬠

To activate lights, use frequency indicated in the communication section of the chart with a ⬠ or the appropriate lighting system identification e.g., UNICOM 122.8 ⬠ ⬠ ⬠ ⬠

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
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</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 Orig: 31DEC09 Procedure Amendment Amdt 2B 12MAR09 Effective Date

The 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/headers/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.
AIRPORT DIAGRAM/AIRPORT SKETCH

Airports 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.

NOTE:
- Landmark features depicted on Caper Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation: TDZ 123
- Runway Slope: — 0.3% Down — 0.8% Up — (shown when rounded runway slope is ≥ 0.3%)
- 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 stops.
- A □ symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

The airport sketch box includes the final approach course or final approach course extended.

LEGEND

Runways

- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Closed Runway
- Closed Surface
- Non-Movement Construction
- Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK-12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional bi-directional Jet Barrier

ARRESTING SYSTEM [ ] (EMAS)

REFERENCE FEATURES
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel #
- Tanks
- Obstructions
- Airport Beacon #
- Runway Radar Reflectors
- Bridges
- Control Tower #

Wind Cone
Landing Tee
Tetrahedron

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

### See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D-1120

REVIEW

- Displaced Threshold
- Runway Identification
- Visual Screen
- Runway Heading (Magnetic)
- Movement Area Dimensions (in feet)
- Runway Dimensions (in feet)
- 023.2° ELEV 174
- 900 X 200
- 1000 X 200
- FIELD ELEV

AIRPORT DIAGRAMS

INSTRUMENT APPROACH PROCEDURES (CHARTS)
**Airport Hot Spots**

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><strong>CONNECTICUT</strong></td>
<td></td>
<td></td>
</tr>
<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>GROTON–NEW LONDON (GON)</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><strong>HARTFORD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARTFORD–BRAINARD (HFD)</td>
<td>HS 1</td>
<td>Helipad is in close proximity to the intersection of Twy A and Twy H.</td>
</tr>
<tr>
<td><strong>WINDSOR LOCKS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRADLEY INTL (BDL)</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><strong>DELWARE</strong></td>
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<td></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>DOVER AFB (DOV)</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><strong>WILMINGTON</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW CASTLE (ILG)</td>
<td>HS 1</td>
<td>Twy F intersects Rwy 09–27 which is in close proximity to the thld of Rwy 14–32.</td>
</tr>
<tr>
<td><strong>DISTRICT OF COLUMBIA</strong></td>
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</tr>
<tr>
<td>WASHINGTON</td>
<td>HS 1</td>
<td>Maint vigilance on Twy K crossing Rwy 16L–34R to flw markings leading towards Twy B3.</td>
</tr>
<tr>
<td>MANASSAS RGNL/HARRY P DAVIS FLD (HEF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WASHINGTON</td>
<td>HS 1</td>
<td>Twy N, Twy K, Twy L, and Twy J complex int in close proximity of the rwy.</td>
</tr>
<tr>
<td>RONALD REAGAN WASHINGTON NTL (DCA)</td>
<td>HS 2</td>
<td>Maintain awareness of Hold Line posn for Rwy 19 fr the Hold Bay and while approaching Rwy 19 on Twy J.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft joining Twy J inadvertently cont onto Twy G or Twy M and enter Rwy 01–19 wo clnc.</td>
</tr>
<tr>
<td><strong>MAINE</strong></td>
<td></td>
<td></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>

NE, 21 MAR 2024 to 16 MAY 2024
MARYLAND

EASTON
EASTON/NEWNAM FLD (ESN)  
HS 1  Acft taxiing southbound on Twy A to Rwy 33 inadvertently miss the turn onto Twy B and enter Rwy 33 without a clearance. Twy A and Twy B intersection in close proximity to the rwy.

FREDERICK
FREDERICK MUNI (FDK)  
HS 1  Northbound tfc on Twy A must remain alert as to not miss Twy B when taxing to Rwy 30 and Southeast bound tfc on Twy B as not to miss Twy A when taxiing to Rwy 23.

HAGERSTOWN
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)  
HS 1  Maint vigilance congestion area and close proximity to rwys

BEDFORD
LAURENCE G HANSCOM FLD (BED)  
HS 1  Pilots become confused with the wide expanse of pavement and convergence of numerous twys.

BEVERLY
BEVERLY RGNL (BVY)  
HS 1  Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp.

HS 2  Acft taxiing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.

BOSTON
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  
HS 1  Maint vigilance when taxiing on Rwy 15L–33R approaching Rwy 04L–22R.

HS 2  Taxiing on Twy N approaching Rwy 15R–33L.

HS 3  Maint vigilance on Twy E and Twy K when approaching Rwy 04L–22R.

HS 4  Maint vigilance on Twy C when approaching Rwy 09–27. Maint vigilance on Twy D when approaching Rwy 15R–33L.

LAWRENCE
LAWRENCE MUNI (LWM)  
HS 1  Maintain vigilance approaching Rwy 05–23 hold lines.

HS 2  Maintain vigilance on Twy A; hold line to Rwy 14–32 appears quickly.

NANTUCKET
NANTUCKET MEML (ACK)  
HS 1  Maint vigilance while taxiing. High tfc area.

HS 2  Maintain vigilance while taxiing. High tfc area.

HS 3  Maintain vigilance while taxiing. High tfc area.

HS 4  Maint vigilance Twy H and Twy E. High tfc area.

WESTFIELD/SPRINGFIELD
WESTFIELD–BARNES RGNL (BAF)  
HS 1  Maint vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwys.

HS 2  Unusual lctn for rwy hold posn marking on Twy A for Rwy 15.

NEW HAMPSHIRE

LEBANON
LEBANON MUNI (LEB)  
HS 1  Rwy hold position marking for Rwy 25 on Twy B is further down the twy than most pilots would expect. When taxiing to Rwy 25 on Twy B the hold line will appear before you expect it.

HS 2  North Ramp and Twy B between Twy B1 and Twy B2 area not visible from the 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>ATLANTIC CITY</td>
<td>HS 1</td>
<td>Maintain vigilance crossing Rwy 13–31 on Twy A and Rwy 04–22 on Twy B due to close proximity.</td>
</tr>
<tr>
<td>CALDWELL</td>
<td>HS 1</td>
<td>Pilots taxing 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>NEWARK</td>
<td>HS 1</td>
<td>EB acft departing full len Rwy 22R may become disoriented after reaching the Rwy 22R/04L hold bar on Twy Zulu. From this pt Twy ZA is to the left, Twy Z cont straight ahead, and the end of Rwy 22R is the next right turn, marked by 4 yellow chevrons on the pavement. Also, acft taxing NB via Twy P, crossing Rwy 11/29 and turning WB onto Twy Z will immediately reach Rwy 04L/22R hold bar.</td>
</tr>
<tr>
<td>TETERBORO</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>MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)</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>NIAGARA FALLS</td>
<td>HS 1</td>
<td>Rwy 28R departures from Twy D1 close proximity to Rwy 24.</td>
</tr>
<tr>
<td>SYRACUSE</td>
<td>HS 1</td>
<td>Act taxing to Rwy 28 have missed the left turn on Twy A or taxing to Rwy 33 missed the right turn on Twy M.</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>HARRISBURG</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPITAL CITY (CXY)</td>
<td>HS 1</td>
<td>Rwy 26 LAHSO pavement marking is difficult to see in late afternoon due to sun.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 08 ILS Critical Area hold line pavement marking is NSTD.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy C at Rwy 30. Entrance to Twy B is difficult to see from Twy C due to large pavement area.</td>
</tr>
<tr>
<td>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 without authorization. Twy A and Twy G int in close proximity to the rwy.</td>
</tr>
<tr>
<td>HARRISBURG INTL (MDT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA</td>
<td>HS 1</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 INTL (PHL)</td>
<td>HS 2</td>
<td>Maint vigilance, Twy E apch hold to protect Rwy 26 ovrn.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maint vigilance Twy K and Twy D close int to Rwy 35 and 27R.</td>
</tr>
<tr>
<td>PITTSBURGH</td>
<td>HS 1</td>
<td>Wide pavement int multiple rwys.</td>
</tr>
<tr>
<td>ALLEGHENY CO (AGC)</td>
<td>HS 2</td>
<td>Wide pavement int with ramps, twys, and rwy.</td>
</tr>
<tr>
<td>READING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>READING RGNL/ CARL A SPAATZ FLD (RDG)</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></td>
<td>HS 2</td>
<td>Area along Twy H from Twy D to Rwy 18 hold line not visible from ATCT.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Area along Twy A from terminal ramp to Rwy 36 hold line not visible from ATCT.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance confusing twy configuration near adj ramp.</td>
</tr>
<tr>
<td>WILLIAMSPORT</td>
<td></td>
<td></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></td>
<td></td>
</tr>
<tr>
<td>RHODE ISLAND TF GREEN INTL (PVD)</td>
<td>HS 1</td>
<td>Main vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy M at the int of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance dep northwest ramp. Twy S is immed adj to NW ramp. Acft could inadvertently enter Rwy 16–34.</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Maint vigilance hold short for Rwy 34 not where expected.</td>
</tr>
<tr>
<td>VERMONT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BURLINGTON</td>
<td>HS 1</td>
<td>Use caution HS markings approach quickly for Rwy 19 after crossing Rwy 15–33 at Twy A due to crown in middle of Rwy 15–33.</td>
</tr>
<tr>
<td>PATRICK LEAHY BURLINGTON INTL (BTV)</td>
<td>HS 2</td>
<td>Wrong rwy departure risk. Wide expanse of pavement confusing pilots instructed to depart Rwy 19.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maint vigilance approaching Rwy 01–19 on Twy B from Twy A and exiting either Rwy 15–33 or Rwy 01–19. Observe elevated rwy guard lights.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance approaching Rwy 01–19 on Twy C from Twy A. Observe elevated rwy guard lights.</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>VIRGINIA</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></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>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>

SECONDARY INFORMATION:

CITY/AIRPORT

- NEWPORT NEWS
- NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
- RICHMOND
- RICHMOND INTL (RIC)
- HUNTINGTON
- TRI-STATE/MILTON J FERGUSON FLD (HTS)

HOT SPOT

- HS 1
- HS 2

DESCRIPTION

- 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.
- 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.
- 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.
- Maintain vigilance, Twy A does not lead to the end of Rwy 12. Full length departures rqr rwy crossing.

CITY/AIRPORT

- VIRGINIA
- RICHMOND
- WEST VIRGINIA

HOT SPOT

- HS 1
- HS 2

DESCRIPTION

- 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.
- 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.
- 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.
- Maintain vigilance, Twy A does not lead to the end of Rwy 12. Full length departures rqr rwy crossing.
AIRPORT DIAGRAM

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)
AL-20 (FAA)
BINGHAMTON, NEW YORK

ATIS 128.15
BINGHAMTON TOWER* 119.3 (CTAF) 239.25
GND CON 121.9
CLNC DEL 125.05

FIELD ELEV 1636

EMAS

75°59.5'W 75°59.0'W 75°58.5'W

TANK 1701

I LS

HANGARS

SRE BLDG

TWR/BCN 1687

NORTH RAMP

FIRE STATION

E

A 1747

A

1591

Elev

42°13.0'N

42°12.5'N

42°12.0'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV 1572

7905 X 150

278.7'

0.4% UP

240.4'

5001 X 150

TERMINAL

HANGARS

WEST RAMP

GENERAL AVIATION PARKING

HANGARS

PCN 32 F/D/X/T

S-81, D-103, 2D-168

PCN 45 F/D/X/T

S-112, D-147, 2D-221

Raty 10-28

HIRL Rwy 16-34

MIRL Rwy 10-28

REIL Rwy 28

ELEV 1567

1591

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

PATRICK LEAHY BURLINGTON INTL (BTV)

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

ATIS 123.9 269.9
BURLINGTON TOWER
118.3 257.8
GND CON
126.3 348.6
CLNC DEL
119.15

FIELD ELEV 335
GENERAL AVIATION PARKING
U.S. CUSTOMS

GENERAL AVIATION PARKING

PATRICK LEAHY BURLINGTON INTL (BTV)

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

WEST VIRGINIA INTL YEAGER (C.R.W)
CHARLESTON, WEST VIRGINIA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

EAST/NEWMAN FLD (ESN)
EASTON, MARYLAND

ATIS
124.475
EASTON TOWER
118.525
GND CON
119.075
CLNC DEL
119.075

TERMINAL
HANGARS
MAINTENANCE

RWYS 04-22,
S-40, D-60, 2D-100
RWYS 15-33
S-40, D-60, 2D-100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°04.5' W
76°04.0' W

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

FELKER TOWER
126.3 269.25
GND CON
121.35 229.4
CLNC DEL
121.35
124.9 (When Tower is Closed)

MAIN HELIPAD
100 x 100

BRAVO TAXIWAY
200 x 40

COMPASS ROSE

NON-STANDARD LOCATION
RWY HOLD MARKING

MARCH 2018
ANNUAL RATE OF CHANGE
0.0° W

Rwy 14-32
PCN 13 F/B/Y/T
AIRPORT DIAGRAM
20086
HARRISBURG, PENNSYLVANIA
CAPITAL CITY (CXY)

ATIS 134.95
CAPITAL CITY TOWER *
119.5 257.8
GND CON
121.9
CLNC DEL
124.1 (When Tower Closed)

RWY 08-26
S-65, D-105, 2S-133, 2D-185
RWY 12-30
S-40, D-65, 2S-82, 2D-115

GENERAL AVIATION PARKING
TERMINAL

ELEV 334
HS 1

ELEV 346

0.3% UP
HS 2

ELEV 335

GENERAL AVIATION PARKING
HS 3

ELEV 344

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 21 MAR 2024 to 16 MAY 2024
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
126.75
LAWRENCE TOWER *
119.25 (CTAF)
GND CON
124.3
CLNC DEL
124.3
126.15 (WHEN LWM TWR CLSD)

ELEV 122
PI 136.2°
(0.78 UP)

HILR Rwy 5-23
MLR Rwy 14-32
REIL Rwy 32, 5 and 23

ELEV 134

HS 1

ELEV 135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 148

RWY 05-23
S-45, D-62, 2D-110
RWY 14-32
S-30, D-34, 2D-53

AIRPORT DIAGRAM

LAWRENCE MUNI (L.WM)
LAWRENCE, MASSACHUSETTS

NE, 21 MAR 2024 to 16 MAY 2024
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

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

22363

ASOS 120.675
MORGANTOWN TOWER *
125.1 257.8
GND CON
121.7

ELEV 1236

TERMINAL
WATER TANK 1392 ±
TWR 1305
FIRE STATION

GA APRON

CORPORATE HANGAR
HANGAR

UNIVERSITY HANGAR

MAINTENANCE

FIELD ELEV 1244

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

79°55.5'W
79°55.0'W
39°38.0'N

AIRPORT DIAGRAM

MORGANTOWN, WEST VIRGINIA

22363

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

NE, 21 MAR 2024 to 16 MAY 2024
Runway Status Lights in operation

CAUTION: OVERHEAD PEDESTRIAN BRIDGE MAX TAIL HEIGHT 50 FEET

CAUTION: AIRCRAFT TAXIING ON TWY B FOR RWY 4 DEPARTURE, MAY BE INSTRUCTED TO HOLD AT THE ILS HOLD LINE.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 04-22
PCN 63 F/B/W/T
S-80, D-170, 2D-360

RWY 13-31
PCN 63 F/B/W/T
S-80, D-170, 2D-360

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
AIRPORT DIAGRAM
23222
LONG ISLAND MAC ARTHUR (ISP)
NEW YORK, NEW YORK

ATIS
120.725
LONG ISLAND TOWER 119.3 335.5
GND CON 135.3
CLINC DEL 121.85

Rwy 06-24
PCN 55 F/B/X/U
S-100, D-210, 2D-300
Rwy 15L-33R
PCN 19 F/B/X/U
S-25
Rwy 15R-33L
PCN 55 F/B/X/U
S-100, D-170, 2D-300

FIELD ELEV 99

HANGARS

ELEV 92

ELEV 91

HANGARS

TWR 256

TERMINAL

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

23278

AIRPORT DIAGRAM

AL-285 (FAA)
NE, 21 MAR 2024 to 16 MAY 2024

D-ATIS
115.7 134.825
NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
RAMP CON
132.45
CPDLC PDC

P.A. ADMINISTRATION
FIRE STATION EQUIPMENT
FBO
AREA 340
AIRCRAFT PARKING

FIELD
ELEV
17

HS 1

HS 2

TERMINAL B

HARDSTAND
A8

TERMINAL C

TPKE
PARK

BARRIER PARK

AMELIA

TERMINAL A

TWR 348

LINDY

74°0'0"W
74°1'1"W

ELEV 10

ELEV 11

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

410

40°41'N

40°42'N

RWY 04L-22R
PCN 96 R/B/W/X/T
D-210, 2D-520, 2D/2D-1000
RWY 04R-22L
PCN 96 R/B/W/T
D-210, 2D-520, 2D/2D-1000
RWY 11-29
PCN 96 R/B/W/T
D-210, 2D-520, 2D/2D-1000

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.
* ATIS 128.65
* NEWPORT NEWS TOWER 118.7 257.9
* GND CON 121.9 348.6
* CLNC DEL 121.65 225.4

**CAUTION:** BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

QUONSET STATE (OQU)
NORTH KINGSTOWN, RHODE ISLAND

ATIS * 118.6
QUONSET TOWER * 126.35 (CTAF) 252.9
GND CON 134.5 226.675
CLNC DEL 134.5

Aircraft: At least 20 minutes before landing or takeoff, report your position to the tower on 126.35 MHz (CTAF) or 252.9 MHz.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

NE, 21 MAR 2024 to 16 MAY 2024

AIRPORT DIAGRAM
24025
NORTH KINGSTOWN, RHODE ISLAND
QUONSET STATE (OQU)

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

ATIS 132.975
OXFORD TOWER 118.475
GND CON 121.65
CLNC DEL 121.65
135.1 (When Tower Closed)

FIELD
ELEV
730

HANGAR

NORTHWEST RAMP
GENERAL AVIATION PARKING

TRANSIENT PARKING

TWR/BCN

HANGAR

SOUTH RAMP
GENERAL AVIATION PARKING

HANGAR

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV 680

ILS HOLD

RWY 18-36
S-50, D-85, 2S-107, 2D-145

EMAS

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

NE, 21 MAR 2024 to 16 MAY 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

NE, 21 MAR 2024 to 16 MAY 2024

ATIS
121.15
NORTHEAST PHILADELPHIA TOWER *
126.9  278.8
GND CON
121.7
CLNC DEL
127.25

FIELD ELEV 120

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

ELEV 117

ELEV 108

JET CENTER

TWR 197

LAHSG

HANGAR

LAHSG

HANGAR

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORK

ASOS 132.225
CTAF/UNICOM 122.7
CLNC DEL 121.85

FIELD ELEV 234

171.5° — 0.8° DOWN

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

RWY 17-35
PCN 57 F/C/W/T
S-119, D-174, 2D-510,
2D/2D2-780

TERMINAL
CARGO RAMP
FIRE STATION
FBO
GA RAMP
HANGARS

NE, 21 MAR 2024 to 16 MAY 2024
PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE

21336
AIRPORT DIAGRAM
AL-678 (FAA)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

120.95 275.8
GND CON
128.4 269.0
PORTSMOUTH TOWER
132.05 273.5
ATIS
CLNC DEL
335.8

BLAST PAD 200 X 200
FIELD ELEV 100
ELEV 94
0.5% DOWN
ELEV 91

NORTH APRON
ANG CPS
RESTRICTED AREA

ANG RESTRICTED AREA

TERMINAL
FIRE STATION
TWR/BCN 230
AIRPORT
MANAGEMENT

TERMINAL APRON

GENERAL AVIATION APRON

CARGO
FBO
HANGARS
FBO

RWY 16-34
PCN 82 F/A/W/T
S-120, D-250, 2D-550, 2D/2D2-1120

NE, 21 MAR 2024 to 16 MAY 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)
AL-349 (FAA)
ROANOKE, VIRGINIA

ATIS 132.375
ROANOKE TOWER 118.3 257.8
GND CON 121.9 257.8
CLNC DEL 119.7

ELEV 1152
EMAS BLAST PAD 300 X 200
FIRE STATION
FIELD ELEV 1175
CARGO RAMP
DE-ICE AREA
TWR 1365
HELIQUARTER PARKING
GENERAL AVIATION
TERMINAL
BLAST PAD 200 X 200
ELEV 1143

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020 ANNUAL RATE OF CHANGE 0.0° W

37°19'N 79°58'W

NE, 21 MAR 2024 to 16 MAY 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

SALISBURY-OCEAN CITY WICOMICO RGNL (SBJ)
AL-977 (FAA)
SALISBURY, MARYLAND

ASOS
118.325
SALISBURY TOWER
119.425
GND CON
123.775
CLNC DEL
123.775

TERMINAL
FIRE STATION
GENERAL AVIATION PARKING

Rwy 05-23
PCN 21 F/C/X/T
S-56, D-76, 2D-142
Rwy 14-32
PCN 43 F/C/W/T
S-76, D-126, 2D-423, 2D/2D-749

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

ATIS 124.225
SYRACUSE TOWER 120.3 239.0
GND CON 121.7 348.6
CLNC DEL 125.05 257.775

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.8° E

ELEV 399
ELEV 419
ELEV 402
ELEV 416
ELEV 410
ELEV 399

AIRPORT DIAGRAM
SYRACUSE HANCOCK INTL (SYR)
SYRACUSE, NEW YORK

NE 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

ATIS
125.175
MANASSAS TOWER
133.1 360.75
GND CON
121.8
CLNC DEL
120.2 (When ATCT Closed)

FIELD ELEV 192

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA

23166

AIRPORT DIAGRAM

ATIS
135.75
WILKES-BARRE TOWER
120.1 257.8
GND CON
121.9

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0" E

ELEV 922
103.7" +

0.3% UP

RAMP

ELEV 911

FIRE STATION

ELEV 935

4300 X 150

41°20.5'N

TWR
1072 ±

41°20.0'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 962

75°44.0'W

75°43.0'W

75°43.5'W

75°42.5'W

75°42.0'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

50.7" -

HANGARS

FUEL TANKS

GENERAL AVIATION

ELEV 911

EMAS

ELEV 922

103.7" +

0.3% UP

RAMP

FIRE STATION

ELEV 935

4300 X 150

41°20.5'N

TWR
1072 ±

41°20.0'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 962

75°44.0'W

75°43.0'W

75°43.5'W

75°42.5'W

75°42.0'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 962

75°44.0'W

75°43.0'W

75°43.5'W

75°42.5'W

75°42.0'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
22307
BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

D-AVIS
118.15
BRADLEY TOWER
120.3
GND CON
121.9
CLNC DEL
121.75
CPDLC
322.3
POC

FIRE STATION
ELEV 345
TWR
GENERAL
AVIATION
AIR CARGO
FIELD ELEV
173
DE-ICE
AREA
NO-TAXI
ISLANDS
INTL ARRIVALS
TERMINAL
BLAST PAD
245 X 200
CONNECTICUT
ANG
LAHSO
GENERAL
AVIATION
PARKING
FBO
NORTH
RAMP

BLAST PAD
986 X 200
ELEV 169
LAHSO
9310 X 200

72°41'W
72°42'W

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.
AIRPORT DIAGRAM

ASOS
119.275
CTAF/UNICOM
123.0
CLNC DEL
121.65

TERMINAL
BEACON
520 ±

HANGARS

Rwy 17-35
5-20, D-20, 2D-20

FIELD ELEV
495

January 2020
Annual Rate of Change
0.0° E

Point Elevation
476

Airport Diagram
YORK, PENNSYLVANIA

NE, 21 MAR 2024 to 16 MAY 2024
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-SLI20005, /OV PDZ-PSP.

3. /TM – Time: When conditions occurred or were encountered.
   - Use 4 digits in UTC.
   Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   Examples: /FL095, /FL310, /FLUNKN

5. /TP - Type aircraft: Required if reporting Turbulence or Icing
   - No more than 4 characters, use UNKN if the type is not known.
   Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK – Sky Condition/Cloud layers:
   - Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   - Report bases in hundreds of feet: BKN005, SCT015, OVC200
   - If bases are unknown, use UNKN
   - Report cloud tops in hundreds of feet: TOP120
   Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC

7. /WX - Weather: Flight visibility is always reported first. Append FV reported with SM.
   - Report visibility using 2 digits: FV01SM, FV10SM
   - Unrestricted visibility use FV99SM.
   - Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +
   Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. /TA - Air temperature (Celsius): Required when reporting icing
   - 2 digits, unless below zero, then prefix digits with M.
   Examples: /TA 15, /TA 04 /TA M06

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.
   Examples: /WV 270045KT, /WV 080110KT

10. /TB - Turbulence:
    - Report intensity using LGT, MOD, SEV, or EXTRM
    - Report duration using INTMT, OCNL or CONS when reported by pilot.
    - Report type using CAT or CHOP when reported by pilot.
    - Include altitude only if different from /FL.
    - Use ABV or BLO when limits are not defined.
    - Use NEG if turbulence is not encountered.
    Examples: /TB OCNL MOD, /TB LGT CHOP, /LG 060, /TB MOD BLO 090, / TB NEG

11. /IC - Icing:
    - Report intensity using TRACE, LGT, MOD or SEV
    - Report type using RIME, CLR, or MX
    - Include altitude only if different than /FL.
    - Use NEG if icing not encountered.
    Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. /RM - Remarks: Use to report phenomena that does not fit in any other field.
    - Report the most hazardous element first.
    - Name of geographic location from /OV field fix.
    Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
    /RM MTN WAVE, /RM DURC, /RM DURD, /RM MULLAN PASS
    /RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED
SN

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP
UA /OV DHT360015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG
UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAJON PASS

NE, 21 MAR 2024 to 16 MAY 2024
# PIREP FORM

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>3 or 4 letter Identifier</td>
</tr>
<tr>
<td>1.</td>
<td>UA</td>
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<tr>
<td></td>
<td>UUA</td>
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<tr>
<td>2</td>
<td>/OV</td>
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<tr>
<td>3</td>
<td>/TM</td>
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<td>4</td>
<td>/FL</td>
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<td>5</td>
<td>/TP</td>
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<td>6</td>
<td>/SK</td>
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<td>7</td>
<td>/WX</td>
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<td>8</td>
<td>/TA</td>
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<td>9</td>
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<tr>
<td>11</td>
<td>/IC</td>
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<tr>
<td>12</td>
<td>/RM</td>
</tr>
</tbody>
</table>

Items 1 through 5 are mandatory for all PIREPs.

FAA Form 7110-2 (9/19) Supersedes Previous Edition