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
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SSMC-4 Suite 4400
Silver Spring, MD 20910-3281
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THIS PUBLICATION COMPRISES PART OF THE FOLLOWING SECTIONS OF THE UNITED STATES AERONAUTICAL INFORMATION PUBLICATION (AIP): GEN, ENR AND AD.
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The following locations have Seaplane Landing Areas (Waterways). See alphabetical listing for complete data on these facilities.

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## GENERAL INFORMATION

### ABBREVIATIONS

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

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

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<td>above</td>
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<tr>
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<td>AFTN</td>
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**Abbreviation** | **Description**
---|---
immed | immediate
inbd | inbound
Inc | Incorporated
incl | include
incr | increase
indef | indefinite
info | information
inop | inoperative
inst | instrument
instl | install
instr | instruction
int | intersection
intcntl | intercontinental
intcpt | intercept
intl | international
intmt | intermittent
ints | Intense, intensity
invo | in the vicinity of
irreg | Irregularly
Jan | January
JASU | Jet Aircraft Starting Unit
JATO | Jet Assisted Take–Off
JOAP | Joint Oil Analysis Program
JOSAC | Joint Operational Support Airlift Center
JRB | Joint Reserve Base
Jul | July
Jun | June
K or Kt | Knots
kHz | kilohertz
KIAS | Knots Indicated Airspeed
KLIZ | Korea Limited Identification Zone
km | Kilometer
kw | kilowatt
L.... | Compass locator (Component of ILS system) under 25 Watts, 15 NM, Enroute Low Altitude Chart (followed by identification)
L.... | Local Time
LAHSO | Land and Hold–Short Operations
L–AOE | Limited Airport of Entry
LAWRS | Limited Aviation Weather Reporting Station
lb, lbs | pound (weight)
LC | local call
lcl | local
LCP | French Peripheral Classification Line
lctd | located
lctn | location
lctr | locator
LCVASI | Low Cost Visual Approach Slope Indicator
lcrr | Localizer
LDA | Long Distance
LDD | Landing Distance Available
ldg | Landing
LDIN | Lead–in Lights
LDOCF | Long Distance Operations Control Facility
len | length
lgt, lgtd, lgts | light, lighted, lights
LIRL | Low Intensity Runway Lights
LLHAS | Low–Level Wind Shear Alert System
LLL | Long Range
LMM | Compass locator at Middle Marker ILS
LMM | Compass locator at Middle Marker ILS
Lo | low
LoALT or LA | Low Altitude
LOC | Localizer
LOM | Compass locator at Outer Marker ILS
LR | Long Range, Lead Radial
LRA | Landing Rights Airport
LRRS | Long Range RADAR Station
LSB | lower side band
Ltd | limited
M | meters, magnetic (after a bearing), Military Circuit (Telephone)
MACC | Military Area Control Center
mag | magnetic
maint | maintain, maintenance
maj | major
MALS | Medium Intensity Approach Lighting System
MALSF | MALs with Sequenced Flashers
MALSRL | MALs with Runway Alignment Indicator Lights
Mar | March
MARA | Military Activity Restricted Area
MATO | Military Air Traffic Operations
MATZ | Military Aerodrome Traffic Zone
max | maximum
mb | millibars
MCAC | Military Common Area Control
MCAF | Marine Corps Air Facility
MCALF | Marine Corps Auxiliary Landing Field
MCAS | Marine Corps Air Station
MCB | Marine Corps Base
MCC | Military Climb Corridor
MCOLF | Marine Corps Outlying Field
MDA | Minimum Enroute Altitude
MEA | Minimum Enroute Altitude
med | medium
MEHT | Minimum Eye Height over Threshold
mem | memorial
MET | Meteorological, Meteorology
METAR | Aviation Routine Weather Report (in international MET figure code)
METRO | Pilot–to–Metro voice cell
MF | Medium Frequency (300 to 3000 KHz), Mandatory Frequency (Canada)
MFA | Minimum Flight Altitude
mgmt | Management
mgr | manager
MHz | Megahertz
mi | mile
MID/ASIA | Middle East/Asia (ICAO Region)
MJU | Meaconing, Intrusion, Jamming, and Interference
Mil, mil | military
min | minimum, minute
MIRL | Medium Intensity Runway Lights
misl | missile
mkr | marker (beacon)
MM | Middle Marker of ILS
mnt | monitor
MOA | Military Operations Area
8

**GENERAL INFORMATION**

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Abbreviation          Description
PPR........................prior permission required
prcht........................parachute
pref ........................prefer
prev..........................previous
prim ..........................primary
prk ..........................park
PRM..........................Precision Runway Monitor
pro ..........................procedure
proh ..........................prohibited
pt ..........................point
PTD ..........................Pilot to Dispatcher
pub ..........................publication
publ ..........................publish
PVASI........................Pulsating Visual Approach Slope Indicator
pvt ..........................private
pwr ..........................power
QFE ..........................Altimeter Setting at station
QNE ..........................Altimeter Setting of 29.92 inches which provides height above standard datum plane
QNH ..........................Altimeter Setting which provides height above mean sea level
qtrs ..........................quarters
quad ..........................quadrant
R/T..........................Radiotelephony
R/W ..........................Rotary/Wing
RACON ..........................Radar Beacon
rad ..........................radius, radial
RAIL..........................Runway Alignment Indicator Lights
RAMCC ..........................Regional Air Movement Control Center
R–AOE ..........................Regular Airport of Entry
RAPCON ..........................Radar Approach Control (USAF)
RATCF ..........................Radar Traffic Control Facility (Navy)
RCAG ..........................Remote Center Air to Ground Facility
RCAGL ..........................Remote Center Air to Ground Facility Long Range
RCL ..........................runway centerline
RLS ..........................Runway Centerline Light System
RCO ..........................Remote Communications Outlet
rcpt ..........................reception
rcv ..........................receive
rcvr ..........................receiver
rdo ..........................radio
reconst ..........................reconstruct
reful ..........................refueling
reg ..........................regulation, regular
REIL ..........................Runway End Identifier Lights
rel ..........................reliable
relctd ..........................relocated
REP ..........................Reporting Point
req ..........................request
RETLIL ..........................Rapid Exit Taxiway Indicator Light
Rgn ..........................Region
Rgnl ..........................Regional
rgf ..........................right
rgt tcf ..........................right traffic
rgl ..........................realigned
RLLS ..........................Runway Lead-in Light System
rmk ..........................remark
rng ..........................range, radio range
RNP ..........................Required Navigation Performance
Abbreviation          Description
RON ..........................Remain Overnight
Rot Ltl or Bcn ..........................Rotating Light or Beacon
RPI ..........................Runway Point of Intercept
rpt ..........................report
rqr ..........................require
RR ..........................Railroad
RRP ..........................Runway Reference Point
RSC ..........................Runway Surface Condition
RSDU ..........................Radar Storm Detection Unit
RSE ..........................Radar Starter Extension/Starting Strip
RSRS ..........................Reduced Same Runway Separation
rstd ..........................restricted
rte ..........................route
ruf ..........................rough
RVR ..........................Runway Visual Range
RVSM ..........................Reduced Vertical Separation Minima
rwy ..........................runway
S ..........................South
S/D ..........................Seadrome
SALS ..........................Short Approach Lighting System
SAR ..........................Search and Rescue
Sat ..........................Saturday
SAVASI ..........................Simplified Abbiated Visual Approach Slope Indicator
SAWRS ..........................Supplement Aviation Weather Reporting Station
sby ..........................standby
Sched ..........................scheduled services
scrr ..........................sector
SDF ..........................Simplified Directional Facility
SE ..........................Southeast
sec ..........................second, section
secd ..........................secondary
SELCAL ..........................Selective Calling System
SELF ..........................Strategic Expeditionary Landing Field
SEng ..........................Single Engine
Sep ..........................September
SFA ..........................Single Frequency Approach
SFB ..........................Space Force Base
sf ..........................surface
SFL ..........................Sequence Flashing Lights
SFRA ..........................Special Flight Rules Area
SID ..........................Standard Instrument Departure
SIDA ..........................Secure Identification Display Area
SIF ..........................Selective Identification Feature
sked ..........................schedule
SM ..........................statute miles
SOAP ..........................Spectrometric Oil Analysis Program
SOF ..........................Supervisor of Flying
SPB ..........................Seaplane Base
SR ..........................Sunrise
SRE ..........................Surveillance Radar Element of GCA
(SIP Procedure)
SRE ..........................Surveillance Radar Element of GCA
Identification only
SS ..........................Sunset
SSALS/R ..........................Simplified Short Approach Lighting System with RAIL
SSB ..........................Single Sideband
SSR ..........................Secondary Surveillance Radar
STA ..........................Straight-in Approach
std ..........................standard
stn ..........................station
stor ..........................storage
str ..........................straight
str–in ..........................Straight–in
<table>
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<tr>
<th>Abbreviation</th>
<th>Description</th>
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<td>small Unmanned Aerial Systems</td>
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<td>Transition Altitude</td>
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<tr>
<td>TAC</td>
<td>Tactical Air Command</td>
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<tr>
<td>TAF</td>
<td>Aerodrome (terminal or alternate) forecast in abbreviated form</td>
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<td>TALCE</td>
<td>Tanker Aircraft Control Element</td>
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<tr>
<td>TCA</td>
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<td>United States Marine Corps</td>
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<td>United States Space Force</td>
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<td>United States Navy</td>
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<td>UTA</td>
<td>Upper Control Area</td>
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<tr>
<td>UTC</td>
<td>Coordinated Universal Time</td>
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<td>V</td>
<td>Defense Switching Network (telephone, formerly AUTOVON)</td>
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<tr>
<td>V/STOL</td>
<td>Vertical and Short Take-off and Landing aircraft</td>
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<td>VAL</td>
<td>Visiting Aircraft Line</td>
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<tr>
<td>var</td>
<td>variation (magnetic variation)</td>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<td>vicinity</td>
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<td>VDF</td>
<td>Very High Frequency Direction Finder</td>
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<td>VFR</td>
<td>Visual Flight Rules</td>
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<td>VFR-S</td>
<td>FLIP VFR Supplement</td>
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<tr>
<td>VHF</td>
<td>Very High Frequency (30 to 300 MHz)</td>
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<td>VIP</td>
<td>Very Important Person</td>
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<td>vis</td>
<td>visibility</td>
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<tr>
<td>VMC</td>
<td>Visual Meteorological Conditions</td>
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<td>Voice Over Internet Protocol</td>
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<td>VOR Receiver Testing Facility</td>
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<td>W</td>
<td>Warning Area (followed by identification), Watts, West, White</td>
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<td>Wheel Crossing Height</td>
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<td>WSFO</td>
<td>Weather Service Forecast Office</td>
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<td>wo</td>
<td>without</td>
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<td>WSP</td>
<td>Weather System Processor</td>
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<td>weather</td>
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<td>yard</td>
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<tr>
<td>Z</td>
<td>Greenwich Mean Time (time groups only)</td>
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GENERAL INFORMATION

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<tr>
<th>CITY NAME</th>
<th>AIRPORT NAME (ALTERNATE NAME) (LTS/KLTS) (CIV/MIL) 3 N UTC—6—5DT</th>
<th>NAD48/93 ’W99°20.20 ’</th>
<th>200</th>
<th>APA-1000(800)</th>
<th>AOE</th>
<th>LPA</th>
<th>Class IV, ARFF Index A</th>
<th>NOTAM FILE OREI Not insp. MON Airport</th>
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<td>19</td>
<td>RWY 18—36 H12004X200 (ASP—CONC—GRVD) S—90, D—160, 2D—300 PCN 80 R/W/W</td>
<td>HIRL CL</td>
<td>RLY</td>
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<td>LGD RWY 09—27 H6000X150 (ASP) PCR 1234 R/B/W/W</td>
<td>MIRL</td>
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<td>RUNWAY DECLARED DISTANCE INFORMATION RWY 18: 5600X150 (ASP) FPC</td>
<td>ALU PCN 59 F/A/W/T</td>
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<td>ARRESTING GEAR/SYSTEM RWY 18 HOOK E5 (65’ OVRN) BAK—14 BAK—12B (1650’) BAK—14 BAK—12B (1087’) HOOK E5 (74’ OVRN) RWY 36</td>
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<td>SERVICE: S4 FUEL: 100LL, JET A AX: 1 3 LGT ACTIVE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11—29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17—35—(TCAF: MILITARY—A GEAR=5 connected on dep end, disconnected on apch end.)</td>
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<td>24</td>
<td>JASU 3(A32A—60) 2(A32A—86) FUEL JB(MI)(INC=100, A) FLUID W SP PRESAIR LOX OIL 0—128 MAINT S1 Mon—Fri 1000—2200Z+ TRAN ALERT Avbl 1300—2002Z+ svc limited weekends.</td>
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<td>27</td>
<td>AIRPORT MANAGER: (580) 481–5739</td>
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<td>WEATHER DATA SOURCES: AWOS—1 120.3 (202) 426—8000. LAWRS.</td>
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<td>COMMUNICATIONS: SP FTA 122.8 UNICOM 122.99 ATIS 127.25 127.05 32.55 (202) 426—8003 PTD 372.2</td>
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<td>30</td>
<td>NAME FSS (ORL) on arpt. 132.65 122.65 122.2 NAME RCO 112.2 112.1R (NAME RADIO) NAME APP/DEP CON 120.0 129.75 127.75 127.05 (2000—0402Z) TOWER 119.65 255.6 (1200—0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55 CPDLC D-H2XWR D-TAXI DLOG (LOGON KMEM) NAME COMO POST (GERONIMO) 311.0 321.4 6761 PMSY METRO 239.8 NAME OPS 257.5</td>
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<td>AIRSPACE: CLASS B See VFR Terminal Area Chart.</td>
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<td>32</td>
<td>VOR TEST FACILITY (VOT): 113.6</td>
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<td>COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. HELIPAD HL: H100X75 (ASPH) HELIPAD H2: H600X60 (ASPH) HELIPORT REMARKS: Helipad H1 ltd on general aviation side and H2 ltd on air carrier side of arpt. 187 TPA 1000(813) WATERWAY 15–33 5000X425 (WATER)</td>
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<tr>
<td></td>
<td>All bearings and radii 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).</td>
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</table>
SKETCH LEGEND

RUNWAYS/LANDING AREAS

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

MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings ..
Power Lines ..
Towers ..
Wind Turbine, ..
Tanks ..
Oil Well ..
Smoke Stack ..
Obstruction ..
Controlling Obstruction ..
Trees ..
Populated Places ..
Cuts and Fills ..
Cliffs and Depressions ..
Ditch ..
Hill ..

RADIO AIDS TO NAVIGATION

VORTAC ..
VOR ..
VOR/DME ..
NDB ..
TACAN ..
NDB/DME ..
DME ..

MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon ..
Wind Cone ..
Landing Tee ..
Tetrahedron ..
Control Tower ..
TWR ..

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

APPROACH LIGHTING SYSTEMS

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

Runway Centerline Lighting ..

A Approach Lighting System ALSF-2  ..
A Approach Lighting System ALSF-1  ..
SALS/SALSF ..
SALS/SALSF ..
Simplified Short Approach Lighting System (SALSR) with RAIL ..
Medium Intensity Approach Lighting System (MALS and MALSF)/ISSALS ..
Medium Intensity Approach Lighting System (MALS and MALSF)/ISSALS ..
Medium Intensity Approach Lighting System (MALS and MALSF)/ISSALS ..
Medium Intensity Approach Lighting System (MALS and MALSF)/ISSALS ..
Medium Intensity Approach Lighting System (MALS and MALSF)/ISSALS ..
Omnidirectional Approach Lighting System (ODALS) ..
Navy Parallel Row and Cross Bar ..

† Air Force Overrun ..
† Visual Approach Slope Indicator with Standard Threshold Clearance provided Pulse/Visual Approach Slope Indicator (PVASI)
† Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
† Tri-color Visual Approach Slope Indicator (TRCV)
† Approach Path Alignment Panel (APAP)
† Precision Approach Path Indicator (PAPI)
This directory is a listing of data on record with the FAA on public-use airports, military airports and selected private-use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the contiguous United States, Puerto Rico and the Virgin Islands. Civil airports and joint Civil/Military airports which are open to the public are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military airports and private-use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navails, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

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

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

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

1. CITY/AIRPORT NAME

Civil and joint Civil/Military airports which are open to the public are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved heliports 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|-4DT). The symbol Z 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 Z 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 Z symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.
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 (ADCSUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

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

**NE, 16 MAY 2024 to 11 JUL 2024**
CERTIFICATED AIRPORT (14 CFR PART 139)

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

AIRPORT CLASSIFICATIONS

<table>
<thead>
<tr>
<th>Type of Air Carrier Operation</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
<th>Class IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled 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></td>
<td>Index A + 4000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt;200’</td>
<td>&lt;5</td>
<td></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.nas.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 designated 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
- (AMZ)—Temporary metal planks coated with non-skid material
- (ASPH)—Asphalt
- (CONC)—Concrete
- (DIRT)—Dirt
- (GRVD)—Grooved
- (GRVL)—Gravel, or cinders
- (MATS)—Pierced steel planking, landing mats, membranes
- (PEM)—Part concrete, part asphalt
- (PFC)—Porous friction courses
- (PSP)—Pierced steel plank
- (RFSC)—Rubberized friction seal coat
- (SAND)—Sand
- (TURF)—Turf
- (TRTD)—Treated
- (WC)—Wire combed

RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triplet 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>FT</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B757, KC135).</td>
</tr>
<tr>
<td>SBTT</td>
<td>2D/D1</td>
<td>Two dual wheels in tandem/dual wheel body type landing gear (KC10).</td>
</tr>
<tr>
<td>None</td>
<td>2D/2D1</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 type of the ACN, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

NOTE: ICAO adopted the ACR/PCR System as the new standard method for reporting pavement strength in July 2020. The ACR/PCR System methodology remains unchanged from the ACN/PCN system described above. The Pavement Classification Rating (PCR) remains a five-part code (e.g. PCR 460 R/B/W/T) with the number being one order of magnitude higher than PCNs. The details of the code below are not changed with PCR. ICAO has established a four year transition period during which time a PCN or a PCR may be reported. Currently Aircraft Classification Rating (ACR) data may not be available for all aircraft.
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 sunrise to sunset. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L—800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSLD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIIR—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDZ—Touchdown Zone Lights.
ODAL—Omnigem Directional Approach Lighting System.
AF OVRN—Air Force Overrun 1000’ Standard Approach Lighting System.
MALS—Medium Intensity Approach Lighting System.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALS—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.
SSAL—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.
ALSF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF—Sequenced Flashing Lights.
OLS—Optical Landing System.
WAVE—OFF.

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

VISUAL GLIDESLOPE INDICATORS

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

PAPI—Precision Approach Path Indicator
P2L 2—identical light units placed on left side of runway
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

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

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.
TRIL  TRCV on left side of runway
TRIR  TRCV on right side of runway

VASI—Visual Approach Slope Indicator
V2L  2-box VASI on left side of runway
V2R  2-box VASI on right side of runway
V4L  4-box VASI on left side of runway
V4R  4-box VASI on right side of runway
V6L  6-box VASI on left side of runway
V6R  6-box VASI on right side of runway
V12  12-box VASI on both sides of runway
V16  16-box VASI on both sides of runway

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

PILOT CONTROL OF AIRPORT LIGHTING

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

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

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

RUNWAY SLOPE

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

RUNWAY END DATA

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

LAND AND HOLD—SHORT OPERATIONS (LAHSO)

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

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

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.
TODA—Take-Off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.
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 setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12B</td>
<td>Extended BAK–12 with 1200 foot run, ¼ 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></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), 31LR – 1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Service/Military/A–Gear in the entry.</td>
<td></td>
</tr>
</tbody>
</table>

**FOREIGN CABLE**

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

**UNI–DIRECTIONAL BARRIER**

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

NOTE: Landing short of the runway threshold on a runway with a BAK–15 in the undernurn is a significant hazard. The barrier in the down position still protrudes several inches above the undernurn. 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. |

**FUEL**

<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>
<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*, CI/Li#, SDA##, FP** minus 40°C.</td>
</tr>
<tr>
<td>A++100</td>
<td>Jet A, Kerosene, with FS–II*, CI/Li#, SDA##, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
</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>Code</th>
<th>Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>OX 1</td>
<td>High Pressure</td>
<td>OX 3</td>
<td>High Pressure—Replacement Bottles</td>
</tr>
<tr>
<td>OX 2</td>
<td>Low Pressure</td>
<td>OX 4</td>
<td>Low Pressure—Replacement Bottles</td>
</tr>
</tbody>
</table>

### SERVICE—MILITARY

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

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

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

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

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

#### ELECTRICAL STARTING UNITS:

<table>
<thead>
<tr>
<th>Type</th>
<th>AC Voltage</th>
<th>DC Voltage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/M32A-95</td>
<td>115/200v</td>
<td>28v, 1500 amp</td>
<td>72 kw (with TR pack)</td>
</tr>
<tr>
<td>MC-1A</td>
<td>115/208v, 400 cycle</td>
<td>28v, 500 amp</td>
<td>14 kw</td>
</tr>
<tr>
<td>MD-3</td>
<td>115/208v, 400 cycle</td>
<td>28v, 1500 amp</td>
<td>45 kw, split bus</td>
</tr>
<tr>
<td>MD-3A</td>
<td>115/208v, 400 cycle</td>
<td>28v, 1500 amp</td>
<td>45 kw, split bus</td>
</tr>
<tr>
<td>MD-4</td>
<td>120/208v, 400 cycle</td>
<td>28v, 500 amp</td>
<td>15 kw</td>
</tr>
</tbody>
</table>

#### AIR STARTING UNITS

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

#### COMBINED AIR AND ELECTRICAL STARTING UNITS:

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGPU</td>
<td>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</td>
</tr>
<tr>
<td>AM32A–60*</td>
<td>AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia</td>
</tr>
<tr>
<td>AM32A–60A</td>
<td>AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm at 51 +/- 2 psia</td>
</tr>
<tr>
<td>AM32A–60B*</td>
<td>AIR: 130 lb/min, 50 psia</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 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 available through US Military Base supply. DESC Into–Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into–Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into–Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identifyplates 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

ADI  
Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.

W  
Water Thrust Augmentation—Jet Aircraft.

WAI  
Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.

SP  
Single Point Refueling.

PRESAIR  
Air Compressors rated 3,000 PSI or more.

De–Ice  
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.)
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.

US AVIATION OILS (MIL SPECS):

<table>
<thead>
<tr>
<th>CODE</th>
<th>GRADE, TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>O-113</td>
<td>1065, Reciprocating Engine Oil (MIL-L-6082)</td>
</tr>
<tr>
<td>O-117</td>
<td>1100, Reciprocating Engine Oil (MIL-L-6082)</td>
</tr>
<tr>
<td>O-117+</td>
<td>1100, 0-117 plus cycluseneone (MIL-L-6082)</td>
</tr>
<tr>
<td>O-123</td>
<td>1065, (Dispensat), Reciprocating Engine Oil (MIL-L-22851 Type III)</td>
</tr>
<tr>
<td>O-128</td>
<td>1100, (Dispensat), Reciprocating Engine Oil (MIL-L-22851 Type II)</td>
</tr>
<tr>
<td>O-132</td>
<td>1005, Jet Engine Oil (MIL-L-6081)</td>
</tr>
<tr>
<td>O-133</td>
<td>1010, Jet Engine Oil (MIL-L-6081)</td>
</tr>
<tr>
<td>O-147</td>
<td>None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic</td>
</tr>
<tr>
<td>O-148</td>
<td>None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil</td>
</tr>
<tr>
<td>O-149</td>
<td>None, Aircraft Turbine Engine Synthetic, 7.5c St</td>
</tr>
<tr>
<td>O-155</td>
<td>None, MIL-L-6086C, Aircraft, Medium Grade</td>
</tr>
<tr>
<td>O-156</td>
<td>None, MIL-L-23699 (Synthetic Base), Turboprop and Turbo shaft Engines</td>
</tr>
<tr>
<td>JOAP/ SOAP</td>
<td>Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)</td>
</tr>
</tbody>
</table>

TRANSPORTALERT (TRAN ALERT)—MILITARY
Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), de briefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

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

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

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

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

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

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

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

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

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

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

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

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 NAVID line), it shall be indicated by a bold ASOS or AWOS followed by the frequency, identifier and phone number, if available.
COMMUNICATIONS

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

Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Aeronautical Advisory Stations (UNICOM) or (AUNICOM), and Automatic Terminal Information Service (ATIS) along with their frequency is shown, where available, on the line following the heading “COMMUNICATIONS.” When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1–800–WX–BRIEF (1–800–992–7433). When the FSS is located on the field it will be indicated as “on 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 aircraft conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS’s for select non–tower airports or airports where the tower is not in operation.

(See AIM, Para 4–1–9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90–42C.)

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

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive–only on 122.1.

a. 122.2 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 airport advisories on the tower frequency when tower is closed.

c. 122.1 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.

PTD—Pilot to Dispatcher.

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

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

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

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

CLNC DEL—Clearance Delivery.

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

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

PRE TAXI CLNC—Pre taxi clearance.

VFR ADV SY SVC—VFR Advisory Service. Service provided by Non–Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

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

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

CON
RANGE
FLT FLW—Flight Following
MEDIvac

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

**AIRSPACE**

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

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

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

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

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

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

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

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

or

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

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

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

or

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

or

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

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

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

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

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

**VOR TEST FACILITY (VOT)**

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

The Airport/Facility Directory is one of the primary publications used to locate and identify airport and facility information. It is published annually and distributed to pilots, flight schools, and other aviation-related organizations. The directory provides detailed information about airports, airways, flight strips, and other navigational aids, including VORs, DMEs, and TACANs. This information is essential for pilots to plan their flight paths and ensure safe navigation.

NAVAID information is tabulated as indicated in the following sample:

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

- **NAME (L) VOR**
  - 117.55 ABE
  - N40°43.60’ W75°27.30’
  - 180° 4.1 NM to fld.

NAVAIDs with Two SSVs (VOR/DME, VORTAC)

- **NAME (L) (L) ABERTAC**
  - 117.55 ABE
  - Chan 122(Y)
  - N40°43.60’ W75°27.30’

- **Site Elevation**
  - 110/8E

- **Automated Weather Observing System**
  - AWOS

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

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

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

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

### RADIO CLASS DESIGNATIONS

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

<table>
<thead>
<tr>
<th>SSV Class</th>
<th>Altitudes</th>
<th>Distance (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T) Terminal</td>
<td>1000’ to 12,000’</td>
<td>25</td>
</tr>
<tr>
<td>(L) Low Altitude</td>
<td>1000’ to 18,000’</td>
<td>40</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>1000’ to 14,500’</td>
<td>40</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td>(H) High Altitude</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>(VL) VOR Low</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>(VH) VOR High</td>
<td>5,000’ to 14,500’</td>
<td>70</td>
</tr>
<tr>
<td>(VH) VOR High</td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td>(VH) VOR High</td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td>(VH) VOR High</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>(DH) DME High</td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
</tbody>
</table>

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

**NOTES:** Additionally, High Altitude facilities provide Low Altitude and Terminal service volume and Low Altitude facilities provide Terminal service volume. Altitudes are with respect to the station’s site elevation. Coverage is not available in a cone of airspace directly above the facility. In some cases local conditions (terrain, buildings, trees, etc.) may require that the service volume be restricted. The public shall be informed of any such restriction by a remark in the NAVAID entry in this publication or by a Notice to Airmen (NOTAM).
The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>Automatic Weather Broadcast.</td>
</tr>
<tr>
<td>DF</td>
<td>Direction Finding Service.</td>
</tr>
<tr>
<td>DME</td>
<td>UHF standard (TACAN compatible) distance measuring equipment.</td>
</tr>
<tr>
<td>DME(Y)</td>
<td>UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the &quot;Y&quot; mode to receive DME.</td>
</tr>
<tr>
<td>GS</td>
<td>Glide slope.</td>
</tr>
<tr>
<td>HH</td>
<td>Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).</td>
</tr>
<tr>
<td>H–SAB</td>
<td>Non-directional radio beacons providing automatic transcribed weather service.</td>
</tr>
<tr>
<td>ILS</td>
<td>Instrument Landing System (voice, where available, on localizer channel).</td>
</tr>
<tr>
<td>IM</td>
<td>Inner marker.</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Directional Aid.</td>
</tr>
<tr>
<td>LMM</td>
<td>Compass locator station when installed at middle marker site (15 NM at all altitudes).</td>
</tr>
<tr>
<td>LOM</td>
<td>Compass locator station when installed at outer marker site (15 NM at all altitudes).</td>
</tr>
<tr>
<td>MH</td>
<td>Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).</td>
</tr>
<tr>
<td>MM</td>
<td>Middle marker.</td>
</tr>
<tr>
<td>OM</td>
<td>Outer marker.</td>
</tr>
<tr>
<td>SABH</td>
<td>Simultaneous range homing signal and/or voice.</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Direction Facility.</td>
</tr>
<tr>
<td>TACAN</td>
<td>UHF navigational facility–omnidirectional course and distance information.</td>
</tr>
<tr>
<td>VOR</td>
<td>VHF navigational facility–omnidirectional course only.</td>
</tr>
<tr>
<td>VOR/DME</td>
<td>Collocated VOR navigational facility and UHF standard distance measuring equipment.</td>
</tr>
<tr>
<td>VORTAC</td>
<td>Collocated VOR and TACAN navigational facilities.</td>
</tr>
<tr>
<td>W</td>
<td>Without voice on radio facility frequency.</td>
</tr>
<tr>
<td>Z</td>
<td>VHF station location marker at a LF radio facility.</td>
</tr>
</tbody>
</table>
ILS FACILITY PERFORMANCE CLASSIFICATION CODES

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

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

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

ILS information is tabulated as indicated in the following sample:

| ILS/DME | 108.5 | I-ORL | Chan 22 | Rwy 1B. | Class IIE. | LOM HERNY NDB. |

**ILS Facility Performance Classification Code**

**FREQUENCY PAIRING TABLE**

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<tr>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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NE, 16 MAY 2024 to 11 JUL 2024


INTENTIONALLY
LEFT
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BRADLEY INTL  (See WINDSOR LOCKS on page 43)

BRADLEY  N41°55.83´ W72°41.99´ NOTAM FILE BDL.
(N) 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´

LAND AND HOLD–SHORT OPERATIONS

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.

ARRESTING GEAR/SYSTEM
RWY 06: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LTG 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 invof arpt. 120º pole .75 NM south of arpt unlgtd. PAEW adjacent to all operational sfc dsd hrs Apr through Oct. There may be standing water adjacent to all sfc.
Uneven sfc Rwy 29 safety area apch end left side. Extensive helicopter ops b/w 10,000 ft 5–15 miles NW thru NE, for ttc information when invof arpt ctc Sikorsky ops on 133.6 (1200–2130Z‡). Arpt cld to scheduled air carriers more than 10 passengers and unscheduled air carriers more than 30 pax exc 90 day PPR. Rwy 29 cld to takeoff act more than 45,000 lb exc 30 min PPR 203–576–7497. Rwy 11–29 cld to all air carrier ops. Avoid overflying residential areas NE and SE of arpt. Departing Rwy 24 avoid turns until 1/2 mile byd shoreline. TPA–1009(1000) for single engine act,
1509(1500) all others. When winds are less than 5 kts requested use of Rwy 11 or Rwy 29. When the twr is cld all engine runups are prohibited. However, if an act rqs nighttime engine maintenance, PPR from arpt manager is rqr 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 act to prevent damage from prop wash to twy. Rwy 11–29 not avbl for skedd acr ops more than 9 pax seats or unsked acr ops at least 31 pax seats. Prkg fee all act aft 2 hrs. Ldg fee all act exc solo students. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 203-576-8163

WEATHER DATA SOURCES: ASOS 119.15 (203) 381–9453.
COMMUNICATIONS: CTA 120.9 ATIS 119.15 UNICOM 123.0
RCO 122.2 (BRIDGEPORT RADIO)

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

CLEARANCE DELIVERY PHONE: For Cn when ATCT cld ctc New York Apch at 516-683-2449 or 124.075
AIRSPACE: CLASS D svc 1130–0300Z‡; other times CLASS G.

CONTINUED ON NEXT PAGE
CONNECTICUT
CONTINUED FROM PRECEDING PAGE

VOR TEST FACILITY (VOT) 109.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
(L) (L) VOR/W/DME 108.8 BDR Chan 25 N41°09.64′ W73°07.47′ at fld. 6/12W.
VOR unusable:
106°–120° byd 30 NM blo 2,500′
121°–130° byd 15 NM blo 3,000′
161°–180° byd 30 NM blo 1,300′
181°–260° byd 30 NM blo 2,500′
261°–359° byd 30 NM blo 5,500′
360°–105° byd 30 NM blo 3,000′
DME unusable:
106°–120° byd 30 NM blo 2,500′
121°–130° byd 30 NM blo 2,200′
161°–180° byd 30 NM blo 1,300′
181°–260° byd 30 NM blo 2,500′
261°–359° byd 30 NM blo 5,500′
360°–105° byd 30 NM blo 3,000′
ILS/DME 110.7 I–BDR Chan 44 Rwy 06. Class IT. Unmonitored when ATCT clsd. Glideslope unusable for cpd apchs blw 350′. LOC unusable ovr thr abv 1,000′; byd 5.5 NM abv 3,000′.

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

BRIDGEPORT N41°09.64′ W73°07.47′ NOTAM FILE BDR.
(L) (L) VOR/W/DME 108.8 BDR Chan 25 at Bridgeport/Sikorsky. 6/12W.
VOR unusable:
106°–120° byd 30 NM blo 2,500′
121°–130° byd 30 NM blo 2,200′
161°–180° byd 30 NM blo 1,300′
181°–260° byd 30 NM blo 2,500′
261°–359° byd 30 NM blo 5,500′
360°–105° byd 30 NM blo 3,000′
DME unusable:
106°–120° byd 30 NM blo 2,500′
121°–130° byd 30 NM blo 2,200′
161°–180° byd 30 NM blo 1,300′
181°–260° byd 30 NM blo 2,500′
261°–359° byd 30 NM blo 5,500′
360°–105° byd 30 NM blo 3,000′
RCO 122.2 (BRIDGEPORT RADIO)

CANDLELIGHT FARMS (See NEW MILFORD on page 39)

CANDLELIGHT HELIPORT (See NEW MILFORD on page 39)

CHESTER (SNC)(KSNC) 3 SW UTC–5(–4DT) N41°23.02′ W72°30.35′
416 B NOTAM FILE SNC
RWY 17–35: H2722X50 (ASPH) S–8.5 MIRL 0.5% up S
RWY 17: REIL. Thld dsplcd 559′. Tree.
RWY 35: REIL.
SERVICE: 54 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: NOTAM FILE BDR.
MADISON (L) (L) VOR/W/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 dsplcd 367´. Trees.

RWY 26: REIL. Thld dsplcd 734´. Trees.

RWY 17–35: H3135X100 (ASPH)  S–50, D–65, 2S–82

RWY 17: Thld dsplcd 223´. Pole.

RWY 35: Thld dsplcd 231´. Trees.

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

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

AIRPORT REMARKS: Attended 1200Z–dusk. Deer and birds on and invof
arpt. Rwy 17–35 CLOSED ngts. Cond unmnt 2130–1230Z‡ Mon–Fri
and wknds. Prohibited to ultralight and unregistered acft. Intersection
tkfs, stop and go tkfs not authorized. Acft using Rwy 35 not visible
from twr descending below 1300´ on base leg until approaching 1/2
mile final due to natural terrain. TPA—2200 (1743) Turboprop/Jet.
PPR for formation tkf/ldg, ctc arpt manager. Rotating bcn located one
mile south of arpt on top of a hill.

AIRPORT MANAGER: 203-797-4624

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

COMMUNICATIONS: CTAF 119.4 ATIS 127.75 UNICOM 122.95

® NEW YORK APP/DEP CON 126.4

TOWER 119.4 (1200–0300Z‡) GND CON 121.6 CLNC DEL 128.6 (When DXR twr clsd)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CARMEL  (L)  (L) VOR/DME  116.6  CMK  Chan 113  N41º16.81´ W73º34.88´  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.

NE, 16 MAY 2024 to 11 JUL 2024
**DANIELSON** (LZD)(KLZD) 2 NW UTC–5(–4DT) N41º49.19´ W71º54.06´

238 B NOTAM FILE BDR

RWY 13–31: H2700X75 (ASPH) S–29 MIRL

RWY 13: Tree.

RWY 31: REIL. Tree.

SERVICE: S4 FUEL 100LL 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

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

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

**EAST HADDAM**

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

9 NOTAM FILE BDR

RWY 14–32: H1200X50 (ASPH) S–8 LGRL

RWY 32: Trees.

SERVICE: S4 LGT Arpt lgts opr 24 hrs.

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

AIRPORT MANAGER: (860) 615-9068

COMMUNICATIONS: CTAF/UNICOM 122.8


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WATERWAY 16W–34W: 4500X1000 (WATER)

WATERWAY 16W: Bridge.

WATERWAY 34W: Hill.

**ELLINGTON** (7B9) 2 N UTC–5(–4DT) N41º55.53´ W72º27.43´

253 NOTAM FILE BDR

RWY 01–19: H1800X50 (ASPH) S–9 RWY LGTS(NSTD)

RWY 01: Trees.

RWY 19: Trees.

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

AIRPORT REMARKS: Non–std LGRL due to spacing, thr lgts outboard of nwy.

AIRPORT MANAGER: 860-614-1854

COMMUNICATIONS: CTAF/UNICOM 123.0

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

**FARMINGTON** CT71 N41º42.54´ W72º48.13´/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´

W72°02.71´

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

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

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

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

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

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

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

RUNWAY DECLARED DISTANCE INFORMATION

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

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

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

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

ARRESTING GEAR/SYSTEM

RWY 05: EMAS

RWY 23: EMAS

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

When twr clsd ACTIVATE HIRL Rwy 05–23 and 15–33, MALSR Rwy 05—CTAF.

FUEL (NC–100LL, A. After hr fuel, call before 0200Z‡ day of arr 860–715–8800.)

AIRPORT REMARKS:

Attended 1100–0200Z‡. Deer, birds and waterfowl on and inv of arpt. For fuel after hrs call before 2100 lci day of arr, 860–715–8800. Conditions not monitored from 1800 local to 0600 local, Monday through Friday, and from 1500 local to 0700 local, Saturday through Sunday. Tran pilots at general aviation ramp exit and re–enter arpt via pilot pedestrian gate adjacent to main terminal with posted gate lock combination. This gate is lgtd with electronic surveillance 24 hrs a day. Clsd to unscheduled air carrier ops with more than 30 pax seats exc 48 hr PPR call 860–250–4701. No touch and go ops are permitted btn 0300–1100Z‡. Practice apchs/full–stop/touch and go ldgs prohibited by pure jet acft and acft weighing 12,500 lbs and over exc by written apvl from the Connecticut Arpt Authority. TPA—1009 (1000) tgt acct, 1509 (1500) all turbine powered acft. Terminal aerodrome forecast svc avbl. Rwy 23 nr not std. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) avbl. U.S. Customs svc avbl with 6 hr PPR call Mon–Fri 1300–2100Z‡ on 203–773–2040 (or toll free in the U.S. 1–800–973–2867) and from Canada 407–975–1740. Call before 2000Z‡ on Fri for weekend or holiday svc requests.

AIRPORT MANAGER: 860-841-9664

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

COMMUNICATIONS: CTAF 125.6 ATIS 127.0

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

® BOSTON CENTER APP/DEP CON 124.85

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

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

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

VOR TEST FACILITY (VOT) 110.25

RADAR AIDS TO NAVIGATION: NOTAM FILE GON.

(T) (T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82´ W72°03.12´ at fld, 9/14W.

VOR portion usable: 241º–265º blo 5,000´

DME usable: 356º–019º blo 3,000´

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

GROTON–NEW LONDON
(See GROTON (NEW LONDON) on page 36)
HARTFORD–BRAINARD  (HFD)(KHFD)  3 SE UTC–5(–4DT)  N41º44.20´ W72º38.97´

RWY 02–20:  H4417X150 (ASPH–GRVD)  S–30, D–43, 2D–70  HIRL
RWY 02:  REIL.  PAPI(P4L)—GA 4.0º TCH 42´. Thld dsplcd 411´.
Trees.
RWY 20:  REIL.  PAPI(P4R)—GA 4.0º TCH 58´. Thld dsplcd 560´.
Trees.
RWY 11–29:  H2314X71 (ASPH)  S–10  HIRL
RWY 11:  Trees.
RWY 29:  Thld dsplcd 265´. Trees.

RWY NE–SW:  2309X150 (TURF)
RWY NE:  Trees.
RWY SW:  Trees.

SERVICE:  S4  FUEL  100LL, JET A

LGT:  When ATCT clsd, ACTVT REIL Rwys 02 and 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 ar. Populated areas to south and west should be avoided. Apch/depa over river when possible. See Brainard twr Letters to Airmen.

AIRPORT REMARKS:
Attended Apr–Nov 1200–0200Z‡, Dec–Mar 1200–0000Z‡. Birds and deer on and invof airport. Caution HFD is lctd on W side of river. CLSD arpt 1 mile ENE of HFD on E side of river.
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

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):  VS":

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

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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 3.5º TCH 38’. 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 dltg. PPR for jet. Rwy 36 no touch and go ldg. Std left tlc 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) VOR/DME 110.4 MAD Chan 41 N41º18.83’ W72º41.53’ 345º 13.2 NM to fld. 216/13W.

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

**NEW HAVEN**

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

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


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


RUNWAY DECLARED DISTANCE INFORMATION

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


SERVICE: S4  FUEL 100LL, JET A

OX 1, 3  LGT When ATCT clsd actvt MALSF Rwy 02; HIRL Rwy 02–20—CTAF.


AIRPORT MANAGER: 203-466-8833

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

COMMUNICATIONS: CTAF/UNICOM 122.95

NEW YORK APP/DEP CON 124.075

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

CLNC DEL 121.7

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HVN.

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

DME unusable: 031º–120º blo 4,000’

159º–254º blo 3,000’

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

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

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

DME unusable: 031º–120º blo 4,000’

159º–254º blo 3,000’

NE, 16 MAY 2024 to 11 JUL 2024
NEW MILFORD
CANDLELIGHT HELIPORT (6Y2)  2 W  UTC–5(–4DT)  N41°34’.07’’ W73°27.64’’
675   NOTAM FILE BDR
HELIPAD H1: H50X50 (ASPH)
AIRPORT MANAGER: 203-648-6782
COMMUNICATIONS: CTAF 122.9

CANDLELIGHT FARMS (11N)  3 SW  UTC–5(–4DT)  N41°34.15’’ W73°27.73’’
675   NOTAM FILE BDR
RWY 17–35: 2900X50 (TURF)  0.9% up N
RWY 17: Trees.
RWY 35: Trees.
AIRPORT MANAGER: 203-722-1629
COMMUNICATIONS: CTAF

NORTHFIELD HELIPORT (See THOMASTON on page 41)

OXFORD
WATERBURY–OXFORD (OXC)(OXC)
730   B  TPA—See Remarks LRA 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
SERVICE: S4 FUEL 100LL, JET A
AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Twa 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. Twa B, south of Twa G, reflectors only. Ldg fee for business, corporate and revenue producing actf. Steep drop off after safety area north and south of Twa A.
AIRPORT MANAGER: 203-264-8010
COMMUNICATIONS: CTAF
WEATHER DATA SOURCES: AWOS–3PT
RADIO AIDS TO NAVIGATION:
MADISON (L) (L) VOR/DME 110.4 MAD Chan 41 N41º18.83’’ W72º41.53’’ 309º 22.3 NM to fld. 216/13W. DME unusable: 330°–090° byd 30 NM bly 4,000’.
® NEW YORK APP/DEP CON 124.075 135.1 CLNC DEL 135.1 (When OXC twr clsd)
TOWER 118.475 (1100–0200Z‡) GND CON 121.65 CLNC DEL 121.65
CLEARANCE DELIVERY PHONE: For CD when twr clsd ctc New York Apch at 516-683-2449.
AIRSPACE: CLASS D svc 1100–0200Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
NE, 16 MAY 2024 to 11 JUL 2024
PLAINVILLE

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

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

CLNC DEL 134.5

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.

HARTFORD (L) (L) VOR/W/DME 114.9 HFD Chan 96 N41º38.47´ W72º32.85´ 295º 14.6 NM to fld. 849/13W.

•••••••••••••••••••

HELIPAD H1: H30X30 (ASPH)

PUTNAM

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

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

N41º57.33´ W71º50.65´ NOTAM FILE BDR.

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

DME unusable:

265º–301º byd 36 NM blo 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) N41º54.97´ W72º46.62´

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

NEW YORK

S –33B, 34I
<table>
<thead>
<tr>
<th>Location</th>
<th>Code</th>
<th>Airport Type</th>
<th>Runways</th>
<th>Lat/Lon</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>STRATFORD</td>
<td></td>
<td>Sikorsky Heliport</td>
<td>JSD</td>
<td>N41°14.84´ W73°05.87´</td>
<td>AIRSPACE: CLASS D svc 0800-SS Mon–Fri, 0800-SS Sat–Sun as required; other times CLASS G.</td>
</tr>
<tr>
<td>THOMASTON</td>
<td></td>
<td>Northfield Heliport</td>
<td>NØ9</td>
<td>N41°43.42´ W73°06.94´</td>
<td>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.</td>
</tr>
<tr>
<td>WAREHOUSE POINT</td>
<td></td>
<td>Skylark Airpark</td>
<td>7B6</td>
<td>N41°55.71´ W72°34.58´</td>
<td>WAREHOUSE POINT (See PUTNAM on page 40)</td>
</tr>
<tr>
<td>WATERBURY</td>
<td></td>
<td>Waterbury</td>
<td>(N41)</td>
<td>N41°38.01´ W73°02.81´</td>
<td>WATERBURY (See NEW HAVEN on page 38)</td>
</tr>
<tr>
<td>WATERBURY–OXFORD</td>
<td></td>
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<td></td>
<td></td>
<td>WATERBURY–OXFORD (See OXFORD on page 39)</td>
</tr>
</tbody>
</table>
WILLIMANTIC

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

246  B  NOTAM FILE IJD

RWY 09–27: H4271X100 (ASPH)  S–30  MIRL

RWY 09: Thld dsplcd 258′. Trees.

RWY 27: REIL. Tree.

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

RWY 18: Trees.

RWY 36: Thld dsplcd 799′. Trees.

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

AIRPORT REMARKS: Unattended. Self svc fuel credit card only. Jet A has ovr wing and sngl point nozzles. Birds on and invof arpt. 4 obstruction lghts on surrounding hills OTP 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/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)
WINDSOR LOCKS  

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

NOTAM


RWY 06: ALSF2. TDZL. REIL. 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: MALS. 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 OX 1, 2, 3, 4 LGT Unmonitored when afld clsd. Aflld ops ltd to tenant acft when aflfd clsd. MILITARY— JASU (MD)–3 FUEL A++(Mil) A, A+ (CB60–627–3300.) (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 lds 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 grt exc with follow–me escort by arpt ops. Parl twy ops on Twy C and Twy B rstrd to acft with wingspans of 171´ or less. Twy D clsd to all acft with wingspans in excess of 170´. Twy C bnn Twy B and Twy C4 acft tax spd rstr of 8 kts/10 mph max for acft with wingspan 214´ or grt. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. TPA—1873(1700) heavy acft. Fixed wing acft use low idle for taxi, no engine checks or power runs allowed on the Rwy 06–24 245´ by 200´ blast pad SW end. Rwy 15–33 100´ by 200´ blast pad SE end. Lgd obst ant 36´ AGL/205´ MSL (Rwy 24 ILS/GS Ant) 162´ NW of Twy C cntrln marking btn Twy B and Twy C4. 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 (L) VOR/DME 114.9 HFD Chan 96 N41º38.47´ W72º32.85´ 354º 18.9 NM to fld. 849/13W.

HARTFORD (L) VOR/DME 114.9 HFD Chan 96 N41º38.47´ W72º32.85´ 354º 18.9 NM to fld. 849/13W.

HARTFORD (L) VOR/DME 114.9 HFD Chan 96 N41º38.47´ W72º32.85´ 354º 18.9 NM to fld. 849/13W.
DELTA DELAWARE

CHANDELLE (See DOVER on page 44)

CHORMAN (See FARMINGTON on page 47)

DELAWARE AIRPARK (See DOVER/CHESWOLD on page 46)

DELAWARE COASTAL (See GEORGETOWN on page 47)

DELDOT HELISTOP HELIPORT (See DOVER on page 44)

DOVER

CHANDELLE (ON4) 3 NE UTC–5(–4DT) N39°12.14´ W75°29.13´

22 B NOTAM FILE MIV

RWY 04–22: H2533X28 (ASPH) LIRL

RWY 04: Thld dsplcd 539´. Trees.


SERVICE: S4 FUEL 100LL, MOGAS LGT ACTVT LIRL Rwy 04–22 and rotating bcn—122.7.

AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun on call. For svcs call (302) 287–9623. For svcs after hours call (302) 287–9623. Heavy bird activity on and 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 cmpldt. Tree removal on rwy end 22 on-going.

AIRPORT MANAGER: 302-287-9623

COMMUNICATIONS: CTAF/UNICOM 122.8


DELDOT HELISTOP HELIPORT (ON5) 0 N UTC–5(–4DT) N39°08.97´ W75°30.30´

30 NOTAM FILE MIV

HELIPAD H1: H60X60 (CONC) PERIMETER LGTS

SERVICE: LGT ACTIVATE perimeter lgts—CTAF.

HELIPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. Located ESE Dover. Unmarked/unlgtd 40´ P–lines 0.1 mile E. Ingress and egress is NW and SE, touchdown zone area 60´X60´. Helipad H1 paint chipping; tlof size and wt lmt box unrbl.

AIRPORT MANAGER: 302-760-2145

COMMUNICATIONS: CTAF 122.9


NE, 16 MAY 2024 to 11 JUL 2024
DOVER AFB (DOV) MIL/CIV AF 3 E  UTC–5(–4DT) N39°07’.77” W75°27’.96”
WASHINGTON H–10I, 12I, L–34F, A
DIAP, AD

29 B. TPA—See Remarks LRA Class IV, ARFF Index A NOTAM FILE DOV

RWY 14–32: H12903X150 (ASPH–CONC–GRVD) PCN 105R/W/T HIRL
RWY 14: PAPI(P4L)—GA 3.0’T CH 78’. T/lnd dспld 4251’.
RWY 32: REIL, PAPI(P4L)—GA 2.93’T CH 69’.

RWY 01–19: H9602X150 (CONC–GRVD) PCN 150R/A/W/T HIRL CL
RWY 01: ALSF2. TDZL. PAPI(P4L)—GA 3.0’T CH 75’. RVR–T
RWY 19: ALSF1. REIL. PAP(P4L)—GA 3.0’T CH 75’. RVR–T

SERVICE: S4 FUEL JET A+, J8 OX. 4 MILITARY—JASU (Adapters not avbl.) 3(MA–1A) (M32A–86) FUEL A+, J8 FLUID SP

PRESAIR LPOX LOX OIL 0–133–148 SOAP TRAN ALERT Opr H24.

NOISE: Noise abatement: Strict compliance with procedure rqr. military remarks: See FLIP AP/1 Supplementary Arpt Information. RSTD Contact airfield management DNS 445–2861 for bird watch conditions (BWC). Non–DOD civil acft ops 72 hr PPR by ctc C302–571–6375. PPR exc AMC, Special Air Mission, DoD courier svc, and evacuation msn DNS 445–2861. All acft with hazardous material/rqr remote/isolated parking will ctc 436 airborne pulse search. Explosive Handling Section DNS 445–2304 1230–2130Z1 or ATOC Duty Officer DNS 445–2300 2130–1230Z1 for PPR. Base OPS DNS 445–2861/4192, C302–677–2861/4192. All inbdn pax/cargo acft must ctc Comd Post no later than 30 min prior to ldg. Rwy 32 tkf distance avbl 10,070’. Acft taxing out of main ramp using taxi lane L btwn Delta row and spot Echo must use minimum power and in–board engine only (C5 acft should not exceed 40 percent N1 RPM) when turning onto taxi lane A. Dignified transfer missions contact 436 AW/AP for advance coordination and to obtain a current copy of DT aircrew brochure. Caution: Possible jet wake turbulence in tfc pat and C5 jet blast dur gnd opr. High speed, low alt heavy jet tfc within 10 NM. Five civ arpt lctd within 10 NM radius. Special haz exist for wide body acft taxing from ramp. Follow me truck rqr for all movements on ramp by non C5 tran acft, tran C5 follow me svc avbl on req. Tree line east of Rwy 19 aph end may cause wind shear during ldg when wind is from southeast. Breaking action less than optimum when wind is wst due to rubber build–up. Nstd mrk–C17 star tum mrk lctd on Twy A at int of Twy D (2 white stripes 100’ apart, 190’ length x 1’ wide. C17 backing demonstration zone mrk on Twy C btwn Rwys 14–32 and Twy B. Mrk will be white and vary in width and geometry. C–17 acft wingtip trg lines on taxi lane L in front of prk spot E. C–5 acft wingtip trg lines on taxi lane L btwn prk spot D2 and E. C–5 and C–17 wing tip trg sign lctd off of Twy G. Signs depict 10 ft and 25 ft wing tip cnc. Sfc painted apn entrance point markers exist on haz cargo ramp, south ramp and Christmas tree ramp. Twy D btwn Rwy 01–19 and haz cargo pad does not have shoulder markers. TFC PAT TPA—Rectangular 1500(1471), overhead 2500(2471). Aero Club/ltg acft 1000(971). MISC Rwy Cond Code (RwyCC) not reported. USAF ARFF meets all emerg response times. ARFF is Cat 6 firefighting agent (12.1K) level with NFPA Cat 10 staffing level (13). Sufficient capability is provided for initial response, scene assessment and implementation of mitigation tactics. All acft must understand interior firefighting and rescue svc could be potentially delayed. Twy D edge lgt 40’ from twy edge between Rwy 32 hold line and Rwy 01–19. Rwy 32 first 2000’, middle 1500’ 1000’ southe of Twy C and last 1000’ conc, remainder of rwy asph. First 4250’ Rwy 14 and first 1650’ Rwy 32 grvd conc, middle 7000’ asph. Rwy 32 winds derived from AER 01. Rwy 14 winds derived from AER 19. ARFF steady state is optimum level of sv for all acft category with 12,900 gallons of agent and 18 persons. ARFF index applies only to the Dover Civil Air Patrol terminal. 72 hrs PPR is rqr for all civ acft ops that need to use the Dover Civil Air terminal, call 302–736–6614. Afd management has ltd amount of storage for classified material. Size ltd to small backpacks or smaller only. Base opr has ltd amount of storage for classified material, size ltd to small backpack or smaller only. Base OPS has no COMSEC to tran aircrews. Tran aircrews should plan to arrive with appropriate amount of COMSEC to complete entire msn. Rwy 32 assault ldg zone (ALZ) nstd af. Afd is TERPS from sfc (grd level), DER crossing hgt 0’. B747 (all series) must arr with tow bar.

AIRPORT MANAGER: 302-677-4183

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

SMYRNA RCO 122.5 (MILLVILLE RADIO)

④ 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

⑤ DEP CON 134.425 257.875 323.0


AIRSPACE: CLASS D.

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

SMYRNA (L) (L) VORTAC W

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’ W75º28.04´ at fld. 17/12W. NOTAM FILE DOV.

No NOTAM MP: 0500–1100Z‡ Wed (1000/3+1)

TACAN AZIMUTH unusable:
095º–105º 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).

COMM/NAV/WEATHER REMARKS:

Radar: No–NOTAM MP: 0500–1100Z‡ Mon–Fri (1000/3+1).

DOVER/CHESWOLD

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

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 REMARKS:


AIRPORT MANAGER: (302) 571-6312

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) VORTAC W

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 W

114.0 DOQ 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)
FARMINGTON

CHORMAN  (D74)  2 SW UTC–5(–4DT)  N38°50.97’ W75°36.77’
66  B  NOTAM FILE MIV
RWY 16–34, H3588X37 (ASPH)  LIRL
RWY 16: REIL.
RWY 34: REIL. Thld dsplcd 438’. Pole.
SERVICE:  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 invof 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

DELAWARE COASTAL  (GED)(KGED)  2 SE UTC–5(–4DT)  N38°41.26’ W75°21.56’
53  B  LRA NOTAM FILE GED
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Thld dsplcd 169’.
RWY 10–28: H3109X75 (ASPH)  S–50, D–91 PCN 36 F/A/X/T  MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.5º TCH 46’.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
SERVICE:  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
WATERLOO RCO 122.1R 112.6T (MILLVILLE RADIO)
© DOVER APP/DEP CON 132.425
CLEARANCE DELIVERY PHONE: For CD if una via GCO freq, ctc Dover Apch at 302-677-3940. If Dover Apch una, ctc Washington ARTCC at 703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE GED.
WATERLOO  (L) VOR/DME 112.6  ATR Chan 73  N38°48.59’ W75°12.68’  233º 10.1 NM to fld. 5/9W.
DME unusable:  179º–293º byd 30 NM blo 2,000’
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 (DOMW) 248  IL  013º 5.9 NM to New Castle. 21/10W.

JENKINS  (See WYOMING on page 51)
LAUREL  (NØ6)  1 SW  UTC–5(–4DT)  N38°32.53’ W75°35.66’
30  B  NOTAM FILE MIV
RWY 15–33: 3175X270 (TURF)  LIRL
RWY 15: Trees.
RWY 33: Thld dspcld 270’. Tree.
SERVICE: LGT ACTVT LIRL Rwy 15–33—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT MANAGER: 302-349-5055
COMMUNICATIONS: CTAF/UNICOM 122.8
PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc POTOMAC APP/DEP CON 127.2
CLEARANCE DELIVERY PHONE: For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.
SALISBURY  (L)  (L)  VORTACW  111.2  SBY Chan 49  N38°20.70’ W75°30.63’  354° 12.5 NM to fld. 48/12W.
VOR unusable:
007°–026° byd 20 NM blo 7,000’
027°–089° byd 13 NM blo 5,000’
090°–110° byd 20 NM blo 5,000’
111°–113° byd 19 NM blo 5,000’
114°–120° byd 16 NM blo 5,000’
261°–285° blo 6,000’
294°–007° blo 5,000’
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’

MIDDLETOWN  SUMMIT  (EVY/KEVY)  5 N  UTC–5(–4DT)  N39°31.26’ W75°43.42’
70  B  NOTAM FILE MIV
RWY 17–35: H448SX65 (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.
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 velo cities. When CH47 helicopters opr, req advisories on UNICOM. South end of parking ramp and mid–fld twy clsd.
AIRPORT MANAGER: 302-834-5400
COMMUNICATIONS: CTAF/UNICOM 122.725
PHILADELPHIA APP/DEP CON 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
DUPONT  (L)  (L)  VORTAC  114.0  DQO Chan 87  N39°40.69’ W75°36.43’  220° 10.9 NM to fld. 70/10W.
VOR unusable:
230°–265° byd 20 NM
TACAN AZIMUTH unusable:
230°–265° b byd 20 NM
DME unusable:
230°–265° byd 20 NM
NEW CASTLE  (See WILMINGTON on page 50)

SMYRNA (38N)  1 E  UTC–5(–4DT)  N39º18.22´ W75º35.03´  
18  B  NOTAM FILE MIV 
RWY 10–28: 2600X125 (TURF)  LIRL 
RWY 10:  REIL. Trees. 
RWY 28:  REIL. Trees. 
SERVICE:  FUEL  100LL, MOGAS  LGT 
AIRPORT MANAGER:  302-653-7645 
COMMUNICATIONS:  CTAF/UNICOM 122.8 

SMYRNA  N39º13.90´ W75º30.96´  NOTAM FILE MIV. 
(L) (L) VORTACW 111.4  ENO  Chan 51  268º 4.0 NM to Delaware Airpark. 15/9W. 
TACAN AZIMUTH unusable: 
140º–150º byd 36 NM blo 2,000´ 
200º–300º byd 36 NM blo 3,000´ 
VOR unusable: 
159º–169º blo 3,000 325–335 byd 15NM blo 4,900´ 
DME unusable: 
140º–150º byd 36 NM blo 2,000´ 
200º–300º byd 36 NM blo 3,000´ 
RCO 122.5 (MILLVILLE RADIO)

SUMMIT  (See MIDDLETOWN on page 48)

WATERLOO  N38º48.59´ W75º12.68´  NOTAM FILE MIV. 
(L) (L) VOR/DME 112.6  ATR  Chan 73  233º 10.1 NM to Delaware Coastal. 5/9W. 
DME unusable: 
179º–293º byd 30 NM blo 2,000´ 
VOR unusable: 
345º–010º 
RCO 122.1R 112.6T (MILLVILLE RADIO)
NEW CASTLE (ILG) (KILG) P (ANG ARNG) 4 S UTC–5/–4DT N39º40.72’ W75º36.40’

WASHINGTON
H–101, 121, L–34G, A
IAP, AD

LANE AND HOLD–SHORT OPERATIONS

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

RUNWAY DECLARED DISTANCE INFORMATION

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

ARRESTING GEAR/SYSTEM

Rwy 19: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT When twr clsd ACTVT MALSR Rwy 01; REIL Rwy 09, Rwy 27 and Rwy 19; PAPI Rwy 09 and Rwy 27; HIROL Rwy 01–19 and Rwy 09–27; MIRL Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 09–27 no touch and go ldg for turbo jet 0400–1200Z‡. When twr clsd, pilots must announce intentions over CTAF before ldg, tkf or gnd travel on rws and twys. When twr clsd announce emergencies on CTAF directly to ARFF station. Rwy 09 2000 ft dist rmg sign msgr. Rwy 27 5000 ft dist rmg sign msgr. Rwy 14–32 clsd to sked air carrier ops with more than 9 pa seats and non sked air carrier ops with more than 30 pa seats exc for taxi. Terminal apron clsd exc air carrier. Private gnd vehicles cross Twy A between Twy A4 and Twy C. Taxi lane G northwest of Twy H ltd to acft with wingspan of 79´ or less. Taxi lane 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 assaul ldg zone (ALZ) lgts. Ldg fee for all acft over 7,500 lbs exc federal government and Mil.

AIRPORT MANAGER: (302) 229-6315

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

COMMUNICATIONS: CTAF 126.0 ATIS 123.95 UNICOM 122.95

PHILADELPHIA APP/DEP CON 118.35

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

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MIL.

DUPONT (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 (LOWW) 248 IL N39º34.88’ W75º36.84’ 01º 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
MANASSAS RGNL/HARRY P DAVIS FLD  (See WASHINGTON on page 52)

RONALD REAGAN WASHINGTON NTL  (See WASHINGTON on page 53)

SOUTH CAPITOL STREET HELIPORT  (See WASHINGTON on page 54)

WASHINGTON

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

N38°43'.26˝  W77°30.91˝

192  B  TPA—See Remarks  LRA  NOTAM FILE HEF

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

RWY 16L:  MALSR. PAPI(P4L)—GA 3.0° TCH 55´. Trees.


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

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

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

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

AIRPORT REMARKS:  Attended 1130–0330Z‡. Birds and deer on and inof 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:  CTAF 125.175 (703) 361–6160

POTOMAC APP/DEP CON 128.525

TOWER 133.1 (1130–0330Z) GND CON 121.8

CLNC DEL 120.2 (When twr clsd)

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

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE IAD.

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

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

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

ILS 109.1  I–HEF  Rwy 16L  Class E.
RONALD REAGAN WASHINGTON NTL (DCA)(KDCA) 3 S UTC–5(–4DT) N38°51.09’ W77°02.26’

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

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


RUNWAY DECLARED DISTANCE INFORMATION

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

ARRESTING GEAR/SYSTEM

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


AIRPORT REMARKS: Attended continuously. Flocks of birds on and invof arpt; Fqt gull and geese and duck populations AB over adj river areas. Be advised some aircrews mistake Rwy 15 for Rwy 19. Left–hand turn–offs from Rwy 33 to Twy K prohibited. Ronald Reagan Washington National Arpt (KDDCA) is an emerg use only fld for all DoD owned and opr acft. Lgt fm vehicle parking lot lctd 1000 ft SW of Rwy 01 could give false indications of being part of Rwy 01 apch lgt sys drg periods of reduced vis & low ceilings. AS DE–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 art/dp the general aviation parking area are prohibited from taxiing btw air carrier pushback ops and the gates. Trng flts that include multiple apchs and/or touch and go ops rqr prior permission from the arpt mgr. Rwy 19X exists to support the DCA LDA associated with the ILS. Twy N btt 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.

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

WASHINGTON (L) (L) VOR/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 5,000´
146º–155º byd 20 NM blo 6,000´
156º–170º blo 5,500´
171º–177º byd 20 NM blo 5,000´
178º–260º byd 20 NM blo 4,500´
261º–275º byd 20 NM blo 6,000´
276º–283º byd 20 NM blo 7,000´
284º–300º byd 20 NM blo 6,000´
301º–025º byd 20 NM blo 4,500´

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

OXONN NDB (MHW) 332 DCA  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 IIE.

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

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

COMM/NAV/WEATHER REMARKS: Lcl flow tfc management turbo jet arr Ronald Reagan Washington National Twr in conjunction with the Washington ARTCC, has implemented a metering plan designed to minimize low alt holding, reduce radar vectors and speeds reqg 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 btwn successive arr may necessitate using speed adjustments prior to reaching the Washington Terminal Area. Descent, under most cond, will be from arpt 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 ct 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.

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

HELIPAD H1: 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’ ‘lgd bridge 500´ east; 50’ stack 400´ west; 40’ bldg 60’ northeast. Ingress and egress routes northeast and southwest over Anacostia River.

AIRPORT MANAGER: 202-484-8616

COMMUNICATIONS: CTAF/UNICOM 123.05

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

W77°27.60’
312  B  LRA  Class I, ARFF Index E  NOTAM FILE IAD

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

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

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

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

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

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

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

RWY 12: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 66’. RVR–TR 0.3% down.

RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 84’. RVR–TR

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

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

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

RUNWAY DECLARED DISTANCE INFORMATION

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

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

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


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

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

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


SERVICE:  S4  FUEL  100LL, JET A  OX 1, 3  LGT  Rwy status lgts are in opn.

AIRPORT REMARKS:  Attended continuously. Large flocks of birds on and inv of arpt/deer inv of arpt. During periods of acft saturation long term parking may not be available. Services for fuel and go only will be available. Ftt trng btt 0300–1200Z‡ prohibited. Itnmt acft ctc FBO on 122.95 or 129.77 for svcs. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Air carrier push backs and pwr from all apron positions rqr clnc from MWAA Ramp twr. B747–8 rstd to max taxi speed 17 kt (20 MPH) on Twy J. All acft with wingspan exceeding 118’ are rstd from using Taxi lane A btt Taxi lane A1 and A6. Twy E1 rstd to acft with a wingspan less than 79’. Engine run–ups btt 2200L and 0700L rqr prior apvl from arpt ops. Runup bx for Rwy 30 dsgnd as non–movement area. Taxi lane C active, pushback cnecs on North side of midfield terminal are onto Taxi lane D only unless otherwise authorized. All 180º turns out of apron positions shall be made using minimum pwr. Rwy 30 departures use upper antenna for ATC communications. Ldg fee. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER:  703-572-2730

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

**POTOMAC APP CON** 128.525 (091º–240º) 126.1 (331º–090º) 120.45 (241–330º) Air surveillance radar unavbl abv 15,000’.
TOWER 120.1 (Rwy 01R–19L) 120.25 (Rwy 01C–19C) 134.425 (Rwy 01L–19R, Rwy 12–30)

**MIDFIELD RAMP CON** 129.55

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

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

CPDLC (LOGON KUSA)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

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

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

**ILS/DME** 110.3 I–AJU Rwy 12. Class IE.

**ILS/DME** 111.3 I–SGC Chan 38 Rwy 19L. Class IIE.

**ILS/DME** 110.1 I–ISU Chan 44(Y) Rwy 19R. Class IIIE.

**NE, 16 MAY 2024 to 11 JUL 2024**
ASHLAND

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

815 NOTAM FILE BGR
WATERWAY 1SW–3W. 15000X1500 (WATER)
AIRPORT MANAGER: 207-433-0660
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

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

288 B NOTAM FILE LEW
RWY 04–22 H5001X100 (ASPH–GRVD) S–30, D–108, 2S–137,
2D–180 HIRL
RWY 04: MALSR. PAPI(P4L)—GA 3.0º TCH 49’. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.5º TCH 35’. Trees.
RWY 17–35: H2750X75 (ASPH) S–30 MIRL 1.2% up S
RWY 17: Tree.
RWY 35: Tree.
SERVICE: S4 FUEL 100LL, JET A1+ 0X 4 LGT Actvt MALSR Rwy 04;
REIL Rwy 22; HIRL Rwy 04–22 and MIRL Rwy 17–35—CTAF.
AIRPORT MANAGER: 207-786-0631
WEATHER DATA SOURCES: AWOS–3PT 118.025 (207) 783–2806.
COMMUNICATIONS: CTAF/UNICOM 122.8
® PORTLAND APP/DEP CON 125.5 (1045–0500Zt)
® BOSTON CENTER APP/DEP CON 128.2 (0500–1045Zt)
CLNC DEL 124.05 PRETAXI CLNC 124.05
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADAR AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (VL) (DH) VOR/DME 114.95 AUG Chan 96(Y) N44°19.20’ W69°47.79’ 250º 26.6 NM to fld. 349/18W.
VOR unusable: 005º–015º byd 10 NM blos 7000’, 018º–050º byd 40 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM blos 3000’, 090º–115º byd 15 NM
116º–175º byd 40 NM
116º–189º byd 25 NM blos 3000’, 188º–207º byd 40 NM
190º–205º byd 10 NM blos 5000’, 206º–220º byd 25 NM blos 3000’,
208º–213º byd 40 NM blos 3000’, 208º–213º byd 49 NM blos 7000’,
208º–213º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM blos 7000’, 246º–256º byd 53 NM
257º–261º byd 40 NM
271º–275º byd 40 NM
300º–353º byd 15000
DME unusable: 010º–070º byd 25 NM blos 7000’, 071º–143º byd 25 NM blos 3000’,
144º–154º byd 25 NM blos 7000’, 155º–189º byd 25 NM blos 3000’,
190º–205º byd 10 NM blos 5000’, 206º–220º byd 25 NM blos 3000’,
221º–285º byd 15 NM blos 6000’,
ILS/DME 108.9 I–LEW Chan 26 Rwy 04. Class IA.
AUGUSTA

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

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’

RWY 17–35: H5002X100 (ASPH–GRVD) S–50, D–60 HIRL 0.7% up S
RWY 17: MALSR. PAPI(P4L)—GA 3.0º TCH 53’. Tree.
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 MALSR Rwy 17, REIL Rwy 35, PAPI Rwy 17 and Rwy 35, HIRL Rwy 17–35, MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 207-626-2306

WEATHER DATA SOURCES: ASOS 118.325 (207) 623–0432.
COMMUNICATIONS: CTAF/UNICOM 122.9
RCO 122.1R 114.95T 122.2 (BANGOR RADIO)
® PORTLAND APP/DEP CON 128.35 (1045–0500Z‡)
® BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 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.

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AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

(VL) (DH) VOR/DME 114.95  AUG  Chan 96(Y) N44°19.20´ W69°47.79´ at fld. 349/18W.

VOR unusable:

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´
216°–220° byd 25 NM blo 3,000´
221°–285° byd 15 NM blo 6,000´
239°–245° byd 40 NM blo 3,000´
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´
239°–245° byd 40 NM blo 3,000´
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

DUNNS NDB (LOMW) 366  AU W44º24.66´ W69º51.64´ 171º 6.1 NM to fld. 238/18W.

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

BANGOR

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

RUNWAY DECLARED DISTANCE INFORMATION


SERVICE:  FUEL 100LL, JET A

MILITARY—JASU 1(MD–3) (MC–11) (MA–1A)

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 (ADCUS) 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.

MILITARY REMARKS:

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

AIRPORT MANAGER: 207-992-4600

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

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CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: ATIS 127.75 (207–561–2524) UNICOM 122.95
RCO 122.2 (BANGOR RADIO)
® APP/DEP CON 118.925 124.5
TOWER 120.7 GND CON 121.9 CLNC DEL 135.9
AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
(VH) (H) VORTACW 114.8 BGR Chan 95 N44º50.51’ W68º52.44’ 155º 2.8 NM to fld. 360/19W.
ILS/DME 109.5 I–JHV Chan 32 Rwy 15. Class III E. DME also serves Rwy 33.
ILS/DME 109.5 I–BGR Chan 32 Rwy 33. Class III E. DME also serves Rwy 15. DME unusable byd 26º r of course.

ASR

HELIPAD H1: H100X100 (CONC)

LUCKY LANDING MARINA SPB (06B) 7 N UTC–5(–4DT) N44º54.42’ W68º48.30’

115 LRA NOTAM FILE BGR
WATERWAY 02W–20W: 15000X4000 (WATER)
WATERWAY 02W: Rgt tfc.
SERVICE: FUEL 100LL

SEAPLANE REMARKS: Attended Apr–Oct dalgt hrs, unattended Nov–Mar. To vfy conditions and for fuel aft hrs call
207–951–2406. Water ldg area not marked. Rwy 02W wires on shore marked.

AIRPORT MANAGER: 207-951-2406

COMMUNICATIONS: CTAF 119.9
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.

BANKS (See SWANS ISLAND on page 88)

BANCOOK CO/HARBOR (BHB)(KBHB) 8 NW UTC–5(–4DT) N44º26.98’ W68º21.69’

DEP 3 B Class IV, ARFF Index A NOTAM FILE BHB
RWY 04–22: H5200X100 (ASPH) D–72, 2S–91, 2D–100
PCN 40 F/D/X/T HIRL
RWY 04: REIL. VASI(V4L)—GA 3.0º TCH 55’. Trees.
RWY 22: MALSF. VASI(V4L)—GA 3.0º TCH 55’.
RWY 17–35: H3363X75 (ASPH) S–13, D–20 1.1% up N
RWY 17: Thld dsplcd 684’. Tree.
RWY 35: Thld dsplcd 111’.

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

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

AIRPORT REMARKS: Attended 1300–2300Z‡. Birds on and invof arpt.
Grass areas unavbl for acft ops. Seaplane ramp unavbl for acft ops exc
PPR 207–667–7329. ICON 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 pax seats or unsked acr ops at least 31 pax 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 118.35 (207) 667–7364.
COMMUNICATIONS: CTAF/UNICOM 123.0
® BANGOR APP/DEP CON 133.6
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. 360/19W.
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.
MAINE

BELFAST MUNI (BST)(KBST) 1 SW UTC–5(–4DT) N44°24.56’ W69°00.71’
198 B NOTAM FILE BGR
RWY 15–33: H4000X100 (ASPH) S–30 MIWL 1.0% up NW
RWY 15: REIL.
RWY 33: REIL.
SERVICE: FUEL 100LL, JET A+ LGT ACTIVATE REIL Rwy 15 and Rwy 33 and MIWL Rwy 15–33—CTAF.
AIRPORT MANAGER: 603-970-1947
WEATHER DATA SOURCES: AWOS–AV 122.975 (207) 930–7071. (WX CAM) COMMUNICATIONS: CTAF/UNICOM 122.975
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) VORTAC W 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 (0B1) 2 NW UTC–5(–4DT) N44°25.51’ W70°48.60’
674 B NOTAM FILE BGR
RWY 14–32: H3818X75 (ASPH) MIWL 0.5% up NW
RWY 14: Tree.
RWY 32: REIL. Tree.
SERVICE: FUEL 100LL LGT Lgtd windsock and apron lghts on continuously at night. ACTIVATE REIL 32; MIWL Rwy 14–32—CTAF.
AIRPORT REMARKS: Unattended. Turkeys and geese on or inv of arpt. Self–serve avbl 24 hrs with credit card. Unlighted mountainous terrain. Arpt sfc conditions unmonitored between 0200–1300Z daily. For rwy cond or other info, ctc arpt information line 207–512–5552. Powered parachute activity occasionally in terminal area. Unmanned acft within 3 NM radius of arpt sfc–400 ´ AGL daily SR–SS. No fees for parking, tie down, overnight electrical A/C hook up. Cold temperature airport. Altitude correction required at or below –23C.
AIRPORT MANAGER: 207-381-0202
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 116.55 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’

NE, 16 MAY 2024 to 11 JUL 2024
BIDDEFORD MUNI  (B19)  2 S  UTC–5(–4DT)  N43º27.85´ W70º28.34´  
157  B  TPA—995(838)  NOTAM FILE BGR  
RWY 06–24: H3000X75 (ASPH)  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 Actvt 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 inv of arpt. Ultralight and  
prct act on and inv of arpt. 24 hr fuel w/major credit card—self svc.  
Rwy 24 calm wind nwy.  
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/W/DME 117.1  ENE Chan 118  
N43º25.54´ W70º36.81´ 086º 6.6 NM to fld. 192/17W.  
DME unusable:  
030º–184º byd 25 NM blo 2,000´  
185º–230º byd 25 NM blo 2,500´  
268º–278º byd 30 NM blo 4,600´  
VOR unusable:  
017º–040º byd 40 NM  
130º–133º byd 40 NM  
192º–202º byd 40 NM blo 2,500´  
192º–202º byd 48 NM blo 5,000´  
203º–294º byd 40 NM  
295º–305º byd 40 NM blo 5,000´  
295º–305º byd 52 NM  
306º–359º byd 40 NM  

BOWDOINHAM  
MERRYMEETING FLD  (Ø8B)  1 SE  UTC–5(–4DT)  N44º00.00´ W69º53.23´  
61  NOTAM FILE BGR  
RWY 14–32: 1935X100 (TURF)  
RWY 32: Thld dpdclcd 143´. Trees.  
AIRPORT REMARKS: Attended irregularly. Call for rwy conditions prior to ldg. Wildlife on or inv of arpt. Winter ops (Nov 1–May 1) skis only, rwy not plowed. Rwy 14 has +15´ roadway 95´ rgt and +15´ building 125´ left at thld. No line of sight  
between rwy ends.  
AIRPORT MANAGER: 781-864-7011  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320,  
when Apch clsd ctc Boston ARTCC at 603-879-6859.  

BOWMAN FLD  (See LIVERMORE FALLS on page 75)  
BRADFORD CAMPS SPB  (See ASHLAND on page 57)  
BRANDY POND SPB  (See NAPLES on page 78)
**BREWER**  (BQ2)  2 S  UTC–5(–4DT)  N44°45.83’ W68°46.07’

125  TPA—725(600)  NOTAM FILE BGR

RWY 01–19: 1730X30 (TURF)  0.3% up N

RWY 01: Brush. Rgt tfc.

RWY 19: Trees.

**SERVICE:**  S2

**AIRPORT REMARKS:**  Unattended. +25 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 ctrln. Wildlife on or inv of arpt. Public golf course at EOR 01. During winter ski only ops. Make all apch/deps to east of arpt. Rwy 01–19 cntr 50 ft mowed.

**AIRPORT MANAGER:**  207-299-4086

**COMMUNICATIONS:**  CTAF

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

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**BRUNSWICK EXEC**  (BXM)(KBXM)  2 SE  UTC–5(–4DT)  N43°53.54’ W69°56.33’

75  B  NOTAM FILE BGR

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

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

RWY 19R: PAPI(P4L)—GA 3.0º TCH 52’.

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

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

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

**SERVICE:**  S4  FUEL  100LL, JET A+

**FUEL**  1, 2, 3, 4  LGT

**ACTIVATE MALSR Rwy 01R, REIL Rwy 19L, PAPI Rwy 01R and Rwy 19L, HIRL Rwy 01R–19L—CTAF.

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

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

**WEATHER DATA SOURCES:**  AWOS–3PT  134.875 (207) 409–1747. Frequency: 2 clicks to actvt.

**COMMUNICATIONS:**  CTAF/UNICOM

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**AUGUSTA (VLI/DRH) VOR/DME**  114.95  AUG  Chan 96(Y)  N44°19.20’ W69°47.79’  212º 26.4 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 7,000’
- 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 unusable:**

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

**ILS/DME**  109.3  I–BXM  Chan 30  Rwy 01R.  Class IT.  ILS Rwy 01R unmonitored btn 0300–1100Z‡.

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**BUCKHORN CAMPS SPB**  (See NORCROSS(MILLINOCKET) on page 78)

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**NE, 16 MAY 2024 to 11 JUL 2024**
BUCKS HARBOR  N44°37.68′ W67°23.70′
RCO 122.5 (BANGOR RADIO)

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

CARIBOU MUNI  (CAR)(KCAR)  1 NW UTC–5(–4DT)  N46°52.30′ W68°01.09′
620 B TPA—See Remarks AOE  NOTAM FILE CAR
RWY 01–19: H4003X100 (ASPH) S–30  MIRL
RWY 01: Ground.
RWY 11–29: H3016X75 (ASPH) S–30  MIRL
RWY 29: Thld dispcld 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 (ADCUUS) available.
AIRPORT MANAGER: 207-493-3324
WEATHER DATA SOURCES: ASOS 135.125 (207) 496–3153.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (BANGOR RADIO)

© BOSTON CENTER APP/DEP CON 124.75 CLNC DEL 124.75 (Boston Center)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
PRESQUE ISLE (VH) (DH) VOR/DME 116.4  PQI Chan 111
  N46°46.45′ W68°05.67′  049° 6.6 NM to fld. 592/21W.
DME unusable:
  180°–200° byd 30 NM bio 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 bio 19,000′
  236°–260° byd 40 NM
  270°–280° byd 40 NM
  286°–296° byd 40 NM bio 8,000′
  286°–296° byd 81 NM
  300°–355° byd 40 NM

NE, 16 MAY 2024 to 11 JUL 2024
CARRABASSETT

SUGARLOAF RGNL  (B21)  1 N UTC–5(–4DT)  N45º05.12´ W70º12.98´
890  TPA—2880(2000)  NOTAM FILE BGR
RWY 17–35: H2797X75 (ASPH)  S–12  0.8% up N
RWY 17: Road.
RWY 35: Thld dispcl 89´. Bldg.
SERVICE: FUEL 100LL, MOGAS
AIRPORT REMARKS: Unattended. VFR ops only. Deer, moose and turkey on
and invof arpt. Call 207–350–1415 to ck arpt conds. High trrn 4237´
MSL north/east/west of arpt. Rwy 17–35 snowmobile/ATV trail 40´
fm west side of rwy, north of ramp. Rwy 17–35 mkgs faded.
AIRPORT MANAGER: 207-350-1415
WEATHER DATA SOURCES: AWOS–AV 120.0.
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)
N44º19.20´ W69º47.79´ 357º 49.3 NM to fld. 349/18W.
VOR unusable:
005º–015º byd 10 NM blo 7,000´
018º–050º byd 40 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM blo 3,000´
090º–115º byd 15 NM
116º–175º byd 40 NM
116º–189º byd 25 NM blo 3,000´
188º–207º byd 40 NM
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´
208º–213º byd 40 NM blo 3,000´
208º–213º byd 49 NM blo 7,000´
208º–213º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM blo 7,000´
246º–256º byd 53 NM
257º–261º byd 40 NM
271º–275º byd 40 NM
300º–353º byd 40 NM

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

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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)  N46º03.65´ W69º24.57´
942  NOTAM FILE BGR
WATERWAY ALL–WAY: 15000X1100 (WATER)
Longest length avbl northwest/southeast.
AIRPORT MANAGER: 207-745-5330
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
NUGENT CHAMBERLAIN LAKE SPB (39B)  11 NE  UTC–5(–4DT)  N46º12.15´  W69º14.42´

WATERWAY 13W–31W: 15000X1100 (WATER)


AIRPORT MANAGER: 207-944-5991

COMMUNICATIONS: CTAF 122.9

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

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

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

RWY 09–27: 2950X40 (GRVL)

RWY 09:  P–line.

RWY 27: Tree. Rgt tfc.


AIRPORT MANAGER: 207-266-3797

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´

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 Rw 15 and Rw 33 in excess of 5°. Rw 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. Rw 15 nrs and cntrln faded or misg. Rw 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) 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)
DEXTER RGNL  (1B0)  3 E  UTC–5(–4DT)  N45°00.27’ W69°14.25’
533  B  NOTAM FILE BGR
RWY 16–34: H3008X75 (ASPH)  S–30  MIRL
RWY 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 inof 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) VORTAC 114.8 BGR Chan 95  N44°50.51’
W68°52.44’  321° 18.3 NM to fld. 360/19W.

DOVER/FOXRCROFT
CHARLES A CHASE JR MEML FLD  (44B)  1 SW  UTC–5(–4DT)  N45°10.65’ W69°14.68’
520  NOTAM FILE BGR
RWY 09–27: 2926X75 (TURF)  1.3% up E
RWY 09:  Trees.
RWY 27:  Trees.
AIRPORT REMARKS: Unattended. Deer on and inof arpt. Rwy 09–27 thld unmarked and undefined. Rwy 09–27 has 2”+ rock in center of rwy 400”–600” from Rwy 9 thld. No line of sight between rwy ends. Rwy 27 +12” rock and dirt pile 250” from thld and 90” right. Rwy 27 +10” roadway 110” from thld across the rwy. Rwy 27, +60” trees 300” from thld across apch.
AIRPORT MANAGER: 207-279-0156
COMMUNICATIONS: CTAF 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  (03M)  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 02W end east of lighthouse, Rwy 20W end east of south tip Hershey Island.
AIRPORT MANAGER: 207-395-6741
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

EASTERN SLOPES RGNL  (See FRYEBURG on page 70)
EASTPORT MUNI  (EPM)(KEPM)  1 W  UTC–5(–4DT)  N44°54.61’ W67°00.76’
45  B  LRA NOTAM FILE EPM
RWY 15–33: H4002X75 (ASPH)  S–30  MIRL  0.3% up SE
RWY 15: REIL. Tree.
RWY 33: REIL. PAPI(P2L)—GA 3.28º TCH 44’.
SERVICE: S4  FUEL  100LL, JET A+  LGT 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
BOSTON CENTER APP/DEP CON 124.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
PRINCETON (L) DME 114.3 PNN Chan 90 N45º19.75’ W67º42.25’ 130º 38.7 NM to fld. 398.
DME unusable: 300º–330º byd 25 NM blo 4,500’

SEACOAST AIRFIELD  (3B4)  2 SE  UTC–5(–4DT)  N43º08.59’ W70º46.41’
125 NOTAM FILE BGR
RWY 12–30: H2701X50 (ASPH)  S–8  0.7% up NW
RWY 12: Trees.
RWY 30: Thld dspclcd 86’. Trees.
AIRPORT MANAGER: 949-378-8405
COMMUNICATIONS: CTAF 122.9
BOSTON APP/DEP CON 125.05
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
ROLLINS NDB (MRW) 260 ESG N43º13.21’ W70º49.70’ 168º 5.2 NM to fld. 72/16W.
FRENCHVILLE

NORTHERN AROOSTOOK RGNL (FVE)(KFVE) 3 E UTC–5(–4DT) N47º17.13´ W68º18.76´

RWY 14–32: H4600X75 (ASPH) S–25 MIWL

RWY 14: REIL.

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

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


AIRPORT MANAGER: 207-543-6300

WEATHER DATA SOURCES: ASOS 135.725 (207) 543–7456.

COMMUNICATIONS: CTAF/UNICOM 122.7

BOSTON CENTER APP/DEP CON 124.75

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

RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.

PRESQUE ISLE (VH) (DH) VOR/W/DME 116.4 PQI Chan 111

N46º46.45´ W68º05.67´ 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 17´. Trees.
SERVICE: S4  FUEL: 100LL, JET A+  LGT Actvt MIRL Rwy 14–32—CTAF.
Rwy 32 VASI unusbl byd 7º L and R of cntrln.
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 (FBO). 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 122.3 (BANGOR RADIO)
PORTLAND APP/DEP CON 119.75 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)
CLNC DEL 122.55 (BANGOR RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apc chld ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (VH) (DH) VOR/W/DME 117.1 ENE Chan 118
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)
GREENVILLE

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(PAR)—GA 3.0º TCH 40´.
RWY 32: PAPI(PAR)—GA 3.1º TCH 40´.
RWY 03–21: H3000X75 (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

COMMUNICATIONS: CTAF/UNICOM 122.8

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

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)  O N UTC–5(–4DT)  N45º28.48´ W69º36.23´

1028  NOTAM FILE BGR
WATERWAY 14W–32W: 6000X1200 (WATER)
WATERWAY 18W–30W: 5000X1000 (WATER)

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

AIRPORT MANAGER: 207-299-4522

COMMUNICATIONS: CTAF 122.9

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

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

**CURRIER'S SPB** (21M) 0 N UTC–5(–4DT) N45º28.70´ W69º37.16´

1029 NOTAM FILE BGR

WATERWAY 18W–36W: 10,000X3000 (WATER)

WATERWAY 36W: Rgt tfc.

SEAPLANE REMARKS: Attended May–Oct dalgt hrs. Nov–Apr unattended. SPB may be unusable from mid–Nov to mid–May due to fall ice formation, spring ice break–up and other adverse conditions. Actf may rqr skis during winter months due to frozen sfc conditions. For SPB conditions call 207–695–2778. 150´ radio twr 200´ W of sealane and 150´ radio twr 1000´ SW of sealane. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert: nearby 52B Moosehead Aero Marine SPB (1.1 mi east) utilize same CTAF 122.9.

AIRPORT MANAGER: 207-695-2778

COMMUNICATIONS: CTAF 122.9

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

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 Icl tfc.

**GRiffin FLD** (See LEVANT on page 74)

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

**HOULTON INTL** (HUL/KHUL) 2 E UTC–5(–4DT) N46º07.48´ W67º47.54´

489 B AOE NOTAM FILE HUL

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

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

RWY 23: REIL. Tree.

RWY 01–19: H2700X60 (ASPH)

RWY 19: Pole.

SERVICE: S4 FUEL 100LL, JET A, A+ LGT Dusk–Dawn. Actvt REIL Rwy 05 and 23; PAPI Rwy 05; MIRL Rwy 05–23—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1200–2200 Z‡. Deer on and invof arpt. For Jet A fuel after hrs call 207–538–7997. 100LL is avbl 24 hrs with major credit card. USDA recatering facility avbl. For after hrs access to terminal building use frequency 122.8. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: (207) 532-1325

WEATHER DATA SOURCES: ASOS 132.025 (207) 532–1584.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 (BANGOR RADIO)

® BOSTON CENTER APP/DEP CON 120.25

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

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.

MILLINOCKET (VH) (DH) VOR/DME 117.9 MIL Chan 126 N45º35.20´ W68º30.93´ 063º 44.3 NM to fld. 553/20W.

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

VOR 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

NE, 16 MAY 2024 to 11 JUL 2024
ISLESBORO (57B) 1 W UTC–5(–4DT) N44°18.15´ W68°54.64´
88 NOTAM FILE BGR
RWY 01–19: H2400X50 (ASPH) 0.7% up N
RWY 01: Thld dsplcd 250’. Trees.
RWY 19: Road.
NOISE: Noise abatement mntr rwy hdg to 1000’ AGL.
AIRPORT REMARKS: Unattended. Arpt clsd ngts, daytime use only. Deer on and inv of 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 H1: 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 inv of arpt. Flight Notification Service (ADCUS) available. Cold temperature airport. Altitude correction required at or below –21C.
AIRPORT MANAGER: 207-668-2111
WEATHER DATA SOURCES: AWOS–3 122.9.
COMMUNICATIONS: CTAF 122.9
© BOSTON CENTER APP/DEP CON 120.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
COMM/NAV/WEATHER REMARKS: Monitor UNICOM frequency 122.9 within vicinity of arpt.

HELIPAD H1: 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´
203º–294º byd 69 NM
295º–305º byd 40 NM blo 5,000´
295º–305º byd 52 NM
306º–359º byd 40 NM
LEVANT

**GRIFFIN FLD (PG1)**

2 E

UTC–5(–4DT)

N44º52.06’ W68º58.63’

**LAKESIDE LODGE AND MARINA SPB**

(See EAST WINTHROP on page 67)

**LEVANT**

**GRIFFIN FLD (PG1)**

2 E
UTC–5(–4DT)
N44º52.06’ W68º58.63’

200 NOTAM FILE BGR

Rwy 11–29:
2440X175 (TURF)

Rwy 11:
P–line.

Rwy 29:
trees.

Rwy 04–22:
1800X60 (TURF) LIRL(NSTD)

Rwy 04:
trees.

Rwy 22:
trees.

**SERVICE:**

**FUEL**

MOGAS LGT

ACTIVATE NSTD LIRL Rwy 04–22—CTAF. Rwy 04–22 NSTD LIRL 300 ’ between lmts, single

green thld lgt on each side of thld.

**AIRPORT REMARKS:**

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

**AIRPORT MANAGER:**

207-951-2281

**COMMUNICATIONS:**

CTAF 122.9

**CLEARANCE DELIVERY PHONE:**

For CD ctc Bangor Apch at 207-561-2500 ext 1.

**LIMINGTON–HARMON**

(63B)

3 N

UTC–5(–4DT)

N43º45.78’ W70º40.35’

292 TPA—1392(1100) NOTAM FILE BGR

Rwy 11–29:
H2973X50 (ASPH) LIRL(NSTD) 0.4% up W

Rwy 11:
trees.

Rwy 29:
trees.

**SERVICE:**

**FUEL**

100LL LGT

ACTIVATE LIRL Rwy 11–29 5 clicks—CTAF.

**AIRPORT REMARKS:**


**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**

N43º25.54’ W70º36.81’ 010º 20.4 NM to fld. 192/17W.

**DME unusable:**

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

**VOR unusable:**

017º–040º byd 40 NM
130º–133º byd 40 NM
192º–202º byd 40 NM blo 2,500’
192º–202º byd 48 NM blo 5,000’
192º–202º byd 69 NM
203º–294º byd 40 NM
295º–305º byd 40 NM blo 5,000’
295º–305º byd 52 NM
306º–359º byd 40 NM
LINCOLN RGNL  (LRG)(KLRG)  2 SW  UTC–5(–4DT)  N45°21.71´ W68°32.07´
208  B  NOTAM FILE BGR
RWY 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
BOSTON CENTER APP/DEP CON 124.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
MILLINOCKET (VH) (DH) VOR/DME 117.9  MLT Chan 126
N45º35.20´ W68º30.93´  203º 13.5 NM to fld. 553/20W.
DME unusable:
330º–350º byd 35 NM blo 6,000´
VOR 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

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)  N44º24.60´ 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 ar
area byd thr to the NE. Rwy 02–20 800´ x 160´ clear area
byd thr to Rwy 02 SW. Rwy 02 40´ to 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)  N44º50.19´ W67º01.62´
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.
MAINE

LUCKY LANDING MARINA SPB  (See BANGOR on page 60)

MACHIAS VALLEY  (MVM)(KMVM)  1 SW UTC–5(–4DT)  N44°42.19´ W67°28.72´

96  B  NOTAM FILE BGR

RWY 18–36: H2880X60 (ASPH)  S–12.5  MIRL  0.9% up N

RWY 36: REIL, Pole.

SERVICE: 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) VORTAC

114.8  BGR Chan 95  N44°50.51´ W68°52.44´  116º 60.2 NM to fld. 360/19W.

MEDDYBEMPS

GILLESPIE FLD  (66B)  1 W UTC–5(–4DT)  N45°01.78´ W67°21.96´

200  NOTAM FILE BGR

RWY 16–34: 1635X50 (TURF)

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)  N45°43.70´ W68°50.67´

492  NOTAM FILE BGR

WATERWAY ALL–WAY: 4000X500 (WATER)

SERVICE: FUEL 100LL


AIRPORT MANAGER: 207-723-8378

COMMUNICATIONS: CTAF 122.9

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

NE, 16 MAY 2024 to 11 JUL 2024
MILLINOCKET MUNI (MLT)(KMLT) 1 SE UTC–5(–4DT) N45°38.87’ W68°41.13’
408 B NOTAM FILE MLT MON Airport
RWY 11: Bldg.
RWY 29: REIL. VASI(V4R)—GA 3.0º TCH 51´. Trees.
RWY 16–34: H4000X100 (ASPH) S–30, D–44 0.5% up NW
RWY 16: Trees.
RWY 34: Road.
SERVICE: FUEL 100LL, JET A
LGT ACTIVATE REIL Rwy 29, VASI Rwy 16, REIL Rwy 29 and MIRL Rwy 11–29—CTAF.
AIRPORT MANAGER: 207-723-6649
WEATHER DATA SOURCES: ASOS 135.225 (207) 723–8396.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 117.9T (BANGOR RADIO)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:
(VH) (DH) VOR/DME 117.9 MLT Chan 126 N45°35.20’ W68°30.93’ 317º 8.0 NM to fld. 553/20W.
DME unusable:
330º–350º byd 35 NM blo 6,000’
VOR unusable:
030º–040º byd 40 NM
272º–278º byd 40 NM
279º–289º byd 40 NM blo 5,900’
279º–289º byd 82 NM
290º–297º byd 40 NM
330º–340º byd 35 NM blo 6,000’
334º–343º byd 40 NM
349º–355º byd 40 NM
MILNOT NDB (H) 344 LNT N45°38.92’ W68°33.02’ 287º 5.7 NM to fld. 277/17W. NDB unmonitored.
NDB unusable:
Byd 15 NM
LOC 108.9 1–MLT Rwy 29.

MILLINOCKET N45°35.20’ W68°30.93’ NOTAM FILE MLT.
(VH) (DH) 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 N45°38.92’ W68°33.02’ NOTAM FILE MLT.
NDB (H) 344 LNT 287º 5.7 NM to Millinocket Muni. 277/17W. NDB unmonitored.
NDB unusable:
Byd 15 NM

MOOSE RIVER SPB (See JACKMAN on page 73)
MOOSEHEAD AERO MARINE SPB (See GREENVILLE on page 71)
NAPLES

BRANDY POND SPB (5ME) 1 SE UTC–5(–4DT) N43°57.23´ W70°35.25´

268 NOTAM FILE BGR
WATERWAY 17W–35W: 7200X600 (WATER)
SERVICE: S2 FUEL MOGAS


AIRPORT MANAGER: (207) 693-6254
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

LONG LAKE SPB (76B) 1 NE UTC–5(–4DT) N43°59.22´ W70°37.11´

268 NOTAM FILE BGR
WATERWAY 16W–34W: 15000X3960 (WATER)
SERVICE: FUEL 100LL


AIRPORT MANAGER: 207-232-2594
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 (MILLINOCKET)

BUCKHORN CAMPS SPB (78B) 0 NE UTC–5(–4DT) N45°39.25´ W68°56.97´

500 NOTAM FILE BGR
WATERWAY NW–SE: 4000X500 (WATER)
WATERWAY NW: Trees.
WATERWAY SE: Trees.
WATERWAY E–W: 3000X500 (WATER)
WATERWAY E: Trees.
WATERWAY W: Trees.

SEAPLANE REMARKS: Attended continuously. Many shallow rocky areas during low water conditions in middle of lake. Many shallow rocky areas around the docking area. Shallow areas with rocks near island west of the NW/SE sea lane.

AIRPORT MANAGER: 207-723-1548
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
NORRIDGEWOCK

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

SERVICE: 54 FUEL 100LL, MOGAS LGT ACTIVATE REIL Rwy 15 and Rwy 33, PAPI Rwy 15. MIRL Rwy 15–33—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1200–1900Z‡, Unattended Sat–Sun. Birds and deer on and inv of arpt. 24 hr fuel avbl with major credit card. Rwy 21 has 30’ dropoff 100’ fm end of rwy. Rwy 03–21 markings faded, cntrln missing.

AIRPORT MANAGER: 207-634-2252

WEATHER DATA SOURCES: AWOS–AV 123.075.

COMMUNICATIONS: CTAF/UNICOM 122.8

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

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


RADIO AIDS TO NAVIGATION:

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) N44º57.14´ W68º40.47´

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
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 N44º50.51´ W68º52.44´ 071º 10.8 NM to fld. 360/19W.

WATERWAY 17W–35W: 8400X100 (WATER)

OXFORD CO RGNL (81B)  2 E UTC–5(–4DT) N44º09.45´ W70º28.88´
345 B NOTAM FILE BGR
RWY 15–33: H2997X75 (ASPH) S–25 MIRL 0.3% up NW
RWY 33: Trees.
SERVICE: S4 FUEL 100LL OX 1, 2, 3, 4 LGT Actvt MIRL Rwy 15–33—CTAF.
AIRPORT MANAGER: 207-461-5040
COMMUNICATIONS: CTAF/UNICOM 122.8
PORTLAND APP/DEP CON 125.5 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (VL)(DH) VOR/DME 114.95  AUG  Chan 96(Y)  N44º19.20’  W69º47.79’  270º 31.1 NM to fld. 349/18W.

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

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

PATTERN

SHIN POND SPB (85B) 8 NW UTC–5(–4DT)  N46º05.60’  W68º33.86’

778  NOTAM FILE BGR

WATERWAY 02W–20W: 6000X200 (WATER)

SERVICE: FUEL 100LL


AIRPORT MANAGER: 207-528-2626

COMMUNICATIONS: CTAF 122.9

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

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

197  B  NOTAM FILE BGR

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

RWY 18: REIL Pole.

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

SERVICE: FUEL 100LL, JET A1+ LGT ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.


AIRPORT MANAGER: 207-487-3136

COMMUNICATIONS: CTAF/UNICOM 122.8

BANGOR APP/DEP CON 118.925

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

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

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

NDB unusable:
- Byd 20 NM
PORTAGE LAKE MUNI SPB  (87B)  1 W  UTC–(–4DT)  N46°45.62´ W68°28.85´  
608 NOTAM FILE BGR  WATERWAY G2W–20W: 5000X500 (WATER)  WATERWAY 15W–33W: 5000X500 (WATER)  
SEAPLANE REMARKS: Unattended, Shallow water 2´ to 3´ deep near dock, watch for rocks.  
AIRPORT MANAGER: 207-435-4361  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.  

PORTLAND INTL JETPORT  (PWM)(KPWM)  2 W  UTC–(–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/X T HIRL CL 0.5% up W  
Rwy 11: ALSF2. TDZL PAPI(P4R)—GA 3.0° TCH 52´. RVR–TMR Trees.  
Rwy 29: MALSR PAPI(P4R)—GA 3.0° TCH 50´. RVR–TMR Tree.  
Rwy 18–36: H6100X150 (ASPH–GRVD) S–75, D–165, 2D–300 PCN 91 F/C/X T 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 TDA–7200 ASDA–7200 LDA–7200  
Rwy 18: TORA–6100 TDA–6100 ASDA–6500 LDA–6150  
Rwy 29: TORA–7200 TDA–7200 ASDA–7200 LDA–7200  
Rwy 36: TORA–6100 TDA–6100 ASDA–6500 LDA–6150  
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 MANAGER: 207-756-8310  
WEATHER DATA SOURCES: ASOS 119.05 (207) 874–7914.  
COMMUNICATIONS: CTAF 120.9 ATIS 119.05 (207) 775–1039 UNICOM 122.95  
® APP/DEP CON 119.75  
® BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z)  
TOWER 120.9 (1045–0500Z) GND CON 121.9  
CLNC DEL 121.9  
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Boston ARTCC at 603-879-6859.  
AIRSPACE: CLASS C svc ctc APP CON svc 1045–0500Z; other times CLASS E.  
CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (VH) (DH) VOR/DME 117.1 ENE Chan 118 N43°25.54’ W70°36.81’ 062° 18.7 NM to fld. 192/17W.

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

VOR unusable:
017°–040° byd 40 NM
130°–133° byd 40 NM
192°–202° byd 40 NM blo 5,000’
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/DME 109.9 I–PWM Chan 36 Rwy 11. Class IIIE.

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

PRESQUE ISLE SPB (83B) 2 NW UTC–5(–4DT) N46°42.36’ W68°03.64’ 500 TPA—1800(1300) NOTAM FILE BGR

WATERWAY 01W–19W: 6000X300 (WATER)

WATERWAY 01W: Trees.


AIRPORT MANAGER: 207-764-2550

COMMUNICATIONS: CTAF/UNICOM 122.8

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

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

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

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

RWY 01: MALSR.


AIRPORT REMARKS: Attended 1100–0000Z‡. Clsd to unsked ACR ops with more than 30 pac 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.
AIRSPACE: CLASS E svc 1000–0200Z‡ Mon–Sat, 1300–0200Z‡ 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’ 179º 5.5 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

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 179º 5.5 NM to Presque Isle Intl. 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


DME unusable:
RANGELEY LAKE SPB (M57) 2 N UTC–5(–4DT) N44º57.20’ W70º39.78’

WATERWAY 06W–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 –27ºC.

AIRPORT MANAGER: 207-864-5307

COMMUNICATIONS: CTAF 122.9

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

BERLIN (H) OME 116.55 BML Chan 112(Y) N44º38.01’ W71º11.17’ 049º 29.5 NM to fld. 1730.

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

STEPHEN A BEAN MUNI (8B0) 2 NW UTC–5(–4DT) N44º59.53’ W70º39.91’

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

BERLIN (H) OME 116.55 BML Chan 112(Y) N44º38.01’ W71º11.17’ 046º 31.0 NM to fld. 1730.

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

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

55  B  NOTAM FILE RKD

RWY 13: MALS. PAPI(PAR)–GA 3.0º TCH 51 ´. Thld dpndcd 400 ´.
RWY 31: REIL. PAPI(P4L)–GA 3.0º TCH 50 ´. Trees.
RWY 03–21: H4000X100 (ASPH)  S–65, D–80, 2S–83  MIIRL
RWY 03: REIL. PAPI(P4L)–GA 3.0º TCH 34 ´. Trees.
RWY 21: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 21: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 31: TORA–5412 TODA–5412 ASDA–5412 LDA–5412

SERVICE: S4  FUEL  100LL, JET A

NOISE: Noise abatement pros in efct, call 207–596–0617 or visit
website for specifc instructions.

AIRPORT REMARKS: Attended Mon–Fri 1100–2200Z‡. Arpt may be
unatndd fm 0300–1100Z‡. Seagulls and deer on and invof arpt. Rwy
conditions may not be avbl weekends and SS–1200Z‡ Mon, Thu, Fri.
Voluntary ngt curfew in efect 0330–1100Z‡.

AIRPORT MANAGER: 207-594-4131

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

COMMUNICATIONS: CTAF/UNICOM 123.05

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

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

CLNC DEL 123.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

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

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

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

NE, 16 MAY 2024 to 11 JUL 2024
GREATON AIRFIELD  (98M)  6 NW UTC–5(–4DT)  N43º34.54´ W70º31.13´

NOTAM FILE BGR

RWY 06–24: 2200X50 (TURF)

RWY 06: Trees.

RWY 24: Trees.

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

AIRPORT MANAGER: 207-283-1298

COMMUNICATIONS: CTAF

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)  N43º23.63´ W70º42.48´

NOTAM FILE SFM

RWY 07–25: H6389X100 (ASPH–GRVD) S–65, D–100 HIRL

RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 53´. Tree.


RWY 14–32: H4999X100 (ASPH) D–72, 25–91 MIRL 0.3% up NW


RWY 32: PAPI(P4L)—GA 3.0º TCH 34´.

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


AIRPORT MANAGER: 207-324-3172


COMMUNICATIONS: CTAF/UNICOM 123.075

PORTLAND APP/DEP CON 119.75

BOSTON CENTER APP/DEP CON 128.2

CLNC DEL 121.725

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (VH) (DH) VOR/W/DME 111.7  ENE Chan 118  N43º25.54´ W70º36.81´ 262º 4.6 NM to fld. 192/17W. DME unusable:

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

VOR unusable:

017º–040º byd 40 NM
130º–133º byd 40 NM
192º–202º byd 40 NM bilo 2,500´
192º–202º byd 48 NM bilo 5,000´
202º–205º byd 69 NM
203º–294º byd 40 NM
295º–305º byd 40 NM bilo 5,000´
295º–305º byd 52 NM
306º–359º byd 40 NM

ILS 111.5  I–SFM  Rwy 07. Class IB.
LONG LAKE SPB (92B)  3 NE  UTC–5(–4DT)  N47º11.59´ W68º13.89´

WATERWAY 15W–33W: 25000X4000 (WATER)
WATERWAY 07W–25W: 15800X2640 (WATER)
SERVICE: FUEL MOGAS
AIRPORT MANAGER: 207-543-7584
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

STEPHEN A BEAN MUNI (See RANGELEY on page 85)

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

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 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
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.
HELIPAD H1: H40X40 (ASPH)

SWANS ISLAND

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

RWY 10–28: 1500X30 (GRVL)  2.0% up W
RWY 10: Tree.
RWY 28: Thld dspclcd 300´. Bldg.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–1500 TODA–1500 ASDA–1500 LDA–1500
RWY 28: TORA–1500 TODA–1500 ASDA–1500 LDA–1200
AIRPORT MANAGER: 207-460-1113
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Helipad coords 44 09 54.80N 68 25 48.80W; helipad elev 86´. Ingress and egress to helipad between 130º and 320º mag.
**TURNER**

(TURNER) 4 S UTC-5(-4DT) N44°11.34´ W70°13.97´

355 NOTAM FILE BGR

RWY 11–29: 2151X100 (TURF)

RWY 11: Road.

RWY 29: Trees.

RWY 12–30: H2104X50 (ASPH) S-8.5 0.3% up W

RWY 12: Trees.

RWY 30: Trees.

SERVICE: 54 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)

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**TWITCHELL** (See TURNER on page 89)

(VAN BUREN SPB) 0 N UTC-5(-4DT) N47°09.54´ W67°55.92´

440 LRA NOTAM FILE BGR

WATERWAY NW–SE: 4000X200 (WATER)

WATERWAY SE: Bridge.


AIRPORT MANAGER: 207-868-2886

COMMUNICATIONS: CTAF 122.9

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

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**WALES**

(ME6) 2 SSW UTC-5(-4DT) N44°10.47´ W70°01.14´

210 NOTAM FILE BGR

RWY 04–22: 2100X80 (TURF)

RWY 04: Ground.

RWY 22: Tree.


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.

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**NE, 16 MAY 2024 to 11 JUL 2024**
WATERVILLE RGNL (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 ACTVTL 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:
008º–015º byd 10 NM bio 7,000´
018º–050º byd 40 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM bio 3,000´
090º–115º byd 15 NM
116º–175º byd 40 NM
116º–189º byd 25 NM bio 3,000´
188º–207º byd 40 NM
190º–205º byd 10 NM bio 5,000´
206º–220º byd 25 NM bio 3,000´
208º–213º byd 40 NM bio 3,000´
208º–213º byd 49 NM bio 7,000´
208º–213º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM bio 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 bio 7,000´
071º–143º byd 25 NM bio 3,000´
144º–154º byd 25 NM bio 7,000´
155º–189º byd 25 NM bio 3,000´
190º–205º byd 10 NM bio 5,000´
206º–220º byd 25 NM bio 3,000´
221º–285º byd 15 NM bio 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 Rwys 07 and 25, MIRL Rwy 07–25—CTAF.
NOISE: Noise sensitive area southwest off end of Rwy 07, climb straight out to 700´ AGL.
AIRPORT REMARKS: Attended May–Labor Day 1300–2100Z‡, Sep–Nov Fri–Sun 1400–2100Z‡, Jan–Mar not attended, Dec–Apr Sat–Sun 1500–1900Z‡, Deer and wildlife on and invof arpt. 24 hr credit card fuel opr. Rwy 7 apch obstn lgts on 60´ poles along right side of apch 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´
### Maryland

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

### Annapolis

**LEE** (ANP) (KANP) 5 SW UTC–5(–4DT) N38°56.57’ W76°34.10’  
34 B NOTAM FILE DCA  
RWY 12–30: H250SX48 (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.  
### Washington Copter

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

### Baltimore

**Baltimore** (L) (L) VORTACW 115.1 BAL Chan 98 N39°10.26’ W76°39.68’ 173º 14.4 NM to fld. 150/11W.  
DME unusable:  
133º–155º byd 20 NM blo 10,000’  
133º–155º byd 36 NM  
300º–349º byd 35 NM  
VOR unusable:  
133º–155º byd 20 NM blo 10,000’  
197º–217º byd 17 NM  
260º–281º byd 15 NM  
282º–292º  
TACAN AZIMUTH unusable:  
029º–042º byd 30 NM  
133º–155º byd 20 NM blo 10,000’  
180º–190º byd 17 NM  
300º–349º byd 35 NM
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
(BWI) (KBWI)  S  UTC–5(–4DT)

N39°10.54’ W76°40.14’
143  B  LRA Class I, ARFF Index D  NOTAM FILE BWI

RWY 28: MALSR. PAPI(P4L)—GA 3.0º TCH 75’. RVR–TMR Tld dsplcd 700’. Tree. 0.3% up.
RWY 15R–33L: H9501X150 (ASPH–GRVD)  S–80, D–220, 2D–675, 2D/2D2–890 PCN 70 F/A/W/T  HIRL  CL
RWY 15R: MALSR. PAPI(P4R)—GA 3.0º TCH 73’. RVR–TMR Tld dsplcd 301’. Antenna.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15L: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 15R: TORA–9501 TODA–9501 ASDA–8601 LDA–8301
RWY 33L: TORA–9501 TODA–9501 ASDA–8801 LDA–8301
RWY 33R: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

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

NOISE: Noise abatement procedures in effect—Rstrn for Rwy 15L–33R except for emerg or Mercy flights ctc amgr for info.

AIRPORT REMARKS:
Attended continuously. Deer and birds ocn only on and invo f arpt. Major constr on arpt dly; acft mov and prkg areas subject to short notice change/closure. For current info phone BWI ops cmn 410–859–7018. Rwy status lgs in operation. Practice Indg & apch by turbo–pwrd acft prohibited 0300–1100Z‡; practice lndg & tkof by B–747 acft prohibited Rwy 15R–33L. Rwy length avbl for Rwy 28 departures from Twy U1 is 9802 ft. ASDE–X in use. Operate transponders with alt reporting mode and ADS–B (if equipped) enabled on all arpt surfaces. Acft departing Rwy 28 exp dep from Twy U1. No apron parking for unscheduled air carriers. General aviation acft ctc UNICOM prior to arr at General Aviation ramp for security purposes. Midfield RVR sensor shared by Rwy 10–28 & Rwy 15R–33L. Taxiing prohibited b/t concourse C and adjacent bldg structure SW of concourse C. Access to gate C12 must be via Twy A. Taxi lanes T–1 and H, rstd to Group III acft with max wingspan of 118 ft. Twy A is rstd to group IV acft with wingspan 171 ft or less. Twy T b/t Twy H and Twy E rstd to Group IV acft with wingspan less than 171 ft. Twy T b/t Twy E and Twy B rstd to Group V acft with wingspan less than 214 ft; when Group V acft are on Twy T, Twy A is rstd to max wingspan of 110 ft. Twy S, south of Twy P, rstd to acft with max wingspan of 60,000 lbs & less. Dual parallel taxiways have been added to the D/E alleyway, Taxi lane N and Taxi lane M. Taxi lane N is designated a Group V taxi lane with max wingspan of 213 ft. Taxi lane N1 is designated a Group IV taxi lane with a max wingspan of 170 ft. Rwy 15L–33R rstd to acft producing less than 90 decibels exc for emergs. Cont mowing operations adj all rwys & twys Apr thru Nov. Diabstracting lgts (golf driving range) right side excln Rwy 33L fm AER to 1/4 mi final. Rwy length avbl for visual apchs expect to maintain 3000 ft until 10 DME fm BAL VORTAC; dep acft should expect turns based on Baltimore DME. Rwy 15R deice pad, Position # 1 rstd to acft with wingspan of 156 ft 1 inch or less & length of 180 ft 3 inches or less. Position # 2 & # 3 rstd to acft with a wingspan of 156 ft 1 inch or less, Position # 3 is rstd to acft with a wingspan of 156 ft 1 inch or less & length of 180 ft 3 inches or less; Position # 4 rstd to acft with wingspan of 213 ft or less & length of 229 ft 2 inches or less. Rwy 28 de–ice pad Lane 1 rstd to acft with wingspan 171 ft or less, Lane 2 rstd to acft with wingspan 135 ft or less, Lane 3 is used by large acft max wingspan of 215 ft and when in use—Lanes 2 and 4 are unavbl. Lanes 4, 5 & 6 are rstd to acft with wingspan 135 ft or less. Concourse A alt deicing area is rstd to B737–800 size acft with winglets or smlr on spots 6, 7 and 8. B737–700 size acft with winglets or smaller are rstd to spots 6A, 7B and 8B. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 410–859–7024
WEATHER DATA SOURCES: ASOS (410) 691–1278 TDWR.
COMMUNICATIONS: D–ATIS 115.1 127.8 UNICOM 119.4
Baltimore RCO 122.2 (LEESBURG RADIO)
AD POTOMAC APP CON 119.0 (020º–130º) 119.7 (131º–180º) 124.55 (101º–130º) 128.7 (181º–019º) 119.0 (131º–180º)
119.7 (020º–130º) 125.525 (181º–019º)
Baltimore Tower 119.4 GND CON 121.9 CLNC DEL 118.05
BD POTOMAC DEP CON 124.55 (East) 128.7 (West)
CPDLC (LOGON KUSA)
PDC

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS B  See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

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

DME unusable:
133º–155º byd 20 NM blo 10,000´
133º–155º byd 36 NM
300º–349º byd 35 NM

VOR unusable:
133º–155º byd 20 NM blo 10,000´
197º–217º byd 17 NM
260º–281º byd 15 NM
282º–292º

TACAN AZIMUTH unusable:
029º–042º byd 30 NM
133º–155º byd 20 NM blo 10,000´
180º–190º byd 17 NM
300º–349º byd 35 NM

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

NDB unusable:
140º–320º byd 12 NM blo 10,500´

ILS 109.7 I–BAL Rwy 10.  Class IIIE.

ILS 111.7 I–UQC Rwy 15L.  Class ID.  LOC unusable byd 30º left of course.

ILS 111.7 I–FND Rwy 15R.  Class IE.

ILS 109.7 I–OEH Rwy 28.  Class IE.

ILS 111.7 I–RUX Rwy 33L.  Class IIIE.

ILS 111.95 I–BWI Rwy 33R.  Class ID.

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

MARTIN STATE (MTN)(KMTN)

P (ANG)

22 B TPA—See Remarks LRA NOTAM FILE MTN

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

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

RWY 33: REIL PVAS(ISIL)—GA 2.91º TCH 48’.

SERVICE:

FUEL 100LL, JET A+

LGT Dusk–Dawn. When ATCT clsd actvt REIL Rwys 15 & 33; HIRL Rwy 15–33—CTAF. When ATCT clsd actvt Twy F lgts—UNICOM. Rwy 15 VGSI unusbl byd 5 degs either side of centerline. MILITARY—FUEL 100LL, A, A+ — 100LL 24 hr self svc 100LL avbl with credit card. TRAN ALERT Min tran maint and prk avbl dur nml duty hr and Unit Training Assemblies. No fleet svc avbl.

NOISE: Noise abatement procns in efct. When ATCT clsd no practice lndgs or apchs.

AIRPORT REMARKS:


AIRPORT MANAGER: 410-682-8800

WASHINGTON

COPTER

H–10H, 12I, –29E, 34F, 36J, A

IAP, AD

PIER 7 HELIPORT (4MD)

3 SE UTC–5(–4DT) N39°16.33’ W76°34.30’

16 B NOTAM FILE DCA

HELIPAD H1: H50X50 (CONC) PERIMETER LGTS

SERVICE:

FUEL JET A+ LGT ACTIVATE perimeter lighting on PCL—123.075—7 clicks.

AIRPORT REMARKS: Attended 1330–0600Z‡. Perimeter lgts. Ldg fee.

AIRPORT MANAGER: (443) 500-2355

COMMUNICATIONS: TCAF 123.025

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

BAY BRIDGE (See STEVENSVILLE on page 119)

BENNETT (See SALISBURY on page 117)

BOWIE

FREEWAY (W00) 2 NW UTC-5(-4DT) N38º56.48′ W76º46.34′
168 B TPA—See Remarks NOTAM FILE DCA
RWY 18–36: H2420X40 (ASPH) MIRL 0.7% up N
RWY 18: PAPI(P2R)—GA 6.0º TCH 47′. Trees.
RWY 36: PAPI(P2L)—GA 5.5º TCH 26′. Thld dsplcd 230′. Trees. Rgt tlc.
SERVICE: S4 FUEL 100LL LGT ACTVT PAPI Rwys 18 and 36; MIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended major holidays. 100LL avbl when atndd. —15 ft drop 80 ft from apch to Rwy 36. —7 ft drop 50 ft fm apch end Rwy 18. Unlgtd antenna 135 ft AGL 600 ft NW AER 18. TPA—1000(832) for acft less than 4000 lbs max gross weight. TPA—1200(1032) for acft greater than 4000 lbs. Twy runup area for Rwy 36 clsd.
AIRPORT MANAGER: 301-390-6424
COMMUNICATIONS: CTAF/UNICOM 123.075
R 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–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′

WASHINGTON COPTER
L–29E, 34F, 36I, A
IAP

NE, 16 MAY 2024 to 11 JUL 2024
CAMBRIDGE–DORCHESTER RGNL  (CGE)(KCGE)  3 SE  UTC–5(–4DT)  N38°32.36´ W76°01.82´

20 Boiler  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 Actvl 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) VORTAC 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–089º byd 13 NM blo 5,000´ 090º–110º byd 20 NM blo 5,000´ 111º–113º byd 19 NM blo 5,000´ 114º–120º byd 16 NM blo 5,000´ 261º–285º blo 6,000´ 294º–007º blo 5,000´

TACAN AZIMUTH unusable: 009º–058º byd 20 NM 261º–285º blo 6,000´ 294º–007º blo 5,000´

DME unusable: 009º–058º byd 20 NM 261º–285º blo 6,000´ 294º–007º blo 5,000´

CARROLL CO RGNL/JACK B POAGE FLD  (See WESTMINSTER on page 120)

CHURCHVILLE

HARFORD CO  (ØW3)  3 E  UTC–5(–4DT)  N39°34.09´ W76°12.18´

412 Boiler  NOTAM FILE DCA

RWY 01–19: H2850X75 (ASPH)  MIRL  0.5% up S
RWY 01: REIL. PAPI(P2L)—GA 3.5º TCH 26´. Trees.

RWY 10–28: H2015X40 (ASPH)  LIRL(NSTD)  1.4% up W
RWY 10: REIL. Trees.

SERVICE:  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

PATOMAC 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
<table>
<thead>
<tr>
<th>Airport</th>
<th>Location</th>
<th>Type</th>
<th>ICAO Code</th>
<th>GPS Coordinates</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>College Park (CGS)</td>
<td>1 SE</td>
<td>49</td>
<td>15–33</td>
<td>H2980X60 (ASPH)</td>
<td>MIRL 0.3% up NW</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15</td>
<td>REIL. PAPI(P2L)</td>
<td>—GA 4.0° TCH 27’. Thld dspldc 564’. Trees.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>33</td>
<td>REIL. PAPI(P2R)</td>
<td>—GA 4.0° TCH 27’. Thld dspldc 171’. Trees.</td>
</tr>
</tbody>
</table>

**Collegiate Park (CGS)**

- **ICAO Code**: CGS
- **Location**: 1 SE
- **GPS Coordinates**: N38°58.83′ W76°55.33′
- **Runway 15–33**: H2980X60 (ASPH) MIRL 0.3% up NW
- **Runway 15**: REIL. PAPI(P2L)—GA 4.0° TCH 27’. Thld dspldc 564’. Trees.
- **Runway 33**: REIL. PAPI(P2R)—GA 4.0° TCH 27’. Thld dspldc 171’. Trees.

**Runway Declared Distance Information**

- **Runway 15**: TORA–2980 TODA–2980 ASDA–2740 LDA–2176
- **Runway 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

**Noise**

- NS ABTMT procedures in effect ctc arpt mgr 301–864–5844.

**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 opr to/from this arpt. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. No acft over 12,500 lbs manufacturer GWT, helicopters only with 24 hr PPR, call arpt mgr 301–864–5844. No tkfs 0300–1200Z1, ldg only. Bldg 0.1 NM S of arpt 23´ AGL lgtd. Transient parking: first 4 hrs free; fee aft, waived w/min fuel purchase; overnight fee. Hel ramp fee; waived if under 3500 lbs or min fuel purchase. Acft handling fee if relocation to/from fuel area rqrd by arpt pers.

**Airport Manager**: 301-864-5844

**Weather Data Sources**: AWOS–3 121.225 (301) 864–5497.

**Communications**: CTAF/UNICOM 122.975

**Radio Aids To Navigation**: NOTAM FILE BWI.

**DME unusable**: 133°–155° byd 20 NM blo 10,000´ 133°–155° byd 36 NM 300°–349° byd 35 NM

**VOR unusable**: 133°–155° byd 20 NM blo 10,000´ 197°–217° byd 17 NM 260°–281° byd 15 NM 282°–292°

**TACAN Azimuth unusable**: 029°–042° byd 30 NM 133°–155° byd 20 NM blo 10,000´ 180°–190° byd 17 NM 300°–349° byd 35 NM
CRISFIELD–SOMERSET CO  (W41)  3 NE  UTC–5(–4DT)  N38°01.09´ W75°49.61´  MARYLAND

4  B  NOTAM FILE DCA

RWY 14–32: H2397X75 (ASPH) S–12 MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 39´.
RWY 32: REIL. PAPI(P2L)—GA 3.25º TCH 33´. Road.
RWY 06–24: 1060X120 (TURF)
RWY 06: Trees.
RWY 24: Trees.

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


AIRPORT MANAGER: 410-968-1333

COMMUNICATIONS: CTAF/UNICOM 122.8
® PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc®
® POTOMAC APP/DEP CON 127.2

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

AIRPORT MANAGER:

COMMUNICATIONS:

RADIO AIDS TO NAVIGATION:

SNOW HILL (L) (L) VORTACW 112.4 SWL Chan 71 N38º03.40´ W75º27.83´ 34/8W.

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

TACAN AZIMUTH OTS CUMBERLAND

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

775  B  TPA—1799(1024) NOTAM FILE EKN

RWY 05–23: H5047X150 (ASPH) S–38, D–52 HIRL 1.1% up NE
RWY 05: Trees. Rgt tflc.
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: S4 FUEL 100LL, JET A GX 1, 2, 3, 4 LGT Actvt REIL Rwy 23; HIRL Rwy 05–23; LIRL Rwy 11–29; and twy lgts—CTAF. Rwy 11 nstd LIRL fm Rwy 11 thld to Rwy 11 dsplcd thld, due to improper lens colors and spacing.


AIRPORT MANAGER: 304-738-0002

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: AWOS-3 128.625 (304) 738-0451.
COMMUNICATIONS: CTAF/UNICOM 122.8
CUMBERLAND RCO 122.35 (ELKINS RADIO)
® JOHNSTON APP/DEP CON 121.2 (1200-0400Z‡)
® CLEVELAND CENTER APP/DEP CON 124.4 (0400-1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
GRANTSVILLE (L) DME 112.3 GRV Chan 70 N39º38.10´ W79º03.03´ 095º 13.5 NM to fld. 2640.
DME unusable:
071º–306º byd 20 NM blo 6,000´
108º–113º byd 38 NM
307º–070º byd 20 NM blo 5,000´
325º–345º byd 35 NM
LOC/DME 110.5 I-CBE Chan 42 Rwy 23. DME usable byd 22º left of course. DME usable 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.
COMM/NAV/WEATHER REMARKS: UNICOM 122.8 shared with Cumberland Muni 0.5 mi due N.

DAVIS (See LAYTONSVILLE on page 111)
EASTON/NEWNAM FLD (ESN)(KESN) 2 N UTC–5(–4DT) N38°48.25´ W76°04.14´

72  B  TPA—See Remarks  NOTAM FILE ESN

RWY 04–22: HS500X100 (ASPH–GRVD)  S–40, D–60, 2D–100  HIRL
0.7% up NE

RWY 04: PAPI(P4L)—GA 3.0º TCH 43’,


RWY 15–33: H4003X100 (ASPH)  S–40, D–60, 2D–100  MIRL
0.5% up SE

RWY 15: REIL. PAPI(P2L)—GA 3.5º TCH 45’. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.5º TCH 45’. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

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


SERVICE: S4    FUEL 100LL, JET A    OX 4  LGT
When twr clsd actvt REILS

RWY 15, 22, & 33; HIRL Rwy 04–22; MIRL 15–33—CTAF.

NOISE: Noise abatement for Rwy 22: continue straight out or make a right turn to avoid 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: ATIS  124.475

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  N38°48.59´ W75°12.68´ 279º 40.2 NM to fld. 5/9W.

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

VOR unusable:
345º–010º

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  Actvt rotg bcn—123.0. Actvt 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
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at (800) 354-9884.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA  (L) (L) VORTACW  111.4 ENO Chan 51  N39°13.90´ W75°30.96´ 330º 26.3 NM to fld. 15/9W.
TACAN AZIMUTH unusable:
140º–150º byd 36 NM blo 2,000´
200º–300º byd 36 NM blo 3,000´
VOR unusable:
159º–169º blo 3,000´ 325–335 byd 15NM blo 4,900´
DME unusable:
140º–150º byd 36 NM blo 2,000´
200º–300º byd 36 NM blo 3,000´

ELLICOTT  N39°17.24´ W76°46.62´ NOTAM FILE BWI.
NDN (MHW)  371  FND  154º 8.4 NM to Baltimore/Washington Intl Thurgood Marshall. 381/11W.
NDN unusable:
140º–320º byd 12 NM blo 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(NSD)
RWY 04: Thld dsplcd 315’. Trees.
SERVICE: FUEL  100LL  LGT  For NSTD LIRL. Rwy 04–22 ctc arpt manager 410–877–9889.
AIRPORT MANAGER: 410-877-9889
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
FORT MEADE (ODENTON)

TIPTON (FME/KFME) 1 SW UTC–5 (–4DT) 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 tcf.

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

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

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

AIRPORT MANAGER: 410-222-6815

WEATHER DATA SOURCES: AWOS–3 123.925.

COMMUNICATIONS: CTAF/UNICOM 123.05

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

RADIO AIDS TO NAVIGATION:

BALTIMORE (L) (L) VORTACW 115.1 BAL Chan 98 N39º10.26’ W76º39.68’ 233º 6.9 NM to fld. 150/11W.

DME unusable:
133º–155º byd 20 NM blo 10,000´
133º–155º byd 36 NM
300º–349º byd 35 NM

VOR unusable:
133º–155º byd 20 NM blo 10,000´
197º–217º byd 17 NM
260º–281º byd 15 NM
282º–292º byd 15 NM

TACAN AZIMUTH unusable:
029º–042º byd 30 NM
133º–155º byd 20 NM blo 10,000´
180º–190º byd 17 NM
300º–349º byd 35 NM
FREDERICK MUNI (FDK)(KFDK)  O 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´. Tress. Rgt tfc.
    RWY 23:  ODALS. REIL. PAPI(P4L)—GA 3.0º TCH 54´. Tress.
RWY 12–30:  H3599X75 (ASPH)  MIRL  0.3% up NW
    RWY 30:  REIL. PAPI(P2L)—GA 4.0º TCH 37´. Tress.

SERVICE:  S4  FUEL  100LL, JET A  OX 3, 4  LGT ACTVT ODALS Rwy
23; REIL Rwy 12, 23 and 30; PAPI Rwy 23; HIRL Rwy 05–23; MIRL
Rwy 12–30—CTAF.

AIRPORT REMARKS:  Attended 1200–0200Z‡. Arpt unattended Christmas
Day. Fuel self serve 100LL avbl H24 with credit card. Rwy 23 –15 ft
depression 400 ft long; 246 ft L of cntrln; parallel to apch end.
TPA—1100 (800) helicopters, 1300 (1000) single and lgt twins,
1800 (1500) large twins and jets.

AIRPORT MANAGER:  301-600-2201

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

COMMUNICATIONS:  CTAF 132.4  ATIS 124.875  UNICOM 122.95

® POTOMAC APP/DEP CON 126.1
    TOWER 132.4 (1200–0200Z‡)  GND CON 127.425  CLNC DEL 127.425
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 (VI) (H) VORTAC 117.9  EMI  Chan 126  N39º29.70´ W76º58.71´  264º 19.0 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´

(T) VORW 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.

FREeway  (See BOWIE on page 96)
MARYLAND

FRIENDLY

POTOMAC AIRFIELD (VKX)(KVX) 0 NE UTC–5(–4DT) N38°44.92’ W76°57.36’

118  B NOTAM FILE DCA

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

RWY 06: REIL. PAPI(P2L)—GA 5.0º TCH 19’. Thld dsplcd 376’. Trees.

RWY 24: REIL. PAPI(P2L)—GA 5.5º TCH 20’. Thld dsplcd 90’. Trees.

SERVICE: S4 FUEL 100LL LGT MIRL Rwy 06–24 opr SS–SR; To ACTVT oth times and ACTVT PAPI Rwy 06 and 24—CTAF. Rwy 06 PAPI cntrl 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 actv movement areas.

AIRPORT MANAGER: 301-248-5720

COMMUNICATIONS: CTAF/UNICOM 122.8

® POTOMAC APP/DEP CON 124.7 125.65 (DC–FRZ)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

ANDREWS (L) (L) VORTACW 113.1 ADW Chan 78 N38°48.43’ W76°51.98’ 240º 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

TACAN AZIMUTH unusable:
 035º–045º blo 2,500’
 220º–280º
 295º–310º

DME unusable:
 035º–045º blo 2,500’
 220º–280º

COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks adzy and wx, 4 clicks radio check. Visitors please tune 122.85 for parking instructions and gnd svcs.
GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI)(KGAI) 3 NE UTC–5(–4DT) N39º10.10´ W77º09.96´
39º  B. TPA—See Remarks NOTAM FILE DCA
Rwy 14–32: H4202X75 (ASPH) MIRL 1.1% up SE
Rwy 14: REIL. VASI(V4L)—GA 3.0º TCH 53 ´. Trees.

SERVICE: S6 FUEL 100LL, JET A OX

LGT Actvt REIL Rwy 14 & 32; MIRL Rwy 14–32—CTAF. Rwy 32 PAPI baffled byd 5 deg L of crs due
to bldg.

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

AIRPORT REMARKS: Attended Mar–May 1300–0000Z‡, June–Sep
1300–0100Z‡, Oct–Feb 1300–2300Z‡. Unattended Christmas Day. Deer and birds on and invof arpt. For after hrs svc call
Self–serve 100LL avbl with credit card. Be alert SFRA procedures in
effect. Preferred calm wind Rwy 14. Arpt not recommended for acft
with wingspan in excess of 79 ft & gross wt in excess of 48,000 lbs. Rwy 14 has 30 ft downslope 75 ft L/R
do crs at thr to 150 ft both
sides. South ramp not recommended for aircraft with wingspan greater
than 79 ft or weight greater than 40,000 lbs. Helicopters refrain from
air taxi over paved parking ramps. TPA—1539(1000), turbine and jet
2039(1500), helicopters 1339(800).

AIRPORT MANAGER: 301-978-7009
WEATHER DATA SOURCES: AWOS–3PT 128.275 (301) 977–2971.
COMMUNICATIONS: CTAF/UNICOM 123.075
® POTOMAC APP/DEP CON 128.7
CLNC DEL 121.6

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VOR/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´ 053º 19.8 NM to fld. 296/BW.

ARMEL (L) VOR/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´ 053º 19.8 NM to fld. 296/BW.

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

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

FREDERICK (T) 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 blo 3,000´
180º–190º

GOODEN AIRPARK (See RIDGELEY on page 117)

GRANTSVILLE N39º38.10´ W79º03.03´ NOTAM FILE EKN

L) DME 112.3 GRV Chan 70 095º 13.5 NM to Greater Cumberland Rgnl. 2640.

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

GREATER CUMBERLAND RGNL (See CUMBERLAND on page 99)
MARYLAND

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR) (KHGR) P (AR) 4 N UTC–5 (–4DT)

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 MIRL 0.3% up N

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

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

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–3165 TODA–3165 ASDA–3165 LDA–3165

RWY 09: TORA–7000 TODA–7000 ASDA–7000 LDA–7000

RWY 20: TORA–3165 TODA–3165 ASDA–3165 LDA–3165


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


AIRPORT REMARKS: Attended 1000–0300Z. Airport unattnd 0300–1000Z†. Birds on and inv of arpt. Ultralight act 12 NM east to 5000´ MSL. Low level mil act 10 NM north on VR708 operating east to west. Fuel avbl 1000–0300Z, call 301–791–9119. DOD contract fuel avbl. Rwy 02–20 clsd when ATCT clsd. Class I, ARFF Index B. ARFF Index C avbl upon req; ctc amgr. PPR 24 hrs for unskd acr opns with more than 30 psgr seats call amgr 240–313–2764. Rwy 02–20 clsd to sked acr ops with more than 9 px seats and non sked acr ops with more than 30 px seats expc for taxi. Twy P not avbl for air carrier ops. Ldg fee.

AIRPORT MANAGER:  240-313-2764

COMMUNICATIONS: CTAF 120.3  UNICOM 122.95

© POTOMAC APP/DEP CON 126.825

TOWER 120.3 (1200–0300Z)  GND CON 120.8

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HGR.

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

VOR unusable:

251º–280º byd 16 NM bly 4,000´

281º–300º byd 24 NM bly 8,000´

351º–360º byd 24 NM bly 8,000´

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

2338/7W. NOTAM FILE AOO.

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

ILS/DME 111.9 I–HGR Chan 56 Rwy 27. Class I E. OM/LOM OTS indef.

HARFORD CO (See CHURCHVILLE on page 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 Actvt REIL Rwy 02; PAPI Rwy 02;
MIRL Rwy 02–20—CTAF. Arpt deactivates PAPI Rwy 02 when winds favor Rwy 20.

AIRPORT REMARKS: Attended Mon–Sun 1400–2300Z‡. Unatndd
Thanksgiving, Christmas and New Year’s Days. Birds and wildlife on and inof 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 fld. 210/10W.

TACAN AZIMUTH unusable:
006º–144º 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´
MARYLAND

JOINT BASE ANDREWS (ADW) (KADW) AF (A ANG AFRC DOE MC NAF) 3 E UTC–5 (–4DT)

N38º48.65´ W76º52.02´

280 B NOTAM FILE ADW Not insp.

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

RWY 01R: ALSF1. PAPI(P4L)–GA 3.0º TCH 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 OIL SOAP

CONTINUED ON NEXT PAGE
NOISE: Noise Abatement: No practice aphp btw 0300–1100Z‡, allacr act exp full stop ldg. Quiet hr nmly 0300–1100Z‡. Scramble/Alert msn exempt. 0000–1100Z‡, daily, no helicopter overnight or tfc pat west of Rwy 01L–19R (over base housing) blw 800’ AGL. Strict compliance with procedure rqr. 89 OSS AM OPS DSN 858–3411, C301–981–3411. Noise abatement Navy Ramp: Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt dur ice cond.

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 actf 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 (bthr dsplcd thr) avbl for tfk and ldg is 9318’. Do not land prior to mdk rwy thr; dsplcd thr may not be used for tfk or ldg roll out. Offi TERPS end of rwy for obst protection is mrkd thld. Do not use opposite dsplcd thld for tfk computations or tfk roll. Rwy 01L–19R len of 11318’ is for Presidential Airlift Group (PAG), 459 ARW acft, 1 ACCS and other 89 OG/CC apv act ops. QG/CC apvl rqr for use of the disipl thlds for tkof or ldgs. Rwy 01L–19R Len of 11318’ is for Presidential Airlift Group (PAG), 459 ARW acft and 1 ACCS acft and other 89 OG/CC apvld act ops. Apvl for use of the disipl thlds for tkof or ldgs rqr 89 OG/CC apvl. Ctc 89 OSS AM Ops for waiver DSN 858–3411. Rwy 01L–19R avl tkof dist incl hardened rwy 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, 1 ACCS and other 89 OG/CC apvld acft. Northernmost 400’ of own 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 tfk power can be applied) due to proximity of LOC ant array install 1200’ fmr Rwy 19R ldg thld. PPR must be req 72 hr prior to arr, DSN 858–3411. Rwy 01L–19R due to weak feature at apch end Rwy 01R. Rwy 01L–19R South end undern/overrun unusbl due to pavement degradation. 89 OSS AM OPS DSN 858–3411, C301–981–3411. All actf filing to ADW must call for ramp freeze due foreign object damge potential; waiver authority is 316 OG/CC. PPR rqr. 89 OSS AM OPS DSN 858–3411, C301–981–3411. All actf filing to ADW must call for ramp freeze due to proxim

CONTINUED FROM PRECEDING PAGE

NE, 16 MAY 2024 to 11 JUL 2024

WEATHER DATA SOURCES: TDWR.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: D–ATIS 133.675  251.05 D
® POTOMAC APP CON 128.0  335.5
TOWER 118.4  349.0  GNO CON 121.8  275.8  CLNC DEL 127.55  285.475
® POTOMAC DEP CON 118.95  257.2 (West) 125.65  348.725 (East)
CPDLC (LOGON KUSA)
PDC
ANDREWS COMD POST 141.55  378.1 (VHS O/S UFN) PMSV METRO 344.6  H24 wx avbl at DSN 858–2840,
C301–981–2840/5826. AN/FM–19 automated observing sys in use; augmented by human obsn when nec. If wx ft
unavbl, remote svc able from 15th Opr Wx Squardron DSN 576–9755 C618–256–9755. AFRC OPS 143.8  351.2 A/G See
Global HF Systems list in FIH.
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) (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 119)

LAYTONSVILLE
DAVIS (W50)  3 N UTC–5(–4DT)  N39º14.61´ W77º08.99´
609  TPA—1409(800)  NOTAM FILE DCA
RWY 08–26: H2000X50 (ASPH)  0.7% up E
RWY 08: Trees.
RWY 26: Trees.
SERVICE: 52  FUEL  100LL
Touch and go 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 29:  REIL, PAPI(P2L)—GA 3.0º TCH 32º. Trees.
SERVICE:  S4 FUEL  100LL, JET A
LGT ACTIVATE MIRL Rwy 11–29, REIL Rwy 11 and 29—CTAF.
AIRPORT REMARKS:  Attended 1300–2200Z‡. Deer on & invof Rwy 11–29 SS–SR. Glider, UAS, and ultralight activity on and invof 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 invof 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–4007 will be coordinated with Patuxent Apch on 121.0 or by phone 301–342–3740.
AIRPORT MANAGER:  (301) 475-4200
WEATHER DATA SOURCES: AWOS–3 119.575 (301) 373–6514.
COMMUNICATIONS:  CTAF/UNICOM 123.0
PATUXENT APP/DEP CON 121.0 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other time ctc PATUXENT APP/DEP CON 123.625
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) 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 b/o 7,000’
027º–089º byd 13 NM b/o 5,000’
090º–110º byd 20 NM b/o 5,000’
111º–113º byd 19 NM b/o 5,000’
114º–120º byd 16 NM b/o 5,000’
261º–285º b/o 6,000’
294º–007º b/o 5,000’
TACAN AZIMUTH unusable:  009º–055º byd 20 NM
261º–285º b/o 6,000’
294º–007º b/o 5,000’
DME unusable:  009º–055º byd 20 NM
261º–285º b/o 6,000’
294º–007º b/o 5,000’

MARTIN STATE  (See BALTIMORE on page 95)

MARYLAND  (See INDIAN HEAD on page 108)

MASSEY AERODROME  (MD1)  2 E  UTC–5(–4DT)  N39º17.96’ W75º47.96’
73  NOTAM FILE DCA
RWY 02–20:  3000X100 (TURF)
RWY 28:  Thld dsplcd 120’. P–line.
AIRPORT REMARKS:  Attended 1500–2200Z‡. Gliders, hang–gliders, powered prchts, ultralight acft, and invof arpt. Rwy thr and sides marked with white cones. Rwy 20 dpstl 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 106)
NOTTINGHAM
N38º42.35´ W76º44.68´ NOTAM FILE DCA.
(L) TACAN 113.7 OTT Chan 84 328º 8.5 NM to Joint Base Andrews. 210/10W.
TACAN AZIMUTH unusable:
006º–194º byd 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´

OAKLAND
GARRETT CO (2G4) 13 NE UTC–5(–4DT) N39º34.85´ W79º20.16´ 2933 B TPA—3733(800) NOTAM FILE EKN
RWY 09–27: H5000X75 (ASPH–GRVD) MIRL 1.1% up W
RWY 09: REIL PAPI(P4L)—GA 3.0º TCH 44´.
RWY 27: REIL PAPI(P4R)—GA 3.0º TCH 45´.
SERVICE: S1 FUEL 100LL, JET A+ LGT Actvt REIL Rwy 09–27; PAPI Rwy 09 and 27; MIRL Rwy 09–27—CTAF.
AIRPORT MANAGER: 301-746-8599
WEATHER DATA SOURCES: AWOS–3 120.125 (301) 746–8443.
COMMUNICATIONS: CTAF/UNICOM 123.0
© CLARKSBURG APP/DEP CON 119.425 (1200–0400Z‡)
© CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.
RADAR AIDS TO NAVIGATION: NOTAM FILE EKN.
GRANTSVILLE (L) DME 112.3 GRV Chan 70 W79º03.03´ 256º 13.6 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
OCEAN CITY MUNI  (OXB(KOXB))  2 SW UTC–5(–4DT)  N38º18.63´ W75º07.44´

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 3.0º 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 cntrl.

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

AIRPORT MANAGER: (443) 235-4434


COMMUNICATIONS: CTAF/UNICOM 123.05

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

POTOMAC APP/DEP CON 127.2

CLNC DEL 127.25 (When NHK apch clsd)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

SALISBURY (L) (L) VORTACW 111.2 SBY Chan 49 N38º20.70´ W75º30.63´ 108º 18.4 NM to fld. 48/12W.

VOR unusable:

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

TACAN AZIMUTH unusable:

009º–055º byd 20 NM
261º–285º blo 6,000´
294º–007º blo 5,000´

DME unusable:

009º–055º byd 20 NM
261º–285º blo 6,000´
294º–007º blo 5,000´

LOC/DME 109.15 I–OXB Chan 28(Y) Rwy 32. Unmonitored when FBO clsd.
PATUXENT RIVER NAS (TRAPNELL FLD)  (NHK)(KNHK)  N 0 N  UTC–(–4DT)  N38°17.18´  W76°24.60´
39  B  TPA—See Remarks  LRA  NOTAM FILE DCA  Not insp.
RHW 06–24: H11799X200 (ASPH)  PCN 70 R/B/W/T  HIRL  CL
RHW 06: ALSF1. OLS. TDZL.
RHW 24: OLS.
RHW 14–32: H9732X200 (ASPH)  PCN 67 R/B/W/T  HIRL
RHW 14: OLS.
RHW 32: OLS.
RHW 02–20: H5021X75 (ASPH)  PCN 79 R/B/W/T
ARRESTING GEAR/SYSTEM
RHW 06 HOOK E28(B) (2180 FT).  HOOK E28(B) (1499 FT).  RHW 24
RHW 14 HOOK E28(B) (1280 FT).  HOOK E28(B) (3050 FT).  RHW 32
SERVICE: MILITARY—JASU (NCPP–105) (NC–8A) (NC–10C)  FUEL J5, 100LL, A  FLUID SP LHOX LOX OIL
NOISE: Noise abatement: Military acft maintain at least 1500´ between 3 NM and 10 NM from 210º clockwise to 240º. No practice apch Mon–Fri 0300–1200Z‡. Sat before 1500Z‡, Sun before 1700Z‡. Tran acft practice apch not to interfere basis.
MILITARY REMARKS: Opr Class D svc Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM. See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR, no NOTAM trml fac avbl. PPR requests should be emailed to paxpps@us.navy.mil. To confirm receipt of PPRs call DSN 342–8923, C301–342–8923. Actf must make prior arrg and rcv PPR fr host squadron, or NAS Air Operations. Ltd ramp space, and ltd tran svcl avbl expect delays. Hwy all exp dy due to acft wt limitations. CAUTION Deer and bird haz. Stopping in rstd area on Twy A, W twy is proh. Portions of rwy, twy and acft rmps not vis fr twr. First 1630 ft. Rwy 32 may be clsd daig hrs Mon–Sat dur FVR. Buildings and equipment are located near the approach end of Rwy 32. TFC PAT TPA—VFR initial at 4 DME (Rwy 32 at 3 DME) 2000(1961), break 1500(1461), downwind 1000(961). Reduced rwy separation std in eff for lcl based USN/USMC acft. GSTMS/AG/IMG Ltd to acft on official business at Patuxent River with 72 hr prior notice. Ctc AODO at DSN 342–3836, C301–342–3836.
MISC NS Norfolk, Chamber Fld coord all flt planning svc. Flt plans should be emailed to W_CNIRFK_NSNORFOLK_N32_ATC_USERS@NAVY.MIL or fax to DSN 565–9680, C757–445–9680. To confirm receipt of flt plans call NS Norfolk, Chambers Fld Flt Planning Supervisor at DSN 262–3419/3429, C757–322–3419/3429. Wx forecast svc avbl 0900–1000Z‡ Mon–Fri. For forecast svc all other hrs ctc FWC–N at DSN 565–4555 or C888–745–6899. Wx observation and PMSV monitoring avbl 1100–0400Z‡ Mon–Fri and 1200–2300Z‡ Sat–Sun. CALPS For info regard Civil Air Landing Permits ctc FPL at 301–342–3836 or email NASPATUXENTRIVERCALPS@US.NAVY.MIL.
AIRPORT MANAGER: 301-863-3339
COMMUNICATIONS: SFA ATIS 322.425
® APP/DEP CON 120.05 281.8 (165º–055º abv 3000) 121.0 250.3 (165º–055º 3000 and blo) 127.95 314.0
® POTOMAC APP/DEP CON 135.625 269.625 (0400–1200Z‡ Mon–Sun. Other times by NOTAM.)
TOWER 123.7 343.65 340.2X (24hrs++ Mon–Sun. Other times by NOTAM.)
® 135.2 316.125 PMSV METRO 356.2
CLEARANCE DELIVERY PHONE: For CD when NHK ATCT/Aphc are clsd ctc Potomac Apch at 866-640-4124.
AIRSPACE: CLASS D svc 1200–0400Z‡ Mon–Fri, 1300–2300Z‡ Sat–Sun, clsd hol; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE NHK.

NAS PATUXENT RIVER (L) TACAN Chan 39(Y) NHK (110.25) N38º16.86 ´ W76º24.64 ´ at fld. 18/10W.

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

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

NDB (MHW) 400 NHK N38º17.16 ´ W76º24.20 ´ at fld. 20/10W. NOTAM FILE DCA.

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

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

COMM/NAV/WEATHER REMARKS:

Radar see Terminal FLIP for Radar Minima. For ASOS ctc C301–342–3398.

PHILLIPS AAF (APG)(KAPG) A 2 S UTC–5(–4DT) N39º27.93 ´ W76º10.10 ´

WASHINGTON H–10I, 12I, L–34F, 36I, A

AIRPORT MANAGER: 410-278-4902

COMMUNICATIONS: CTAF 126.15

ALAMEDA (APG)(KAPG) A 2 S UTC–5(–4DT) N39º27.93 ´ W76º10.10 ´
RIDGELY

GOODEN AIRPARK  (RJD)(KRJD)  2 NE  UTC–5(–4DT)  N38°58.21’ W75°51.98’

64  B  NOTAM FILE DCA
RWY 12: REIL. P–line.
RWY 30: REIL. Trees. Rgt tcf.

SERVICE: S4  LGT Actvt aprt beacon—CTAF. Actvt REIL Rwy 12 & 30; LIRL Rwy 12–30—CTAF.

AIRPORT REMARKS: Unattended. Birds, deer and wildlife on and inv of arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. Twy/Apn pavements are failing with loose aggregate and alligator cracking. Rwy 12–30 thld bars and rwy numbers are half size. Rwy 12 and 30 mkg condition faded, crack seal thru mrkgs.

AIRPORT MANAGER: 302-270-2227

COMMUNICATIONS: CTAF/UNICOM 122.8

® POTOMAC APP/DEP CON 124.55
DOVER APP/DEP CON 132.425 (Rwy 30)

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

RADIO AIDS TO NAVIGATION:

SMYRNA  (L) (L) VORTAC 111.4  ENO Chan 51  N39°13.90’
W75°30.96’  235° 22.7 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° bld 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’

COMM/NAV/WEATHER REMARKS: UNICOM unmon.

ST MARY’S CO RGNL  (See LEONARDTOWN on page 112)

SALISBURY

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

46  B  NOTAM FILE DCA
RWY 17–35: 3171X95 (TURF)  LIRL
RWY 17: APAP(PNIL)—GA 4.0º TCH 23’. Thld dsplcd 240’. Road.
RWY 35: APAP(PNIL)—GA 5.0º. Thld dsplcd 941’. Road.
RWY 08–26: 2302X95 (TURF)
RWY 08: Thld dsplcd 800’. Road.
RWY 26: Thld dsplcd 300’. Road.

SERVICE: LGT Dusk–0400Z‡. Actvt LIRL Rwy 17–35 and bcn—CTAF.


AIRPORT MANAGER: (443) 880-7428

® PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc
® POTOMAC APP/DEP CON 127.2

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

SALISBURY–OCEAN CITY WICOMICO RGNL (SBY)(KSBY) 4 SE UTC–5(–4DT) N38º20.41´

W75º30.57´

53 B Class I, ARFF Index B NOTAM FILE SBY


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

RWY 32: MALS. PAPI(P4L)—GA 3.0º TCH 54´.


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

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

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–5000 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

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd ACTVT MALS Rwy 32; REIL Rwy 05, 14, and 23; MIRL Rwy 05–23; HIIL Rwy 14–32; Twy lghts—CTAF. PAPI Rwy 05, 14, 23, and 32 opr 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 rqr for unskd acr ops ctc amgr. Twy E clsd to acft wingspan more than 79 ft. Twy 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: CTA 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 N38º20.70´ W75º30.63´ at fld. 4B/12W.

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

TACAN AZIMUTH unusable:
009º–055º byd 20 NM
261º–285º blo 6,000´
294º–007º blo 5,000´

DME unusable:
009º–055º byd 20 NM
261º–285º blo 6,000´
294º–007º blo 5,000´

ILS 108.7 I–SBY Rwy 32. Class IA.

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

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

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´
266º–006º byd 20 NM blo 1,500´

TACAN AZIMUTH OTS
STEVENSVILLE

BAY BRIDGE (W29) 1 W UTC–5(–4DT) N38º58.59´ W76º19.80´
15 B TPA—1215(1200) NOTAM FILE W29
RWY 11–29: H2714X60 (ASP) MIRL 0.3% up E
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 MANAGER: 410-643-4364
WEATHER DATA SOURCES: AWOS–3 120.575 (410) 643–8795.
COMMUNICATIONS: CTAF/UNICOM 122.75
® 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.

KENTMORR 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 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 103)
WESTMINSTER

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

(33x582)120 MARYLAND
WESTMINSTER
CARROLL CO RGNL/JACK B POAGE FLD
(33x561)KDMW
(182x551)3 N UTC–5(–4DT)
N39º36.50´ W77º00.46´
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. PAP(P4L)—GA 3.0º TCH 45´.
RWY 34: REIL. PAP(P4L)—GA 3.0º TCH 40´. Rgt tfc.
SERVICE: FUEL 100LL, JET A
OX 3, 4 LGT Actvt REIL Rwys 16 & 34; MIRL Rwys 16–34, twy lgts—CTAF. PAPI Rwy 16 unusbl byd 5 deg R of cntrln.
Wildlife on and invof 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
RF POTOMAC APP/DEP CON 125.525
CLEARANCE DELIVERY PHONE: GCO avbl on freq 121.725. If una, for CD ctc Potomac Apch at 866-429-5882.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (VH) (H) VORTAC 117.9 EMI Chan 126 N39º29.70´ W76º58.71´ 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) N39º28.02´ W77º01.05´

799 B NOTAM FILE DCA
RWY 14–32: H1840X30 (ASPH) LIRL(NSTD) 2.1% up SE
RWY 14: APAP(PNIL)—GA 4.0º TCH 20´. Trees.
RWY 32: APAP(PNIL)—GA 7.0º TCH 34´. Thld dsplcd 277´. Trees.
SERVICE: FUEL 100LL LGT Rwys 14–32 LIRL NSTD lgts 20 ft fm rwy edge. ACTVT LIRL Rwy 14–32 and rotg bcn—CTAF.
AIRPORT REMARKS: Attended 1400–2200Z‡. Arpt unatndd Thanksgiving, Christmas, and New Years Day. Unl vehicle aces to acft movement areas. 60´ drop off 125´ from AER 14. Ultralight act on and invof arpt.
AIRPORT MANAGER: 410-795-1176
COMMUNICATIONS: CTAF/UNICOM 122.8
RF POTOMAC APP/DEP CON 122.1R 117.9T (LEESBURG RADIO)
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
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 N39º29.70´ W76º58.71´ 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´
NOTAM FILE DCA.

(WH) (H) VORTAC 117.9 EMI Chan 126 235° 2.5 NM to Cleaview Airpark, 820/8W.

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

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

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

RCO 122.1R 117.9T (LEESBURG RADIO)
BARRE/BARRE PLAINS

TANNER–HILLER (BBS) 4 SW UTC–5(–4DT) N42°21.38´ W72°07.81´

589 NOTAM FILE BDR

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

SERVICE: S2

AIRPORT REMARKS: Unattended. Arpt CLOSED except PPR–ref NOTAMS. Wildlife on and inv of arpt. Fuel not avbl. Gliders opr from arpt on intermittent basis. Glider 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

BEDFORD

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

W71°17.34´

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

RWY 11: MALS. PAPI(P4L)—GA 3.0º TCH 67´. RVR–T Hill.
RWY 29: MALS. PAPI(P4R)—GA 3.0º TCH 52´. RVR–R
RWY 05: REIL. PAPI(P4L)—GA 3.5º TCH 55´.
RWY 23: REIL. PAPI(P4R)—GA 3.2º TCH 55´.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 05 11–29 3000
RWY 11 05–23 2650
RWY 29 05–23 3662

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–5107 TODA–5107 ASDA–5107 LDA–5107
RWY 29: TORA–7011 TODA–7011 ASDA–7011 LDA–7011

SERVICE: S4 FUEL 100LL, JET A 1, 2, 3, 4 LGT Actvt MALS Rwy 11 and 29; REIL Rwy 05 and 23; HIRL Rwy 11–29; MIRL Rwy 05–23; twy lghts—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–i ctng 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. Noise sensitive historic area S of arpt; for Rwy 23 dep cont rwy hdg to 1000 ft AGL, turning crosswind ovr Rte 2.


AIRPORT MANAGER: 617-212-6592

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

COMMUNICATIONS: CTAF 118.5 ATIS (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  N42°21.45’ W70°59.37’  313° 14.9 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 blo 2,100’
149°–167° byd 83 NM
168°–177° byd 40 NM
178°–188° byd 40 NM blo 11,000’
178°–188° byd 50 NM
204°–262° byd 40 NM
263°–273° byd 40 NM blo 4,000’
263°–273° byd 54 NM
271°–060° byd 25 NM blo 3,500’
274°–337° byd 40 NM
350°–042° byd 40 NM
DME unusable:
061°–104° byd 18 NM blo 2,000’
271°–060° byd 25 NM blo 3,500’

DME unusable:

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

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

BERKLEY
MYRICKS (1M8)  3 SE UTC–5(–4DT)  N41°50.34’ W71°01.59’
73 NOTAM FILE BDR
RWY 09–27: 2466X50 (TURF)  0.3% up NE
RWY 09:  Tree.
RWY 27:  Trees.
SERVICE: 52 FUEL 100LL
AIRPORT REMARKS: Attended dalgt hrs. Wildlife on and invof arpt. Aerial banner pickup and drop opns on and invof arpt.
AIRPORT MANAGER: 508-822-2457
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.
BEVERLY RGNL (BVY)(KBVY)  3 NW UTC–5(–4DT)  N42º35.05´ W70º54.97´

107 B  LRA  NOTAM FILE BVY

0.5% up NW

RWY 16: MALS, PAPI(P4L)—GA 3.5º TCH 41´. Thld dspcd 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  ABL 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 actf follow manufacturers recommended procedures for quiet ops and minimum noise. Noise sensitive area off the DER 27 to the W, SW, & S and off the DER 34 to the NW.


AIRPORT MANAGER: 978-921-6072

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

COMMUNICATIONS: CTAF 125.2  ATIS 119.2  UNICOM 122.95

TOWER 125.2 (1200–0200Z‡ 15 May–31 Oct; 1200–0100Z‡ 01 Nov–14 May) GND CON 121.6

AIRSPACE: CLASS D svc 1200–0200Z‡ 15 May–31 Oct, 1200–0100Z‡ 01 Nov–14 May; other times CLASS G.

RADIO AIDS TO NAVIGATION:

LAWRENCE (L) DME 112.5  LWM  Chan 72  N42º44.43´ W71º05.69´  140º 12.3 NM to fld. 306.

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

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

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

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

General Edward Lawrence Logan Intl (BOS/(KBOS)) 1 E UTC–S(–4DT)

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

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


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

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


RWY 04L–22R: H7864X150 (ASPH) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T MIRL

RWY 04L: REIL. PAPI(P4L)–GA 3.0º TCH 50´. RVR–TR Boat.


RWY 09–27: H7001X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–490 PCN 85 F/C/W/T HIRL

RWY 09: RVR–TR Boat.

RWY 27: REIL. PAPI(P4L)–GA 3.0º TCH 45´.

RWY 14–32: H5000X100 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 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: RVR–TR Boat.

RWY 33L: TORA–10083 TODA–10083 ASDA–10083 LDA–10083

RWY 33R: TORA–2557 TODA–2557 ASDA–2557 LDA–2557

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy: HOLD–SHORT POINT AVBL LDG DIST

RWY 04L: 15L–33R 5250

RWY 15R: 09–27 6800

RWY 22L: 09–27 6400

RWY 27: 04R–22L 5650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA–7864 TODA–7864 ASDA–7864 LDA–7864

RWY 04R: TORA–10006 TODA–10006 ASDA–10006 LDA–8851

RWY 09: TORA–7001 TODA–7001 ASDA–7001 LDA–7001

RWY 14: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 15L: TORA–2557 TODA–2557 ASDA–2557 LDA–2557

RWY 15R: TORA–10083 TODA–10083 ASDA–10083 LDA–9202

RWY 22L: TORA–10006 TODA–10006 ASDA–10006 LDA–8806

RWY 22R: TORA–7864 TODA–7864 ASDA–7864 LDA–7046


RWY 32: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 33L: TORA–10083 TODA–10083 ASDA–10083 LDA–10083

RWY 33R: TORA–2557 TODA–2557 ASDA–2557 LDA–2557

ARRESTING GEAR/SYSTEM

RWY 04L: EMAS

RWY 15R: EMAS

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

Rwy status lights in operation. Rwy 22L VGSi unusable byd 7 degs left of centerline.

NOISE: Noise sensitive area; Hel op w/ctzl ar reqd to maint the highest psbl alt. 0500–1100Z‡ Rwy 15R preferred for tkof; Rwy 33R preferred for Indg. Noise abatement proc Mon–Fri 1400–2200Z‡—617–561–1636.

AIRPORT REMARKS: Attended continuously. Birds on and involf arpt. Numerous cranes on and involf 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 acft without prior Massport permission. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Terminal E, North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. Ldg fee. Flight Notification Service (ADCUS) available.

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: 617-567-5400
WEATHER DATA SOURCES: ASOS 135.0 (617) 567–5762. TDWR.
COMMUNICATIONS: D–ATIS APP 135.0 D–ATIS DEP 135.0 (617) 455–3003 UNICOM 122.95
   © BOSTON RCO 122.4 122.1R 112.7T (BRIDGEPORT RADIO)
   © BOSTON APP/DEP CON 127.2 (South) 120.6 (West) 118.25 (North)
   © BOSTON DEP CON 133.0
   BOSTON TOWER 128.8 (West) 132.225 (East) 124.725 (Helicopters)
   GND CON 121.9 121.75 CLNC DEL 121.65
   PRE TAXI CLNC 121.65 RAMP CTL 134.05
   CPOLC (LOGON KUSA)

PDC

ARSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.

BOSTON (VH) (DH) VOR/DME 112.7 BOS Chan 74 N42°21.45´ W70º59.37´ at fld. 18/16W.

VOR unusable:
043º–053º byd 40 NM b/o 5,000´
043º–053º byd 74 NM
055º–065º byd 40 NM b/o 5,000´
055º–065º byd 47 NM
061º–104º byd 18 NM b/o 2,000´
070º–108º byd 40 NM
109º–119º byd 40 NM b/o 6,000´
109º–119º byd 58 NM
120º–148º byd 40 NM
149º–167º byd 40 NM b/o 2,100´
149º–167º byd 83 NM
168º–177º byd 40 NM
178º–188º byd 40 NM b/o 11,000´
178º–188º byd 50 NM
204º–262º byd 40 NM
263º–273º byd 40 NM b/o 4,000´
263º–273º byd 54 NM
271º–060º byd 25 NM b/o 3,500´
274º–337º byd 40 NM
350º–042º byd 40 NM

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

ILS/DME 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE.
ILS/DME 110.3 I–LQN Chan 40 Rwy 22L. Class III. Note *DME also serves Rwy 04R.
ILS/DME 110.3 I–DGU Chan 50 Rwy 27. Class IIE.
ILS/DME 110.7 I–LIP Chan 44 Rwy 33L. Class IIIE. LOC unsbl byd 33º left side of course.

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

CAPE COD (See MARSTON MILLS on page 135)
MASSACHUSETTS

CAPE COD COAST GUARD AIR STATION (FMH)(KFMH) CG UTC–5(–4DT) 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 3.0′ TCH 47′. RVR–R

RWY 32: MALSR. PAPI(P4L)—GA 3.0′ TCH 50′. RVR–T

RWY 05–23: H8000X150 (ASPH–CONC) PCN 33 F/A/W/T HIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0′ TCH 51′. RVR–R

RWY 23: MALSR. PAPI(P4L)—GA 3.0′ TCH 53′. RVR–T

SERVICE: FUEL , J5 OX 2 LGT Apt bcn sked: dusk–0400Z‡.


AIRPORT MANAGER: 508-968-6674

WEATHER DATA SOURCES: ASOS (508) 968–6563 AN/FMQ–23 owned by Coast Guard.

COMMUNICATIONS: ATIS 120.475 236.825 (508) 968–6563

® BOSTON APP/DEP CON 118.2 1000–0500Z‡, other times ctc

® BOSTON CENTER APP/DEP CON 128.75 290.3

COAST GUARD TOWER 128.425 291.1 GND CON 124.15 275.8

ARNG 46.85 138.5 341.675

CG CAPE COD AIR 122.975 164.55 (VHF–FM) 345.0 (Opr Mon–Fri 1230–2100Z‡ exc hol)

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARTHAS VINEYARD (L) VOR/DME 114.5 MVY Chan 92 N41°23.77′ W70°36.76′ 029° 16.3 NM to fid. 62/15W.

BOMDE NDB (LOM) 362 FM N41°43.93′ W70°26.48′ 235° 5.7 NM to fid.

ILS/DME 109.55 l–FMH Chan 32(Y) Rwy 23. Class IT. LOM BOMDE NDB.

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

CAPE COD GATEWAY (See HYANNIS on page 132)
CHATHAM MUNI

| 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:**
- FUEL 100LL, JET A, A+ LGT

**NOISE:**
- Noise abatement Rwys 06–24. Use full rwy and avoid intersection departures. Minimize/avoid touch and go ldg opns. Climb out on rwy heading until 1000′ over water then proceed on course. Reduce power as soon as practical. Rw 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 inv of arpt. Be aware of hi–speed mil jet and heavy helicopter tfc inv of Cape Cod CGAS. Avoid residential areas as much as possible. Recommended minimum alt 2000′ AGL from northeast to southeast of arpt over national seashore. Water ldg area clsd perm.

**AIRPORT MANAGER:** 508-945-9000

**COMMUNICATIONS:**
- CTAF/UNICOM 122.8
- BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z‡)
- BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)

**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. 151/13W. VOR unusable: 245º–250º byd 40 NM
  - NAUSSET NDB (MHW) 279 CQX N41º41.52´ W69º59.26´ at fld. 56/16W. NOTAM FILE CQX. NDB unusable: 220º–280º byd 20 NM

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CHESTER

| RWY 03–21: 3700X50 (TURF) |
| RWY 03: Thld dsplcd 245′. Road. |
| RWY 21: Thld dsplcd 300′. Pole. |
| RWY 06–24: 2700X50 (TURF) |
| RWY 06: Thld dsplcd 300′. Road. |
| RWY 24: Road. |
| RWY 17–35: 2600X50 (TURF) |
| RWY 17: Thld dsplcd 200′. Bldg. |

**SERVICE:**
- FUEL 100LL

**AIRPORT REMARKS:**

**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‡)

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EDGARTOWN

| RWY 03–21: 3700X50 (TURF) |
| RWY 03: Thld dsplcd 245′. Road. |
| RWY 21: Thld dsplcd 300′. Pole. |
| RWY 06–24: 2700X50 (TURF) |
| RWY 06: Thld dsplcd 300′. Road. |
| RWY 24: Road. |
| RWY 17–35: 2600X50 (TURF) |
| RWY 17: Thld dsplcd 200′. Bldg. |

**SERVICE:**
- FUEL 100LL

**AIRPORT REMARKS:**

**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´

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


AIRPORT REMARKS: Attended 1300–2100Z‡. Wildlife inv of arpt. Watch for pedestrians or animals inv of 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 inv 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. Ldg fee arpt. Ldg fee for coml ops. Fee for ovngt prkg.

AIRPORT MANAGER: 508-548-9617

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

RWY 14–32: H5001X100 (ASPH) S–30, D–41 MIRL 0.3% up NW
RWY 32: REIL. PAPI(P4L)—GA 3.5º TCH 46´. Thld dsplcd 300´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–5001 TODA–5001 ASDA–4701 LDA–4538
RWY 32: TORA–5001 TODA–5001 ASDA–4838 LDA–4538

SERVICE: 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 inv of arpt. Ldg fee for corporate and commercial flts only. Cold temperature airport. Altitude correction required at or below ~22ºC.

AIRPORT MANAGER: 978-345-9580

NEW YORK
GARDNER MUNI (GDM)(KGDM)  2 SW  UTC–5(–4DT)  N42°32.99’ W72°00.96’
954 B  NOTAM FILE BDR
RWY 18–36: H3000X75 (ASPH)  S–25  MIRL  1.0% up N
RWY 18: REIL. Trees.
RWY 36: REIL. Trees.
SERVICE: S2  FUEL  100LL  LGT ACTIVATE REIL Rwy 18 and Rwy 36,
MIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Attended irregularly. No radio act on and inv of arpt.
Wildlife on and in vcnty of arpt.
AIRPORT MANAGER: 978-790-7779
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’ 097º 1.9 NM to fld. 1280/14W.

GARDNER  N42°32.76’ W72°03.49’  NOTAM FILE BDR.
(L) (L) VOR/DME 116.95 GDM Chan 116(Y) 097º 1.9 NM to Gardner Muni. 1280/14W.
RCO 122.1R 116.95T (BRIDGEPORT RADIO)
GENERAL EDWARD LAWRENCE LOGAN INTL  (See BOSTON on page 125)

GREAT BARRINGTON
WALTER J KOLADZA (GBR)(KGBR)  2 W  UTC–5(–4DT)  N42°11.05’ W73°24.19’
739 B  NOTAM FILE BTV
RWY 11–29: H2579X50 (ASPH)  S–8  LIRL
RWY 29: Thld dsplcd 75’. Trees.
SERVICE: S4  FUEL  100LL, UL94  GX 3  LGT Actvt 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
170º, 2409’ of rwy 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.
AIRPORT MANAGER: 413-528-1010
COMMUNICATIONS: CTAF/UNICOM 122.8
© ALBANY APP/DEP CON 132.825
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER (L) (L) VOR/DME 115.1 CTR Chan 98 N42°17.48’
W72°56.96’ 266º 21.2 NM to fld. 1600/13W.
VOR unusable:
248º–274º
HALIFAX

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

- NOTAM FILE BDR
- WATERWAY 17W–35W: 4600X500 (WATER)
  - WATERWAY 17W: Trees.
- WATERWAY 10W–28W: 3200X300 (WATER)
  - WATERWAY 10W: P–line.
  - WATERWAY 28W: Trees.
- SERVICE: S2
- SEAPLANE REMARKS: Attended irregularly. Use caution—Cranland Arpt (28M) 1 mile north, conflicting tfc pat.
- AIRPORT MANAGER: 781-293-2181
- COMMUNICATIONS: CTAF 122.9
- CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.

HANSON

CRANLAND (28M) 3 SE UTC–5(–4DT) N42°01.51´ W70°50.29´

- NOTAM FILE BDR
- RWY 18–36: H1760X60 (ASPH) S–8
  - RWY 18: Trees.
  - RWY 36: Trees.
- AIRPORT MANAGER: 508-889-4061
- COMMUNICATIONS: CTAF/UNICOM 122.8
- CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

HARRIMAN–AND–WEST (See NORTH ADAMS on page 138)

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

- NOTAM FILE BDR
- RWY 18–36: H3172X90 (ASPH) S–12 LIRL 1.0% up N
  - RWY 18: Trees.
  - RWY 36: Thld dpclcd 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 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.
  - PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33´ W71°50.65´ 073º 17.5 NM to fld. 652/14W.
  - DME unusable: 265º–301º byd 36 NM blo 3,000´
HYANNIS

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

RWY 06–24: H5425X150 (ASPH–GRVD)  S–30, D–108
PCN 32 F/A/X/T HIRL
RWY 24: MALSF. PAPI(P4L)—GA 3.0º TCH 50´. RVR–T Railroad.
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 dspld 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: F  FUEL 100LL, JET A LGT Actvt MALS 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 b/n 0200–1059Z‡ PPR by AMGR.

AIRPORT REMARKS: Attended continuously. Birds, coyotes on and invo of arpt. AVGAS unavailable b/n 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
ldgd. Class I, ARFF Index A. Index B ARFF equip avbl durg all sked acr ops. Twy B clsd to acft with wingspan gtr than
118´. Twy B b/t T w/D and Rwy 06–24 clsd to acft with wingspan gtr than 78´. Twy B from Rwy 33 to east ramp has
soft shoulders and marked. Ldg fee for all acft over 6000 lbs.

AIRPORT MANAGER: 508-775-2020

WEATHER DATA SOURCES: ASOS (508) 862–2601 LAWRS.
COMMUNICATIONS: CTAF 119.5 MHz; ATIS 123.8 MHz; UNICOM 122.95 MHz;
BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 MHz;
BOSTON CENTER APP/DEP CON 128.75 MHz (0500–1000Z‡)

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 b/n 0300–1059Z‡.

KATAMA AIRPARK (See EDGARTOWN on page 128)

LAURENCE G HANSCOM FLD (See BEDFORD on page 122)

NE, 16 MAY 2024 to 11 JUL 2024
LAWRENCE MUNI (LWM)  2 E UTC–5(–4DT)  N42°43.02’ W71°07.41’  
148  B  LRA  NOTAM FILE LWM  
RWY 05–23:  H5001X100 (ASPH)  S–45, D–62, 2D–110  HIRL  
RWY 05:  REIL. PAPI(P4R)—GA 3.0° TCH 55°.  
RWY 23:  REIL. PAPI(P4L)—GA 3.7° 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 4.0° 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. Clsd to ftc 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 bdo 2,500’  
ILS 111.7  I–LWM  Rwy 05.  Class IB.  ILS unmntd when ATCT clsd.  

MANSFIELD MUNI (1B9)  2 SE UTC–5(–4DT)  N42°11.88’ W71°11.88’  
123  B  NOTAM FILE BDR  
RWY 14–32:  H3500X75 (ASPH)  S–26  MIRL  
RWY 14:  Thld dsplcd 509’. Trees.  
RWY 32:  PAPI(P4L)—GA 4.0° TCH 38°. Thld dsplcd 237°. Trees.  
RWY 04–22:  2059X100 (TURF)  0.3% up NE  
RWY 04:  Trees.  
RWY 22:  Trees.  
SERVICE:  S4  FUEL  100LL  LGT ACTVT 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  
® BOSTON APP/DEP CON 124.1 Clnc 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 BDR.  
PUTNAM  (H)  (H) 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 bdo 3,000’  

MARCONI  N42º01.03’ W70º02.23’ NOTAM FILE BDR.  
(H)  DH  VOR/DME 114.7 LFV Chan 94 308º 8.8 NM to Provincetown Muni. 151/16W.  
VOR unusable:  245º–250º byd 40 NM  
RCO 122.2 (BRIDGEPORT RADIO)
MARSHFIELD MUNI – GEORGE HARLOW FLD (GHG)(KGHG) 2 E UTC–5(–4DT) N42°05.85´ W70°40.38´

NEW YORK COPPER L–33D NEW YORK

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 Cnc 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 blyo 5,000´ 043º–053º byd 74 NM
-055º–065º byd 40 NM blyo 5,000´ 055º–065º byd 47 NM
-061º–104º byd 18 NM blyo 2,000´ 070º–108º byd 40 NM
-09º–119º byd 40 NM blyo 6,000´ 09º–119º byd 58 NM
-12º–148º byd 40 NM 149º–167º byd 40 NM blyo 2,100´
-149º–167º byd 83 NM 168º–177º byd 40 NM
-178º–188º byd 40 NM blyo 11,000´ 178º–188º byd 50 NM
-204º–262º byd 40 NM 263º–273º byd 40 NM blyo 4,000´
-263º–273º byd 54 NM 271º–060º byd 25 NM blyo 3,500´
-274º–337º byd 40 NM 350º–042º byd 40 NM

DME unusable:
-061º–104º byd 18 NM blyo 2,000´ 271º–060º byd 25 NM blyo 3,500´
MARSTON MILLS

CAPE COD (2B1) 5 SE UTC–5(–4DT) N41°41.12´ W70°24.14´

103 TPA—803(700) NOTAM FILE BDR

RWY 09–27: 2700X60 (TURF)

RWY 09:

Trees.

RWY 27:

Trees.

RWY 17–35: 2060X60 (TURF) 0.7% up N

RWY 17:

Trees.

RWY 35:

P–line.

RWY 05–23: 2035X50 (TURF)

RWY 05:

Trees.

RWY 23:

Trees.

SERVICE:

S2 FUEL 100LL

AIRPORT REMARKS:


AIRPORT MANAGER:

508-428-8732

COMMUNICATIONS: CTA F 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 144)

MINUTE MAN AIR FLD

(See STOW on page 143)

MONPONSETT POND SPB

(See HALIFAX on page 131)

MONTAUGE

TURNERS FALLS (GB5) 3 N UTC–5(–4DT) N42°35.50´ W72°31.38´

359 B NOTAM FILE BTV

RWY 16–34: H3200X75 (ASPH) S–30 MIRL

RWY 16:

REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.

RWY 34:

Thld dsplcd 550´. Trees.

SERVICE:

S4 FUEL 100LL, JET A1 LGT ACTIVATE REIL Rwy 16 and MIRL Rwy 16–34—CTAF.

AIRPORT REMARKS:


AIRPORT MANAGER:

413-863-0044

COMMUNICATIONS: CTA F/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) N42°32.76´ W72°03.49´ 292º 20.8 NM to fld. 1280/14W.

MYRICKS

(See BERKLEY on page 123)
NANTUCKET MEML (ACK)(KACK) 3 SE UTC–5(–4DT) N41°15.20´ W70°03.63´

RWY 06–24: H6303X150 (ASPH–GRVD) S–75, D–170, 2S–175, 2D–280 PCN 38 F/A/X/T HIRL CL 0.3% up NE
RWY 06: MALSF. PAPI(P4R)—GA 3.0º TCH 57´. RVR–TR Thld dspcld 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 Rw 06; SSALR Rw 24; HIRL Rw 06–24, MIRL Rw 15–33; twy lgs—CTAF. PAPI Rw 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 bnn 1100Z‡ and 0300Z‡. For Index B svcs bnn 0301Z‡ and 1059Z‡, 2 hr PPR at 508–325–7569 to Nantucket Airport Ops. PPR 2 hrs for unsqd acft ops with more than 9 pax seats; call amgr 508–325–5300. Twy F rstrd to smal 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 Traccon App/Dep Con 126.1 (1000–0500Z‡)
Boston Center App/Dep Con 128.75 (0500–1000Z‡)

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

Gnd Con 132.5 Cln Gr 119.375 CLEARANCE DELIVERY PHONE: For CD if twr clsd & una to ctc FSS freq, ctc Boston Apch at 603-594-5554. When Apch clsd ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS D svc 1100–0300Z‡ May 15–Sept 30, 1100–0200Z‡ Oct 1–May 14; other times CLASS G.

RADIO AIDS TO NAVIGATION:

VOR/DME 116.2 ACK Chan 109 N41°16.91´ W70°01.60´ 237º 2.3 NM to fld. 99/15W.

ILS/DME 109.1 I–RNE Chan 28 Rwy 06. Class IE. LOC unusable byd 28º right of course.


NAUSET N41°41.52´ W69°59.26´ NOTAM FILE CQX.

NEW YORK

H–10J, 12K, L–33D

IAP, AD

L–330

NEW YORK

L–330

MASSACHUSETTS

NE, 16 MAY 2024 to 11 JUL 2024
MASSACHUSETTS 137
NEW BEDFORD RGNL (EWB) (KEWB) 2 NW UTC–5(–4DT) N41°40.59´ W70°57.47´
79  B  LRA  Class IV, ARFF Index A  NOTAM FILE EWB
RWY 05–23: H5400X150 (ASPH–GRVD)  S–30, D–108, 2S–137, 2D–195  HIRL 0.3% up NE
RWY 05: MALSR. RVR–T Tree.
RWY 23: MALSR. PAPI(P4L)—GA 3.0º TCH 46´. RVR–R Thld dispcl 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 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 (R) (DH) VOR/DME 115.6 PVD Chan 103 N41°43.46´ W71º25.78´ 112º 21.4 NM to fld. 49/14W.
VOR usable:
085º–105º byd 12 NM bld 5,500´
085º–105º byd 8 NM bld 3,000´
106º–294º byd 30 NM bld 6,000´
331º–084º byd 30 NM bld 3,000´

DME usable:
085º–105º byd 12 NM bld 5,500´
085º–105º byd 8 NM bld 3,000´
106º–152º byd 11 NM bld 2,000´
106º–152º byd 20 NM bld 4,000´
153º–294º byd 30 NM bld 6,000´
295º–330º byd 30 NM bld 6,000´
331º–084º byd 30 NM bld 3,000´

ILS/DME 109.7 I–EWB Chan 34 Rwy 05. Unmonitored when ATCT clsd. Autopilot cpd apch blw 470´ na. Localizer backcourse unusable 15º left and r of course; byd 12 NM. Backcourse DME unusable 15º left and r of course; byd 12 NM.

NEWBURYPORT
PLUM ISLAND (2B2) 1 SE UTC–5(–4DT) N42°47.72´ W70°50.37´
11 NOTAM FILE BDR
RWY 14–32: 2300X100 (TURF)
RWY 14: Trees.
RWY 32: Trees.
RWY 10–28: H2105X50 (ASPH) S–8
RWY 10: Trees.
RWY 28: Thld dispcl 300´. Fence.
SERVICE: S4 FUEL 100LL
AIRPORT MANAGER: 978-463-4222
COMMUNICATIONS: CTA/F/UNICOM 123.0
® BOSTON APP/DEP CON 124.4 Cinc del thru Bridgeport Radio (BDR) 1–866–293–5149.
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.

NE, 16 MAY 2024 to 11 JUL 2024
**NORTH ADAMS**


654  B  NOTAM FILE AQW

RWY 11–29: H4300X100 (ASPH)  S–25  MIRL


RWY 29: Thld dsplcd 100’. Bldg. Rgt tfc.

SERVICE:  S4  FUEL  100LL, JET A  OX 3  LGT ACTIVATE MIRL Rwy 11–29—CTAF.

NOISE:  Pilots ldg on Rwy 29 are encouraged to avoid low apchs, if safe to do so, ovr the res nbrhd just E of the arpt.


AIRPORT MANAGER:  413-662-7587

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’  171° 19.4 NM to fld. 1490/14W.

DME unusable:

040°–130° byd 9,000’

128°–144°

161°–182°

195°–205°

**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(PAL)—GA 4.5º TCH 60’. Trees.

RWY 32: Thld dsplcd 220’. Trees.

SERVICE:  S4  FUEL  100LL  LGT Actvt 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) VORTACW 113.0  BAF Chan 77  N42°09.72’ W72°42.97’  039° 11.0 NM to fld. 267/14W.

TACAN AZIMUTH unusable:

310°–340° byd 25 NM bio 6,500’

VOR unusable:

000°–030° byd 40 NM

030°–050° byd 30 NM

040°–089° byd 40 NM

090°–100° byd 40 NM bio 4,000’

090°–100° byd 46 NM

101°–112° byd 40 NM bio 18,000’

113°–205° byd 40 NM

215°–240° byd 40 NM

241°–251° byd 40 NM bio 18,000’

249°–260° byd 10 NM bio 10,000’

252°–360° byd 40 NM

310°–340° byd 25 NM bio 6,500’

DME unusable:

310°–340° byd 25 NM bio 6,500’
NORWOOD MEML (OWD/KOWD) 2E UTC–5(–4DT) N42°11.43′ W71°10.38′
49 B NOTAM FILE OWD
RWY 17–35: H4007X100 (ASPH–GRVD) S–58, D–69, 2S–88 MIRL
RWY 17: PAPI(P4R)—GA 3.0º TCH 40′. Trees.
RWY 35: MALSF. PAPI(P4L)—GA 3.0º TCH 40′. Rgt tfc.
RWY 10–28: H3995X75 (ASPH) S–58, D–69, 2S–88
RWY 10: PAPI(P4R)—GA 4.0º TCH 25′. Thld spclcd 987′. Trees.
RWY 28: Thld spclcd 212′. Trees. Rgt tfc.
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
actvt MALSF Rwy 35; PAPI Rwy 10, 17, 35; MIRL Rwy 17–35—CTAF.
NOISE: All acft exceeding 87 eff perceived noise level in dbs or 75 dbs, as
measured in Part 36 prohibited fm using arpt.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z†. Bird activity and
wildlife invof arpt. Snow removal equipment (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 taxiline limited to acft with wingspans of 50′
or less. Gate 3 taxiline limited to acft with wingspans of 45′ or less. Ldg fees for transient fixed–wing acft with more than
5000 lbs max toq, as well as transient hels regardless of weight.
AIRPORT MANAGER: 781-255-5615
WEATHER DATA SOURCES: ASOS 119.95 (781) 762–4314. LAWRS.
COMMUNICATIONS: CTAF 126.0
®
BOSTON APP/DEP CON 124.1
TOWER 126.0 (Nov 1–Apr 30 1200–0100Z†, May 1–Oct 31 1200–0300Z†) 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′ 235º 12.9 NM to fld. 18/16W.
VOR unusable:
043°–053° byd 40 NM blo 5,000′
043°–053° byd 40 NM blo 5,000′
055°–065° byd 40 NM blo 5,000′
060°–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 blo 2,100′
149°–167° byd 83 NM
168°–177° byd 40 NM
178°–188° byd 40 NM blo 11,000′
178°–188° byd 50 NM
204°–262° byd 40 NM
263°–273° byd 40 NM blo 4,000′
263°–273° byd 54 NM
271°–060° byd 25 NM blo 3,500′
274°–337° byd 40 NM
350°–042° byd 40 NM
DME unusable:
061°–104° byd 18 NM blo 2,000′
271°–060° byd 25 NM blo 3,500′
STOGE NDB (LOMW) 397 OW N42°07.18′ W71°07.71′ 350º 4.7 NM to fld. 181/15W. NOTAM FILE OWD.
LOC/DME 108.3 1–OWD Chan 20 Rwy 35. LOM STOGE NDB. LOC unm monitored when ATCT clsd.
ORANGE MUNI  (ORE)(KORE)  1 SE  UTC–5(–4DT)  N42°34.20’ W72°17.31’

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 Clnc del thru Bridgeport rdo (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)  N42°32.76’ W72°03.49’  292º 10.3 NM to fld. 1280/14W.

PITTSFIELD MUNI  (PSF)(KPSF)  2 W  UTC–5(–4DT)  N42°25.66’ W73°17.45’

1188  B  LRA  NOTAM FILE PSF

RWY 08–26: H5791X100 (ASPH–GRVD)  S–44, D–54 PCN 43 F/D/X/T
  MIRL  1.0% up W
  RWY 08: Trees.
  RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 50’. Rgt tflc.
  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  LGT ACTVT REIL Rwy 26; PAPI Rwy 26; MIRL Rwys 08–26 and 14–32—CTAF.

NOISE: Noise abatement procxs in efct 0400–1200Z†.

AIRPORT REMARKS: Attended 1200–2000Z†. Birds & wildlife on & inof arpt. Airfield sfc cond not mnt and snow removal not guaranteed btn 2000–1200Z†. FBO atndd Mon–Fri 1300–2300Z†, Sat–Sun 1300–2200Z†. For fuel aft hrs call 413–443–6700. Obstn lgtd poles 0.9 NM SE at 1960 ft; 1.1 NM NE at 1740 ft; 1.7 NM SW at 2171 ft (OTS indefly); 1.3 NM NE at 1330 ft; 2.3 NM NW at 1890 ft (OTS indefly). All acft use Twy A, C & D for Rwy 08–26. Twy A use ltd to acft with wingspan less than 79 ft. Aft back tax Rwy 26 use Twy D. Ldg and parking fees.

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

CLNC DEL 128.6

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CHESTER (L) (L) VOR/W/DME 115.1  CTR  Chan 98  N42°17.48’ W72°56.96’  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 137)
PLYMOUTH MUNI (PYM)(KPYM) 4 SW UTC–5(–4DT) N41º54.53´ W70º43.66´

148 B NOTAM FILE PYM

RWY 06–24: H4650x75 (ASPH) S–25, D–64 MIRL
RWY 06: MALSF. PAPI(P4L)—GA 3.0º TCH 40’, Trees.
RWY 24: REIL. PAPI(P4L)—GA 4.0º TCH 40’. Thld dsplcd 300’. Trees.
RWY 15–33: H4350x75 (ASPH) S–25, D–64 MIRL 0.3% up NW
RWY 15: Trees.
RWY 33: PAPI(P4L)—GA 3.0º TCH 40’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–4350 TODA–4350 ASDA–4350 LDA–4350
RWY 33: TORA–4350 TODA–4350 ASDA–4650 LDA–4350

SERVICE: FUEL 100LL, JET A

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

AIRPORT MANAGER: 508-746-2020

WEATHER DATA SOURCES: ASOS 135.625 (508) 732–8358.

COMMUNICATIONS: CTAF/UNICOM 122.725

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:

MARCONI (VH) (DH) VOR/DME 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 274º 31.6 NM to fld. 151/16W.

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554. When Apch clsd ctc Boston ARTCC at 603-879-6859.

NE, 16 MAY 2024 to 11 JUL 2024
**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 3.0° TCH 40´. Trees.

**RWY 20:** REIL. PAPI(P4L)—GA 3.5° 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

**RADIODS TO NAVIGATION:** NOTAM FILE BDR.

**PUTNAM (H) (H) VOR/DME** 117.4 PUT Chan 121 N41°57.33´ W71°50.65´ 329° 12.3 NM to fld. 652/14W.

DME unusable:

265°–301° byd 36 NM blo 3,000´

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**SPENCER** (60M) 2 NE UTC–5(–4DT) N42°17.43´ W71°57.88´

1043 TPA—1843(800) NOTAM FILE BDR

**RWY 01–19:** H1898X50 (ASPH)

**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 Clnc del thru Bridgeport Radio (BDR) 1–866–293–5149.

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

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**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 Clnc del thru Bridgeport Radio (BDR) 1–866–293–5149.

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

**RADIODS TO NAVIGATION:** NOTAM FILE BDR.

**GARDNER (L) (L) VOR/DME** 116.95 GDM Chan 116(Y) N42°32.76´ W72°03.49´ 135° 13.8 NM to fld. 1280/14W.

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**STOGE** N42°07.18´ W71°07.71´ NOTAM FILE OWD.

NDB (LOMW) 397 OW 350° 4.7 NM to Norwood Meml. 181/15W.

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**NEW YORK**

L–33C, 34J

**NE, 16 MAY 2024 to 11 JUL 2024**
**STOW**

**MINUTE MAN AIR FLD** (6B6) 2 N UTC–5(–4DT) N42°27.62’ W71°31.08’

- **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.
- **AIRPORT REMARKS:** Attended 1400–2100Z‡. Before using Rwy 12–30 call arpt mgr to determine rwy conds. Tree obstruction in apch, primary and transition surfaces Rwy 03 and Rwy 12–30. TPA—for light acft 1032’ AGL.
- **AIRPORT MANAGER:** 978-897-3933
- **COMMUNICATIONS:** CTAF/UNICOM 122.8

**TANNER–HILLER** (See BARRE/BARRE PLAINS on page 122)

**TAUNTON MUNI – KING FLD** (TAN)(KTAN) 3 E UTC–5(–4DT) N41°52.47’ W71°00.98’

- **RWY 12–30:** H3500X75 (ASPH) S–21 MIRL
- **RWY 12:** Trees.
- **RWY 30:** REIL. PAPI(P4R)—GA 4.0º TCH 45’. Trees.
- **RWY 04–22:** 1900X60 (TURF–GRVL)
- **RWY 04:** Trees.
- **RWY 22:** Trees.
- **SERVICE:** S4 FUEL 100LL, 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 in front of arpt and rwys. Rwy 04–22 surface rough and loose stones. Avoid flying over the elementary school at DER 30. Helicopters avoid lift-off 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 ARTCC at 603-879-6859.
- **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.
- **VOR unusable:**
  - 085º–105º byd 12 NM b/o 5,500’
  - 085º–105º byd 8 NM b/o 3,000’
  - 106º–294º byd 30 NM b/o 3,000’
  - 295º–330º byd 30 NM b/o 6,000’
  - 331º–084º byd 30 NM b/o 3,000’
- **DME unusable:**
  - 085º–105º byd 12 NM b/o 5,500’
  - 085º–105º byd 8 NM b/o 3,000’
  - 106º–152º byd 11 NM b/o 2,000’
  - 106º–152º byd 20 NM b/o 4,000’
  - 153º–294º byd 30 NM b/o 3,000’
  - 295º–330º byd 30 NM b/o 6,000’
  - 331º–084º byd 30 NM b/o 3,000’
VINEYARD HAVEN

MARIA’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 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 LTG
When ATCT clsd ACTVT MALS Rwy 24; REIL Rwy 33; HIRL Rwy 06–24; MIRL Rwy 15–33—CTAF.

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

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

AIRPORT MANAGER: 508-693-7022

WEATHER DATA SOURCES: ASOS 126.25 (508) 696–6988.

COMMUNICATIONS: CTAF 121.4 ATIS 126.25 (508) 693–7685 UNICOM 122.95

BOSTON APP/DEP CON 133.75 (1000–0500Z‡)

CLNC DEL 119.7 (When twr clsd)

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

VINEYARD TOWER 121.4 (May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡)

GND CON 124.35 CLNC DEL 124.35

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARTHAS VINEYARD (L) (L) VOR/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 130)

WESTFIELD–BARNES RGNL (See WESTFIELD/SPRINGFIELD on page 145)

NE, 16 MAY 2024 to 11 JUL 2024
MASSACHUSETTS

WESTFIELD/SPRINGFIELD

WESTFIELD–BARNES RGNL (BAF)(KBAF) P (ANG ARNG) 3 UTC–5(–4DT)

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: MALSР. 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: REL. PAPI(P4L)—GA 3.5º TCH 41´. Thld dsplcd 490´. Trees.

RWY 33: PAPI(P4L)—GA 4.0º TCH 42´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–9000 TODA–9000 ASDA–9000 LDA–9000

RWY 15: TORA–5000 TODA–5000 ASDA–4508 LDA–4510

RWY 20: TORA–9000 TODA–9000 ASDA–8919 LDA–8919

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

ARRESTING GEAR/SYSTEM

RWY 02 BAK–14 BAK–12B(B) (1420 FT).

RWY 02–20 military acft arst barriers may fail in the up position. Verify status of barriers prior to ldg. Hvy acft should avoid ldg drctly on arst barrier. Rwy grooving for sfc drainage w 10 ft N and S of both arst syss.

JASU 1(MC–1A) 4(MC–2A) 5(M–32A–60A) FUEL A, (C413–562–4999, Avbl 1200–0200Z‡; OT PPR 413–627–9901, $75 callout fee) (NC–100LL) FLUID SP PRESAIR LPOX LOX OIL O–148 (Mil) SOAP

AIRPORT REMARKS:

Attended 1200–0000Z‡. Birds and other wildlife on and invof arpt. Fuel avbl 1200–0000Z‡; svc aft 0000Z‡ PPR 413–485–0078. Severe downdraft AER 33 when wind NW in excess of 15 kts. Birds and other wildlife on and invof arpt. Rwy 15–33 not avbl for skdd acr ops more than 9 pxz seeds or unsked acr ops at least 31 pxz seeds. Twy G clsd to civ ops. Be aware wing tip clearance south runup/D–arm pad twy centerline markings for F–15 acft only. TPA–1300 (1029) lgt acft; 1800 (1529) hvy and mil acft. Expc mil ovhd and clsd pat tfc. TPA–1300 (1029) lgt acft; 1800 (1529) hvy and mil acft. Exp mil ovhd and clsd pat tfc. PPR 24 hr for acr ops with more than 9 pxz—Amgr. Jet acft starting units avbl. Rwy 02–20 military acft arst barriers may fail in the up position. Sml GA acft should use ctn, spcly at ngt, and if poss cfm the actual sts of the barriers prior to ldg. Rwy 02–20 200 ft ovrn NE end and SW end. Cold temperature airport. Altitude correction required at or below –21C. Ldg fee for coml, corporate; acft ovr 7500 lbs. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 413-572-6275

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

COMMUNICATIONS: CTAF 118.9 ATIS 127.1 413–572–4561

RADAR AIDS TO NAVIGATION: NOTAM FILE BAF.

BARNES (VL) (L) VORTACW 113.0 BAF Chan 77 N42º09.72´ W72º42.97´ at fld. 267/14W.

TACAN AZIMUTH unusable:

310º–340º byd 25 NM bl 6,500’

VOR unusable:

000º–030º byd 40 NM

030º–050º byd 30 NM

040º–089º byd 40 NM

090º–100º byd 40 NM bl 4,000´

090º–100º byd 46 NM

101º–112º byd 40 NM bl 18,000’

113º–205º byd 40 NM

215º–240º byd 40 NM

241º–251º byd 40 NM bl 18,000’

249º–260º byd 10 NM bl 10,000’

252º–360º byd 40 NM

310º–340º byd 25 NM bl 6,500’

DME unusable:

310º–340º byd 25 NM bl 6,500’

ILS 111.9 I–BAF Rwy 20. Class IA. Unmonitored when ATCT clsd. LOC unusable byd 25º left and r of course

NEW YORK

H–10I, 11D, 12K, L–33C, 34U

IAP, AD

JAP, AD

NE, 16 MAY 2024 to 11 JUL 2024
WESTOVER ARB/METRO  (CEF)(KCEF) MIL/CIV AF  3 NE  UTC–5(–4DT)  N42°11.64´
W72°32.09´

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

RWY 05–23: H11597X300 (ASPH)  2S–175, C5–840 PCN 56 R/B/W/T  HIROL
RWY 05: ALSF1. PAPI(P4L)—GA 3.0º TCH 72´. RVR–T Thld dsplcd 1202´. Rgt tfc.
RWY 23: ALSF1. PAPI(P4L)—GA 3.0º TCH 64´. RVR–T

RWY 15–33: H7085X150 (ASPH)  PCN 28 R/C/W/T  HIRL
RWY 15: PAPI(P4L)—GA 3.0º TCH 77´.
RWY 33: PAPI(P4L)—GA 3.0º 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 bcn opr dusk–0400Z‡. Airfield lgts not avbl 0400–1200Z‡. Clear side is split. Dalgt turned on when airfield is IFR. PCL only auth with 5 hr PP R to metro FBO. Rwy 23 PAPI unusbl byd 6 deg R. PAPI all rwy provides proper TCH for hgt GP4 acft only. PAPI off dur opr hr periods of no tfc. Rwy 05 ALSF–1 SFL portion OTS UFN.

TRAN ALERT

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´ til past dep end of rwy to ensure separation from VFR overhead and clsd pat tfc. Strobe lgt located atop stacks 4000´ left Rwy 23 thld; occasional steam cloud. Uncontrolled vehicle tfc on ramps and twy. Rwy 05–23 1000´ ovm both ends of rwy. Heavy VFR tfc blo 10,000´ along river and highway 5 NM southwest of afld. Lgt acft tfc, hang glider ops and hot air ballooning activity along river west and northwest of arpt. CEF is a joint-use afld. IFR tkof & ldg as prescribed by USAF reg apply call arpt mgr C413–557–2944 for clarification. Civ trng ltd to low apchs only; TGL not auth. TPA rectangular tfc pat: 1000´ AGL lgt acft, 2000´ AGL large/heavy acft; overhead: 2500´ AGL. Rwy 15 wind data est avbl at all times. Rwy 15 no RVR avbl. 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. Acft on a JA/ATT, JCS, tactical exer, mil chtr mission ctc 443 LRS/LGRDX DSN 589–2951 for coordination. Lgrdx will arng all rqrd support. SAAM Missions CDN will be with airfield mgr DSN 589–2944. RSTD Westover ARB is a joint–use afld. IFR tkf and ldg minimums are prescribed by USAF regulations apply. Call arpt mgr at C413–593–5543 for clarification. PPR DSN 589–2951, C413–593–5543 to coord support rqmnts. Lgrdx will arng all rqrd support. SAAM Missions CDN will be with airfield mgr DSN 589–2944. RSTD Westover ARB is a joint–use afld. IFR tkf and ldg minimums are prescribed by USAF regulations apply. Call arpt mgr at C413–593–5543 for clarification. PPR DSN 589–2951, C413–593–5543 to coord support rqmnts.

NEW YORK
H–10I, 11D, 12K, L–33C, 34J  DIAP, AD

CONTINUED ON NEXT PAGE
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 byd 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 byd 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.


Unmonitored when ATCT clsd.

COMM/NAV/WEATHER REMARKS: ATCT ops extns/ireg hrs by NOTAM.  ATIS No NOTAM MP Thu 1400–1600Z‡.
WORCESTER RGNL  (ORH)(KORH)  3 W  UTC−5 (−4DT)  N42°16.03’-W71°52.54’

1009  B  LRA  Class I, ARFF Index B  NOTAM FILE ORH

RWY 11–29:  H7001X150 (ASPH–GRVD)  S–120, D–250, 2S–138,
2D–550 PCN 89 F/C/W/T  HIRL  CL

RWY 11:  ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 55’. RVR–TR Hill.

RWY 29:  REIL. PAPI(P4L)—GA 3.0º TCH 54’. RVR–TR

RWY 15–33:  H5000X100 (ASPH–GRVD)  S–85, D–120, 2S–138,
2D–210 PCN 35 F/C/W/T  MIRL

RWY 15:  REIL. VASI(V4L)—GA 3.6º TCH 42’. Antenna.

RWY 33:  REIL. PAPI(P4L)—GA 3.0º TCH 40’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11:  TORA–7001  TODA–7001  ASDA–7001  LDA–7001

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

RWY 29:  TORA–7001  TODA–7001  ASDA–7001  LDA–7001

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

ARRESTING GEAR/SYSTEM

RWY 11:  EMAS

RWY 29:  EMAS

SERVICE:  S4  FUEL  100LL, JET A  LGT  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 intst only when twr clsd. Rwy 15 VASI unusbl byd
9º left of crs.

AIRPORT REMARKS:  Attended continuously. Wildlife and birds on and invof arpt. Use ctn for arpt vehicles mnt CTAFlush and operg
on arpt durg non twr hrs. Rwy guard lgts installed on all twy to rwy intersections, Rwy 11–29 only. EMAS 170’ wide,
154’ length located at DER 11. EMAS 170’ wide, 300’ length located at DER 29. Ldg fee for multi-eng acft and lrgr.
Flight Notification Service (ADCSUS) available. 2 hours advance notice for customs.

AIRPORT MANAGER:  508-849-5550

WEATHER DATA SOURCES:  ASOS (508) 795–7546
COMMUNICATIONS:  CTAF

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)  N42°32.76’-W72°03.49’  168° 18.6 NM to fld.
1280/14W.

ILS/DME 110.9  I–RSR  Chan 46  Rwy 11.  Class III/E.  Unmonitored when ATCT closed.  DME unusbl byd 12º left
of course; byd 13 NM; byd 25º right of course.

ILS/DME 110.9  I–EKW  Chan 46  Rwy 29.  Class IB.  Unmonitored when ATCT clsd. Glideslope unusbl for coupled
apchs b17,266 MSL. LOC unusbl byd 25º left and byd 25º right of course.

COMM/NAV/WEATHER REMARKS:  Durg sn removal ops, 30 min PPR, freq 120.50 durg twr hrs, freq 119.0 durg non twr hrs or
call 508–799–1325. Tsnt acft ctc FBO on 122.95 for svcs.
NEW HAMPSHIRE

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, 2S–104, 2D–140  
HIRL  0.5% up N  
RWY 18: REIL. PAPI(P4L)—GA 3.5º TCH 65’. Trees.  
RWY 36: REIL. Trees.  
SERVICE: S2  
FUEL 100LL, JET A  
LGT ACTVT REIL Rwy 18 and 36, PAPI Rwy 18, HIRL Rwy 18–36—CTAF.  
AIRPORT MANAGER: 603-449-2168  
WEATHER DATA SOURCES: ASOS 135.175 (603) 449–3328.  
COMMUNICATIONS: CTAF/UNICOM 122.7  
RCO 122.5 (BANGOR RADIO)  
© BOSTON CENTER APP/DEP CON 135.7  
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.  
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.  
(H) DME 116.55  BML Chan 112(Y) N44°38.01´ W71°11.17´ 173º 3.5 NM to fld. 1730.  
DME unusable: 080º–125º blo 10,000’  
188º–198º blo 10,000’  
275º–292º blo 10,000’  

BOIRE FLD  (See NASHUA on page 158)  

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)  N43°22.23’ W72°22.09’
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. Actvt REIL Rwy 29; MIRL Rwy 11–29—CTAF.
AIRPORT MANAGER: (603) 542-5156
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
NDB (MHW) 233 CNH N43°22.15’ W72°22.27’ at fld. 528/16W.
NDB unusable:
009°–049° byd 20 NM
050°–004° byd 15 NM
LEBANON (L) DME 113.7 LEB Chan 84 N43°40.73’ W72°12.96’
LEB.
DME unusable:
045°–075° byd 36 NM blo 10,000’
091°–119° byd 30 NM blo 7,500’
161°–304° byd 30 NM blo 6,300’

COLEBROOK
GIFFORD FLD (4C4)  1 SW  UTC–5(–4DT)  N44°53.25’ W71°30.46’
1017 NOTAM FILE BGR
RWY 04–22: 2423X60 (TURF)  0.5% up NE
RWY 04: Thld dsplcd 433’. Trees.
RWY 22: Road.
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May exc ski acft. Call 603–237–4914 for arpt conditions. Rwy 04–22 strip so 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.

200º 19.7 NM to fld. 1443. NOTAM FILE
CONCORD MUNI (CON)(KCON) P (ARNG) 2 E UTC–5 (–4DT) N43°12.16’ W71°30.14’

342 B NOTAM FILE CON

Rwy 17–35: H6005X100 (ASPH) S–43, D–60 HIRL
Rwy 17: PAPI(P4L)—GA 3.0º TCH 50’. Thld dsplcd 641’. Tree.
Rwy 35: MALS, VASI(V4L)—GA 3.0º TCH 50’. Trees.
Rwy 12–30: H3200X75 (ASPH) S–30 MIRL
Rwy 12: Trees.
Rwy 30: Trees.


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 Channel 76 N43°13.19’ W71°34.53’ 123º 3.4 NM to fld. 715/15W.

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

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

Epsom NDB (Lom) 216 CO N43°07.13’ W71°27.16’ 353º 5.5 NM to fld. NDB usable byd 20 NM.

ILS 108.7 I–Con Rwy 35. Class IA. Lom EPSOM NDB. NDB usable byd 20 NM.

DEAN MEML (See HAVERHILL on page 153)

DILLANT/HOPKINS (See KEENE on page 154)

Epsom
N43°07.13’ W71°27.16’ NOTAM FILE CON.

Ndb (Mhw/Lom) 216 CO 353º 5.5 NM to Concord Muni. 355/16W.

NDB usable:
Byd 20 NM
ERROL (ERR)(KERR) 1 NW UTC–5(–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.

FITZY N42º51.85´ W71º31.73´ NOTAM FILE MHT.
NB8 (LONW) 209  MJ  060º 5.8 NM to Manchester Boston Rgnl. 234/15W.

FRANCONIA (1B5) 2 S UTC–5(–4DT) N44º11.76´ W71º45.04´
975  NOTAM FILE BGR
RWY 18–36: 2300X150 (TURF)  0.9% up S
RWY 18: Trees.
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 150)

HAMPTON AIRFIELD (7B3) 2 N UTC–5(–4DT) N42º57.68´ W70º49.81´
93  NOTAM FILE BGR
RWY 02–20: H2105X121 (ASPH–TURF) LIRL(NSTD)  0.3% up N
RWY 02: Trees.
RWY 20: Thld dsplcd 212´. Tres.
SERVICE: S3 FUEL 100LL, MOGAS LGT
AIRPORT MANAGER: 603-466-5065
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NEW HAMPSHIRE

NE, 16 MAY 2024 to 11 JUL 2024
HANOVER  N43°42.14´ W72°10.65´ NOTAM FILE LEB.
NDB (MHW) 276 LAH 245° 7.2 NM to Lebanon Muni. 1190/15W.
NDB unusable:
   Byd 20 NM

DEAN MEML  (5B9)  3 NE UTC–5(–4DT)  N44°04.81´ W72°00.47´
582 B NOTAM FILE BGR
RWY 01–19: H2511X58 (ASPH)  S–8.5  LIRL(NSTD)  1.4% up S
   RWY 01: Thld dsplcd 185´. Road.
   RWY 19: Pole.
SERVICE: FUEL  100LL LGT ACTVT LIRL Rwy 01–19 and
   windsock—CTAF. Rwy 01–19 nstd spacing, first 185´ Rwy 01 unlgtd.
AIRPORT REMARKS: Attended Saturday 1400–1700Z‡. VFR ops only. For
   temperature airport. Altitude correction required at or below –28C.
AIRPORT MANAGER: 603-346-0445
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (VL) (DH) VORW/DME 116.9 MPV Chan 116
   N44°05.13´ W72°26.96´  107º  17.3 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 40 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´

HAWTHORNE–FEATHER AIRPARK (See HILLSBORO on page 153)

HILLSBORO  HAWTHORNE–FEATHER AIRPARK  (8B1)  3 S UTC–5(–4DT)  N43°03.68´ W71°54.32´
600 B NOTAM FILE BGR
RWY 02–20: H3260X75 (ASPH)  S–8  MIRL
   RWY 02: Trees.
SERVICE: FUEL  100LL LGT Lights OTS indefly.
AIRPORT REMARKS: Unattended. Wildlife on & invof arpt. Prior to using arpt
   call 603–588–6868 for arpt conds. Self serve fuel avbl 24 hrs with
   credit card. Rwy sfc uneven with large open cracks. Rwy 02 markings
   faded and NSTD. Rwy 20 markings faded.
AIRPORT MANAGER: 917-576-6075
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
CONCORD (L) (L) VOR/DME 112.9 CON Chan 76 N43°13.19´
   W71°34.53´ 252º  17.3 NM to fld. 715/15W.
   VOR unusable:
   022º–032º byd 20 NM blo 8,000´
   190º–210º byd 12 NM blo 4,000´
   318º–326º byd 30 NM blo 12,000´
   DME unusable:
   022º–032º byd 20 NM blo 8,000´
   082º–110º byd 30 NM blo 5,000´
   190º–210º byd 12 NM blo 4,000´
   290º–300º byd 30 NM blo 7,000´
   318º–326º byd 30 NM blo 12,000´

NEW HAMPSHIRE 153

NEW YORK  L–32H
MONTREAL  L–32H
IAP
JAFFREY AIRFIELD SILVER RANCH  (AFN)(KAFN)  1 SE  UTC–5(–4DT)  N42°48.31´ W72°00.18´  NEW YORK  L–32G, 33C

RWY 16: Treess.

RWY 34: Thld dsplcd 582´. Trees.

SERVICE: S2  FUEL  100LL  LGT First 582´ Rwy 34 not lgtd. PPR for nstd

Ultralight act on arpt. Rwy 16–34 touch and go ldgs prohibited. Rwy
16–34 50´ cntr ptn of entr rwy is asph, rmng 42´ per side is turf/grvl
for entr rwy len. Parl lw serves hngr/ramp only—no aces to Rwy 34.
Calm wind rwy is Rwy 34. Rwy 34 NSTD cntrln and dthr.

AIRPORT MANAGER: 603-532-8870

WEATHER DATA SOURCES: ASOS 135.875 (603) 532–6195.

COMMUNICATIONS: CTAF/UNICOM 123.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

GARDNER  (L) (L) VOR/DME 116.95  GDM Chan 116(Y) N42º32.76´
W72º03.49´ 023º 15.7 NM to fld. 1280/14W.

KEENE

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

RWY 02–20: H6201X100 (ASPH) D–60 PCN 40 F/C/X/T  HIRL
RWY 02: MALS R. PAPI(P4L)—GA 3.0º TCH 39´. Tree.
RWY 20: PAPI(P4L)—GA 3.0º TCH 50´. Trees.

RWY 14–32: H4001X75 (ASPH) S–25 PCN 8 F/C/X/T MIRL
0.3% up SE

RWY 14: REIL. Trees.


SERVICE: S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT PAPI Rwy 20 OTS
indefly. ACTVT MALS Rwy 02; HIRL Rwy 02–20 and MIRL Rwy
14–32—CTAF. MILITARY— FUEL (NC–100LL – Avbl H24 with credit
card; A – After hr fone C603–357–7600.)

NOISE: Noise abatement proc: hel tfc avoid residential areas drctly 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


COMMUNICATIONS: CTAF/UNICOM 123.0

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

ILS 108.9  I–EEN  Rwy 02. Class IA. Localizer unusable 25º right of course.
NEW HAMPSHIRE

LACONIA MUNI (LCI) (KLCI) 3 NE UTC–5 (–4DT) 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 44º. Trees.
RWY 26: REIL. PAPI(P4R)—GA 4.0º TCH 55º. Thld dsplcd 244º. 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: FUEL 100LL, JET A, A+ 0X 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 dtls.


AIRPORT MANAGER: 603-524-5003

WEATHER DATA SOURCES: AWOS–3PT 133.525 (603) 524–5134.

COMMUNICATIONS: CTAF/UNICOM 123.0

® BOSTON APP/DEP CON 134.75

CLNC DEL 119.85

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

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

CONCORD (L) (L) VOR/W/DME 112.9 CON Chan 76 N43º13.19’ W71º34.53’ 033º 22.3 NM to fld. 715/15W.

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

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

ILS/DME 108.5 I–LCI Chan 22 Rwy 08. Class IB. DME unusable byd 25º right of course.

NE, 16 MAY 2024 to 11 JUL 2024

NEW YORK

H–11D, 12K, L–32H IAP
LEBANON MUNI (LEB)(KLEB) 3 W UTC–5 (–4DT) N43º37.57´ W72º18.25´
603 B NOTAM FILE LEB
RWY 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL
RWY 07: REIL. PAPI(P4L)—GA 4.0º TCH 50´.
RWY 25: REIL. PAPI(P4R)—GA 4.0º TCH 51´.
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: FUEL 100LL, JET A 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 & uma to ctc FSS freq, ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
HANOVER NDB (MHW) 276 LAH N43º42.14´ W72º10.65´ 245º 7.2 NM to fld. 1190/15W.
NDB unusable:
Byd 20 NM
(L) DME 113.7 LEB Chan 84 N43º40.73´ W72º12.96´ 231º 5.0 NM to fld. 1443.
DME unusable:
045º–075º byd 36 NM blo 10,000´
091º–119º byd 30 NM blo 7,500´
161º–304º byd 30 NM blo 6,300´
ILS/DME 111.9 I–DVR Chan 56 Rwy 18. LOC unusable byd 20º left of course; byd 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 N44º21.74´ W71º41.15´ NOTAM FILE HIE.
NDB (MHW) 386 GMA 104º 6.0 NM to Mount Washington Rgnl. 1425/17W. NDB unmonitored.
NDB unusable:
Byd 15 NM blo 9,000´
MANCHESTER BOSTON RGNL (MHT)(KMHT) 3 S UTC–5(–4DT) N42°55.97’ W71°26.15’

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(4AR)—GA 3.1º TCH 67’. RVR–TMR Thld dsplcd 336’. Pole, 0.3% up.
RWY 35: ALSF2, TDZL, PAPI(4AL)—GA 3.0º TCH 68’. RVR–TMR Thld dsplcd 850’. Bldg. 0.8% down.

RWY 06–24: H7651X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 PCN 90 F/C/W/T
HIRL CL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–7650 TODA–7650 ASDA–7650 LDA–7208
RWY 17: TORA–9250 TODA–9250 ASDA–9250 LDA–8914
RWY 24: TORA–7650 TODA–7650 ASDA–6850 LDA–6850
RWY 35: TORA–9250 TODA–9250 ASDA–8500 LDA–7650

ARRIVING GEAR/SYSTEM

RUNWAY 06: EMAS

SERVICE: S4 FUEL 100LL, JET A 3 LGT Rwy 06 PAPI usuabl byd 6 degs R of cntrln.

NOISE: Noise abatement procedures: turbojet acft should expect a right turn when departing Rwy 17.

AIRPORT REMARKS: Attended continuously. No touch and go ldgs during snow removal opr. Twy A safety area S of Twy E to Twy A2 is 65 ft. Jet acft taxiing wb acrs Rwy 17–35 at Twy E must use ctn and low settings due to lgts on the E ramp. No taxiing between pushed back acft and the airport terminal or cargo ramps. Acft not permitted to taxi between airline terminal bldg and acft that have pushed back or are taxiing on Twy W or Twy N. Air carrier acft only permitted to opr on the airport terminal ramp. Air carriers excluded from Twy L. Acft with wingspan greater than 145’ rstd from Twy G and Twy N. AMMON ramp rstd to acft with wingspan less than 118’. Acft are req to maintain taxilane centerline to avoid parked general aviation acft tiedowns. Acft with wingspan 118’ or greater req ground crew assistance for taxi and parking. Lndg fee. User fee arpt.

AIRPORT MANAGER: 603-624-6539

WEATHER DATA SOURCES: ASOS 119.55 (603) 621–1766. LAWRS.

COMMUNICATIONS: ATIS 119.55 603–621–1766 UNICOM 122.95

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION:

(L) (L) VOR/DME 114.4 MHT Chan 91 N42°52.11’ W71°22.17’ 338º 4.8 NM to fld. 470/15W.

FITZY NDB (LOMW) 209 MJ N42°51.85’ W71°31.73’ 060º 5.8 NM to fld. 234/15W.

ILS 109.95 I–MJE Rwy 06. Class IT. LOM FITZY NDB.

ILS/DME 109.1 I–MNA Chan 28 Rwy 17. Class IE. DME also serves Rwy 35. DME unusable 10º right of course.

ILS/DME 109.1 I–MHT Chan 28 Rwy 35. Class IIIE. DME also serves Rwy 17. DME unusable byd 30º left of course.

MOULTONBOROUGH (4MB) 1 NE UTC–5(–4DT) N43°46.05’ W71°23.26’

576 B NOTAM FILE BGR

RWY 02–20: H3505X50 (ASPH) S–8 RWY LGTS(NSTD)

RWY 02: P–line.

RWY 20: Trees.

SERVICE: S4 FUEL 100LL LGT ACTVT rtg bcn—CTAF. 5 clicks on, 3 clicks off. ACTVT non–std LIRL. Rwy 02–20–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 FLD  (ASH)(KASH)  3 NW UTC–5(–4DT)  N42º46.94´ W71º30.85´

200  B  NOTAM FILE ASH

RWY 14–32:  H6000X100  (ASPH–GRVD)  S–62, D–80, 2S–102, 2D–133  HIRL

RWY 14:  MALS. PAPI(PAR)—GA 3.0º TCH 45 ´. Tree.
RWY 32:  REIL. PAPI(PAR)—GA 3.0º TCH 45 ´. Thld dsplcd 350 ´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14:
TORA–6000  TODA–6000  ASDA–5650  LDA–5650

RWY 32:
TORA–6000  TODA–6000  ASDA–6000  LDA–5650

SERVICE:
S4  FUEL
100LL, JET A1+
OX 1, 2, 3, 4
LGT
When twr clsd

ACTVT MALSR Rwy 14; REIL Rwy 32; PAPI Rwy 14; HIRL Rwy 14–32—CTAF.

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

AIRPORT REMARKS:
Attended 1200–0200Z. Migratory birds and wildlife on and invof arpt. Ramp b/t Twy D & Twy E clsd to acft with wingspan gtr than 48 ft unless audz 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

® 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  N42º52.11´ W71º22.17´  246º  8.2 NM to fld. 470/15W.

LAWRENCE (L) DME 112.5
LWM Chan 72  N42º44.43´ W71º05.69´  278º  18.7 NM to fld. 306. NOTAM FILE LWM.

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

ILS 109.7  I–ASH  Rwy 14.  Class IA.  Glideslope unusable byd 4° left of course. Unmonitored when ATCT clsd.

NEWFOUND VALLEY  (See BRISTOL on page 149)

NEWPORT

PARLIN FLD  (2B3)  2 N UTC–5(–4DT)  N43º23.22´ W72º11.26´

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 30:  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  N43º40.73´ W72º12.96´  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 158)
NEW HAMPSHIRE 159

PEASE N43°05.07′ W70°49.92′ NOTAM FILE PSM.
(L) DME 116.5 PSM Chan 112 at Portsmouth Intl at Pease. 108.
DME unusable:
  029°–071° byd 35 NM bly b 2,500′
  080°–085° byd 35 NM bly b 2,500′
  115°–120° byd 37 NM bly b 2,500′
  190°–205° byd 35 NM bly b 2,500′
  225°–240° byd 25 NM bly b 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 invof arpt. Ultralight and paraglider act on and invof arpt. Rwy 12–30 strip soft in spring, not maintained in winter but open to ski craft. Please call ahead. Nmrs non–radio equipment act operating fm arpt. Hvy pwrd prcht and wt shift ctct act only in R tcf blw 400´ AGL for Rwy 12. 1161´ MSL mountain 1.5 NM N of Rwy 30 L of cntrln. Rwy 12–30 edges and ends mkd by yellow cones. Rwy 30 dthr mkd by 3 yellow cones aligned perpendicular to each rwy edge. + 3´ drainage swales lctd 15´ from rwy edge, both sides of rwy bng at midfield then W for 700´.
AIRPORT MANAGER: 603-536-5818
WEATHER DATA SOURCES: AWOS–3 118.45 (603) 536–1698.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

PORTSMOUTH INTL AT PEASE (PSM)(KPSM) P (ANG) 1 W UTC–5(–4DT) N43°04.68′ W70°49.40′
100 B TPA—See Remarks LRA Class I, ARFF Index B NOTAM FILE PSM
RWY 16: MALSR. PAPI(PAL)—GA 3.0º TCH 72´. RVR–T Thld dsplcd 803´. Trees. Rgt tfc. 0.3% down.
RWY 34: MALSR. PAPI(PAL)—GA 3.0º TCH 80´. RVR–T
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–11321 TODA–11321 ASDA–11321 LDA–10518
RWY 34: TORA–11321 TODA–11321 ASDA–11321 LDA–11321
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. Nmr 1200–2100Z‡ Mon–Fri, exc hol.
NOISE: Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy hdg to 1100´ MSL or the end of the rwy (whichever occurs last) prior to turning.
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Turbulence AER 34 in strong cross winds. 200´ blast pad each rwy end. Rwy 34 is preferred when tail wind component is less than 5 kts. Rwy 16 is preferred for tlf 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 603–430–1111/128.825 ARINC. No practice low apch or touch and go ldg 0400–1200Z‡ for lcl based acft and 0200–1200Z‡ for tran acft or before 1700Z‡ Sun for all acft. Dur snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP arr 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). Rwy 16 fst 600´ conc–grooved. No 180º turns for actf over 12,500 lbs GWT on asph portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000´ intervals. Rwy 16–34 edge lghts are 24´ tall, 85´ from cntrln. Caution: Height group 1 WCH 54°. Index E ARFF capability avbl 24/7. 157 ARW is fully opr KC46 Base.

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: 603-433-6536
COMMUNICATIONS: ATIS 132.05 603–334–6070  UNICOM 122.95
® BOSTON APP/DEP CON 125.05
TOWER 128.4  GND CON 120.95
AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) DME® 116.5  PSM Chan 112  N43°05.07' W70º49.92' at fld. 108.
DME unusable:
029º–071º byd 35 NM blo 2,500'
080º–085º byd 35 NM blo 2,500'
115º–120º byd 37 NM blo 2,500'
190º–205º byd 35 NM blo 2,500'
225º–240º byd 25 NM blo 2,500'

ILS 110.1  I–PQG Rwy 16. Class IA.
ILS 110.1  I–PSM Rwy 34. Class IB.

PAR

ROCHESTER

SKYHAVEN (DAW)(KDAW) 3 SE UTC–5(–4DT) N43º17.05' W70º55.77'
322  B  TPA—1122(800)  NOTAM FILE DAW

Rwy 15–33: H4201X75 (ASPH)  S–30  MIRL 0.5% up SE
Rwy 15: REIL. Trees.
Rwy 33: ODALS. PAPI(P4L)—GA 3.0º TCH 43’. Rgt tfc.

SERVICE: S4  FUEL 100LL  LGT Bcn Ictd 3000 ft NW of arpt. Actvt
ODALS Rwy 33; REIL Rwy 15; PAPI Rwy 33; MIRL Rwy 15–33; wind
cone Igt—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1230–2100
exc hols. Deer on &
inv of arpt aft SS. Ultralight; antique & non–radio tfc in good wx. Self svc
100LL avbl 24 hrs with credit card. Rwy 33 dsgnd calm wind rwy.

AIRPORT MANAGER: 603-433-6536
WEATHER DATA SOURCES: ASOS
® BOSTON APP/DEP CON 125.05
CLEARANCE DELIVERY PHONE: For OD ctc Boston Apch at 603-594-5552.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

ROLLINS NDB (MHW) 260  ESG  N43º13.21'
W70º49.70'  327º 5.9 NM to fld. 72/16W.

ROLLINS NDB (MHW) 260  ESG  N43º13.21'  W70º49.70'  NOTAM FILE BGR.

SKYHAVEN (See ROCHESTER on page 160)
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 Rwy 09–27 lgt OTS indef.


AIRPORT MANAGER: 603-846-5505

COMMUNICATIONS: CTAF/UNICOM 122.8

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

RADIO AIDS TO NAVIGATION:

**MONTPELIER (VL) (DH) VOR/DME** 116.9 MPV Chan 116 N44°05.13˚ W72°26.96˚ 090˚ 40.4 NM to fld. 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’

**WHITEFIELD**

**MOUNT WASHINGTON RGNL** (HIE) (KHIE) 3 E UTC–5(–4DT) N44°22.05˚ W71°32.75˚

1072 B TPA—2072(1000) 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 ACTIVATE REIL Rwy 10 and Rwy 28; PAPI Rwy 10; MIRL Rwy 10–28—CTAF.

AIRPORT REMARKS: Attended irregularly. Wildlife on and inv of arpt. Arpt cons not rglry 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 trm lctd 3NM SE of arpt.

AIRPORT MANAGER: 603-837-9532

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

COMMUNICATIONS: CTAF/UNICOM 122.8

WHITEFIELD RCO 122.4 (BANGOR RADIO)

® BOSTON CENTER APP/DEP CON 135.7

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

RADIO AIDS TO NAVIGATION:

**MONTPELIER (VL) (DH) VOR/DME** 116.9 MPV Chan 116 N44°05.13˚ W72°26.96˚ 082˚ 42.5 NM to fld. 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’

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

NDB unusable:

Byd 15 NM blo 9,000’
 ANDOVER

AEROFLEX/ANDOVER (12N) 3 N UTC–5(–4DT) N41°00.52′ W74°44.28′

583 B NOTAM FILE 12N
RWY 03–21: H1981X50 (ASPH) MIRL
RWY 03: Trees. Rgt tfc.
RWY 21: Tree.

SERVICE: S4 FUEL 100LL LGT Actvt MIRL 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

R® 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) VORW/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–175, 2D/2D2–190 PCN 78 F/A/W/T HIRL CL
RWY 13: MALS. TDZL. PAPI(P4L)—GA 3.0º TCH 71′. RVR–TR Road.
RWY 31: REIL. PAPI(P4L)—GA 3.0º TCH 69′. RVR–TR Antenna.
RWY 04–22: H6144X150 (ASPH–CONC–GRVD) S–75, D–175, 2S–175, 2D–400, 2D/2D2–900 PCN 62 R/A/W/T HIRL
RWY 04: PAPI(P4L)—GA 3.0º TCH 47′. Tree.
RWY 22: VASI(V4L)—GA 3.0º TCH 51′. Trees.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST
RWY 04 13–31 3550
RWY 13 04–22 3600
RWY 31 04–22 5750

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–6144 TODA–6144 ASDA–6144 LDA–6144
RWY 31: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

ARRRESTING GEAR/SYSTEM

RWY 04 BAK–14 BAK–12B (B) (1600) BAK–14 BAK–12B (B) (1600')

SERVICE: S3 FUEL 100LL, JET A, A++ OX3 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.

CONTINUED ON NEXT PAGE
**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 OPS** 140.7  
**AIRSPACE:** CLASS C svc ctc APP CON.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ACY.  
(L) (L) VORTAC W 117.15 ACY Chan 118(Y) N39º27.35´ W74º34.58´ at fld. 67/10W.  
DME unusable:  
290º–300º byd 10 NM blo 4,000’  
VOR unusable:  
301º–355º byd 35 NM blo 2,000’  
TACAN AZIMUTH unusable:  
290º–300º byd 10 NM blo 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)  
**HELIPORT REMARKS:** Rwys H1 Pvt–Experimental use only. Ctc FAA Tech Center at 609–485–6675.  

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**BELMAR/FARMINGDALE**

**MONMOUTH EXEC**  
(BLM)(KBLM)  5 W UTC–(4DT)  N40º11.21´ W74º07.47´  
**NEW YORK**  
H–10I, 12J, L–34H  
IAP  
**RWY 14–32:** H7345X85 (ASPH) MIRL(NSTD) 0.6% up SE  
**RWY 14:** REIL. Trees.  
**RWY 32:** Trees.  
**RWY 03–21:** H3508X50 (ASPH)  
**RWY 03:** Trees.  
**RWY 21:** Tree.  
**SERVICE:** S2  
**FUEL** 100LL, JET A  
**LGT** To prearrange for rwy lgts after 0400Z‡ call 732–751–0044. Rwys 14–32 std MIRLs; Rwy 32 std lgts std.  
**AIRPORT MANAGER:** 732-751-0044  
**WEATHER DATA SOURCES:** AWOS–3PT 121.625 (732) 938–3330.  
**COMMUNICATIONS:** CTAF/UNICOM 123.0  
**MC GUIRE APP/DEP CON** 126.475  
**CLNC DEL** 126.15  
**CLEARANCE DELIVERY PHONE:** For CD ctc Mc Guire Apch via freq, if una call 609-754-2767.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.  
**COLTS NECK (L) (L) VOR/DME** 115.4 COL Chan 101 N40º18.70´ W74º09.58´ 179º 7.7 NM to fld. 129/11W.  
**VOR portion unusable:**  
031º–179º byd 15 NM blo 6,000’  
230º–240º byd 18 NM  
241º–329º byd 15 NM blo 3,000’  
351º–030º byd 30 NM blo 3,000’  
Byd 30 NM blo 6,000’  
**DME portion unusable:**  
230º–240º byd 18 NM  
**ROBBINSVILLE (H) (H) VORTAC W** 113.8 RBV Chan 85 N40º12.14´ W74º29.70´ 103º 17.1 NM to fld. 248/10W.  
**TACAN AZIMUTH** unusable:  
105º–115º byd 30 NM  
**DME unusable:**  
075º–115º byd 25 NM  
130º–160º byd 30 NM blo 4,000’
BERLIN

PINE VALLEY (19N) 1 SW UTC–5(–4DT) N39º46.71´ W74º56.87´
150 B NOTAM FILE MIV
RWY 05–23: H3094X45 (ASPH) MIRL 0.3% up SW
RWY 05: REIL. PVASI(PSIR)—GA 4.0º TCH 23´. Thld dsplcd 740´. Trees.
RWY 23: REIL. PVASI(PSIR)—GA 4.0º TCH 40´. Thld dsplcd 239´. Trees.


AIRPORT MANAGER: 856-767-1233
COMMUNICATIONS: CTAF/UNICOM 123.0
RC MC GUIRE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) (L) VOR/DME 115.2 VCN Chan 99 N39º32.26´ W74º58.03´ 014º 14.5 NM to fld. 120/10W.

BLAIRSTOWN (1N7) 2 SW UTC–5(–4DT) N40º58.27´ W74º59.85´
372 B NOTAM FILE MIV
RWY 07–25: H3112X70 (ASPH) MIRL
RWY 07: Thld dsplcd 318´. Trees.

SERVICE: S4 FUEL 100LL OX LGT Actvt MIRL Rwy 07–25 CTAF.


AIRPORT MANAGER: 908-362-8965
COMMUNICATIONS: CTAF/UNICOM 123.0
RC NEW YORK APP/DEP CON 127.6 (from EAST)
RC 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) VOR/DME 109.6 STW Chan 33 N40º59.75´ W74º52.14´ 267º 6.0 NM to fld. 920/11W.
DME unusable: 089º–099º within 12 NM bly 10,000´ 210º–320º byd 30 NM bly 4,000´

BRIDGETON

BUCKS (00N) 3 NE UTC–5(–4DT) N39º28.42´ W75º11.07´
108 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
BROADWAY  N40°47.91’ W74°49.31’  NOTAM FILE MIX.  
(L) (L) VOR/DME 114.2  BWZ  Chan 89  157º 12.4 NM to Somerset. 1050/11W. 
VOR portion unusable: 
125º–180º byd 15 NM blo 5,000’
125º–240º blo 3,000’
180º–210º byd 15 NM
210º–235º byd 15 NM blo 5,000’
DME portion unusable:
297º–307º byd 20 NM blo 6,000’
297º–307º blo 32 NM blo 8,000’

BUCKS  (See BRIDGETON on page 164)

CALDWELL  

ESSEX CO  (CDW)(KCDW)  2 N  UTC–5(–4DT)  N40º52.51’ W74º16.88’
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  OX 4  LGT
When ATCT clsd, PAPI Rwy 22; HIRL Rwy 04–22; MIIRL Rwy 10–28 opr consly. HIRL Rwy 04–22; MIIRL Rwy 10–28 preset to low intst. To incrs intst 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 inof arpt. Touch and go ldgs ltd to based acty only. TPA for large and turbojet act 1699(1527), light act 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 till reaching tfc pat alt. Fixed wing VFR act dep: Rwy 10–fly hdg 080 deg 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 080 deg till reaching tfc pat alt. Fixed wing VFR act dep: Rwy 22 fly rwy hdg till reaching 900 ft MSL then turn crosswind if remaining in the tfc pat. If departing the tfc pat, cont on rwy hdg till 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 till 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 Twn N at AER 28 shd be conducted to lmt eftc to acty parked on RN Ramp. Ldg fee for all tran acty.

AIRPORT MANAGER: 973-227-4567
WEATHER DATA SOURCES: ASOS 135.5 (973) 575–4417.
COMMUNICATIONS: CTAF 119.8 ATIS 135.5 UNICOM 122.95
® NEW YORK APP CON 127.6
Caldwell Tower 119.8 (1200–0400Z‡) GND CON 121.9 CLNC DEL 121.1
® NEW YORK DEP CON 119.2
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc New York Apch at 800-645-3206
AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.
RADAR AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) (T) VOR/DME 108.4  TEB  Chan 21  N40º50.92’ W74º03.73’  290º 10.1 NM to fld. 3/11W.
DME unusable:
060º–080º byd 22 NM blo 2,500’
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º
VOR unusable:
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º
LOC 109.35 L–CDW Rwy 22.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

CAPE MAY CO  (See WILDWOOD on page 187)
CEDAR LAKE  N39º32.26´ W74º58.03´ NOTAM FILE MIV. 
(L) (L) VOR/DME 115.2  VCN  Chan 99  267º 3.8 NM to Kroelinger. 120/10W.

CENTRAL JERSEY RGNL (See MANVILLE on page 171)

COLTS NECK  N40º18.70´ W74º09.58´ NOTAM FILE MIV. 
(L) (L) VOR/DME 115.4  COL  Chan 101  179º 7.7 NM to Monmouth Exec. 129/11W.

COYLE  N39º49.04´ W74º25.90´ NOTAM FILE MIV. 
(H) (H) VORTACW 113.4  CYN  Chan 81  054º 9.1 NM to Ocean Co. 203/10W.

CROSS KEYS (17N) 1 S  UTC–5(–4DT) N39º42.33´ W75º01.98´
162  B  TPA—1000(838) NOTAM FILE MIV
RWY 09–27: H3500X50 (ASPH) S–13  RWY LGTS(NSTD)  0.7% up E
RWY 09: Trees. Rgt tfc.
RWY 27: Thld dsplcd 200’. Tree.
SERVICE: FUEL 100LL, JET A LGT Rotating bcn opr SS–SR. Rwy 09–27
LIRL lgts 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 tfc is to
remain south of Rwy 09–27. Deer and birds on and involv arpt. Rwy 27
dsplcd thld marked with lgts.
AIRPORT MANAGER: 856-629-3033
COMMUNICATIONS: CTAF/UNICOM 122.8
® PHILADELPHIA APP/DEP CON 127.35 133.875
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at
800-354-9884.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) (L) VORTACW 112.8  OOD  Chan 75  N39º38.16´
W75º18.18´  082º 13.2 NM to fld. 147/10W.
VOR unusable:
039º–041º byd 20 NM bld 2,500´
090º–105º
159º–190º
DME unusable:
045º–065º byd 20 NM bld 2,500´
090º–105º

EAGLES NEST (See WEST CREEK on page 186)

ESSEX CO (See CALDWELL on page 165)

FLYING W (See LUMBERTON on page 170)

GREENWOOD LAKE (See WEST MILFORD on page 187)
HACKETTSTOWN  (N85)  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  (N81)  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
AIRPORT MANAGER: (609) 567-4300
WEATHER DATA SOURCES: AWOS–AV
COMMUNICATIONS: CTAF/UNICOM 122.7.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) (L) VOR/W/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 171)

KROELINGER  (See VINELAND on page 186)
LAKEHURST MAXFIELD FLD  (NEL)(KNEL) N (A)  3 W UTC-5(-4DT)  N40º02.15´ W74º21.08´  NEW YORK
101  B  LRA  NOTAM FILE MIV  Not insp.
Rwy 06–24:  H5002X150  (ASPH)  PCN 21 F/A/W/T  HIRL
Rwy 24:  MALSRL. PAPI(P4L)—GA 3.0° 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—LGT  Rotg bcn 110 deg 2 NM fm arpt. PCL–120.425, key 3 times for LIRL, 5 times for MIRL, 7 times for HIRL. MALSRL are on same key code.

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 hols, except for scheduled UTA trng. No acft opr will be apv outside these hrs wo 48 hr PPR. Wx observer only (ASOS avbl). First 150’ of Rwy 06–24 conc, remaining 4700 asphalt. 180 deg turns restricted TI conc portions of rwys only. Rwy 06–24 has 150’ W x 180’ L conc pads instld at the thld for C–17 opr. 12000 ft test fac rwy 2 NM clsd to tsnt tfc without PPR and previous fac brief. Rwy 15–33 Use for LCL assigned acft drg emerg or opr necessity only. Altn Indg zone is grooved. For cstms support ctc McGuire Fld ATOC at DSN X650–2231 at least 24 hrs prior to scheduled acft arr. RSTD PPR for all tran acft DSN 624–2758/4147, C732–323–2758/4147. Instrument apch not avbl during tethered Aerostat ops 3400’ and blo (VMC only). CAUTION Bird and wildlife haz. Ancpt concentration of wtr fowl seagulls and sml birds blw 3000 ft. Epic twr coms are stri ctly advsy in nature. Info provided does not constitute ATC instr.

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:

RADIO AIDS TO NAVIGATION:

COMAG

AIR SPACE:

NE, 16 MAY 2024 to 11 JUL 2024
NEW JERSEY

LAKWOOD (N12)  3 SE UTC–5(–4DT)  N40°04.01’ W74°10.65’
42  B  NOTAM FILE MIV
RWY 06–24: H2987X60 (ASPH)  S–25  MIRL  0.3% up SW
RWY 06: REIL. PAPI(P2R)—GA 3.0º TCH 15’. Thld dsplcd 261’. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 42’. Road. Rgt tfc.
SERVICE: S4  FUEL  100LL  LGT ACTVT PAPI Rwy 06 and Rwy 24; MIRL
Rwy 06–24—CTAF.
AIRPORT 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 ApchCtl
CLEARANCE DELIVERY PHONE: For CD ctc GCO 121.725, if una ctc Mc Guire
Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) (H) VORTAC W 113.4  CYN Chan 81  N39º49.04’
W74º25.90’  048º 19.0 NM to fld. 203/10W.
VOR unusable:
044º–055º 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. Actvt high intst fsl with 7 clicks bfr actvtng lower intsts.
Deer and birds inv of rwy. Touch and go landings prohibited. Narrow
taxilanes and twys caused by nstd clearances. Tsnt hel ops allowed
with pre-apvl only, call 973–628–7166.
AIRPORT MANAGER: 973-628-7166
COMMUNICATIONS: CTAF/UNICOM 122.8
®
NEW YORK APP/DEP CON 127.6
GCO 121.725 (MILLVILLE RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) (H) VORTAC W 115.7  SAX Chan 104  N41º04.05’
W74º32.30’  136º 12.5 NM to fld. 1400/11W.
VOR unusable:
075º–085º blo 6,500’
155º–165º

NEW YORK

L–34H
IAP

NE, 16 MAY 2024 to 11 JUL 2024
LINDEN  (LDJ)(KLDJ)  1 SE UTC–5(–4DT)  N40º37.05´ W74º14.68´  NEW YORK
22  B  TPA—See Remarks  NOTAM FILE MIV
RWY 09–27:  H4140X100 (ASPH)  S–31.5, D–42  MIRL
RWY 09:  REIL. VASI(V2R)—GA 3.8º TCH 60´. Thld dispclcd 462´. Pole.
RWY 27:  REIL. VASI(V2L)—GA 3.5º TCH 40´. Thld dispclcd 541´. Antenna.
SERVICE.  S2  FUEL  100LL, JET A  LGT
ACTv 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 actf, all others ctc arpt manager 908–862–8800 for PPR. TPA—800’ MSL, Rwy 09 enter ftc
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
rstd. Ldg fee.
AIRPORT MANAGER:  908-862-6557
COMMUNICATIONS: CTAF/UNICOM
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 REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar
1200–0000Z‡. Deer & birds on & invof arpt. East–west ravine crosses
extended centerline Rwy 01 100´ from thld. Deep retention pond 23´
west of parallel twy centerline north of ops building.
AIRPORT MANAGER:  609-267-7673
COMMUNICATIONS: CTAF/UNICOM

LUMBERTON
FLYING W  (N14)  1 SW UTC–5(–4DT)  N39º56.06´ W74º48.43´  WASHINGTON
49  B  NOTAM FILE MIV
RWY 01–19:  H3496X75 (ASPH)  MIRL  0.4% up N
RWY 19:  REIL. PAPI(P2L)—GA 3.2º TCH 22´.
SERVICE.  S2  FUEL  100LL, JET A  LGT
ACt v MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF. Rwy 01–19 REILS
inop.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar
1200–0000Z‡. Deer & birds on & invof arpt. East–west ravine crosses
extended centerline Rwy 01 100´ from thld. Deep retention pond 23´
west of parallel twy centerline north of ops building.
AIRPORT MANAGER:  609-267-7673
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.

NE, 16 MAY 2024 to 11 JUL 2024
MANVILLE

CENTRAL JERSEY RGNL  (47N)  1 S  UTC–5(–4DT)  N40°31.47’ W74°35.90’

86  B  NOTAM FILE MIV

RWY 07–25: H3507X50 (ASPH)  S–30  LIRL  0.6% up SW


SERVICE:  S4  FUEL  100LL

AIRPORT REMARKS: Attended 1300Z‡–dusk except for Christmas and New Year. Deer and birds on and invof arpt. Banner tow ops SW Rwy 07.

COMMUNICATIONS: CTAF/UNICOM 122.7

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDLEY (L) (L) VOR/DME 108.2  ARD  Chan 19  N40°15.20’

W74°54.46’  051º 21.6 NM to fld. 294/10W.

VOR unusable:
020º–040º
195º–225º byd 25 NM blo 5,000’
250º–265º blo 3,500’
266º–280º byd 20 NM blo 5,000’
281º–300º byd 14 NM blo 6,000’

DME unusable:
225º–275º byd 25 NM blo 5,000’

MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST)  (WRI)(KWRI) AF (A ANG)  2 SE

UTC–5(–4DT)  N40°00.94’ W74°35.50’
141  B  TPA—See Remarks  LRA  NOTAM FILE WRI  Not insp.

RWY 06–24: H10014X150 (ASPH–CONC–GRVD)  PCN 40 F/A/W/T  HIRL  CL

RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 76’. RVR–TMR

RWY 24: ALSF1. PAPI(P4L)—GA 3.0º TCH 76’. RVR–TR Rgt tcf.

RWY 18–36: H7126X150 (CONC)  PCN 45 F/A/W/T  HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 68’. RVR–TR Rgt tcf.

RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 46’. RVR–TR

SERVICE:  S4  DX 1, 2  MILITARY—JASU (C–26) (MD–3) 6(MA–1A) 1(MA–1)  FUEL  A++  FLUID SP PRESAIR LOX LOX (C–5, KC–10, 747 de–icing ltd to wg only. 3 hr PN rqr).  OIL  O–128–133–148–156 TRAN ALERT Svc avbl H24 dly.

CONTINUED ON NEXT PAGE
MILITARY REMARKS: CAUTION

Rwy 18–36 only has 200 ft paved asphalt non-grooved overruns, remainder of rwy not grooved.

NSTD mrk on victor row for alert MSN, X–RAY Row (PRIM), and Romeo Row (ALTN) for combat off load ops. Extv non–ctl VFR acft within 20 NM of aprt. Rwy 18–36 spot ldg zone ma rkings mid–fld. Use extreme caution for extv UAS ops invof R–5001. ASA ramp opr 1230–2130Z‡ wkd. Wknd hr by prior apvl. Fac lctd on SW side of afld. 72 hr PPR for Army ramp and ldg all lctn on Ft Dix reservation DSN 562–3451, cell 609–649–3743. Tran acft ctc Army Ops prior to ldg.

MISC All classified material must be stored at the JB Comd Post DSN 650–3935/3936. Afd mgmt has no classified storage capabilities. RWY condit codes (RWYCC) unavailable. All tran acft rqr PPR. Req apvl thru afld mgmt ops DSN 650–2714, C609–754–2714; PPRs will be req no earlier than seven days, and no later than 24 hr prior to arr, 48 hr for acft carrying dangerous/haz cargo. Aircrews with apv PPR that deviate from coord arr time by more than one hr must notify AMOPS ASAP. If no notification rcvd after one hr, PPR will be terminated. Normal BASH Phase II period from 1 Nov–31 Mar; OT by NOTAM. Ctc Afld Mgmt OPS for current Bird Watch cond. AN/FMQ 19 automated observing sys in use, augmented by human obs when nec durg airfield hrs. Vis of airfield rstr fr  base wx ops NW–SE durg manual augmentation by wx forecaster. Wx svc avbl H24. Wx flt DSN 650–3992/3568, C609–754–3992/3568. When wx svc clsd, tran crews ctc 15 OWS at 15 Opr Wx Squadron (OWS) at Scott AFB H24 DSN 576–9755/9720, C618–256–9755/9720. Dur evac of wx flt ctc 15 OWS at nr abv. Ron tran crew req wx brief prior to ldg. ATC will supplement obs as needed. ARM AMOS: 36.3

AIRPORT MANAGER: 609-754-6466

COMMUNICATIONS: SFA PTD 372.2 D–ATIS 110.6 270.1 DSN 650–2847

APP/DEP CON 126.475 363.8 (Arr sector for IFR radar pattern when open is 120.25/290.9) TOWER 118.65 255.6 257.8 GND CON 121.8 275.8 CLNC DEL 135.2 335.8 COMD POST 134.1 237.15 (Use 237.15 within 75 NM of aprt. If 237.15 is inop, use 134.1 (call Brickyard)) 108 ANG COMD POST 251.2 321.0 (call Torch Ctl) DSN 650–2127 PMSV METRO 239.8 AN/FMQ–19 Automated Observing Sys in use, augmented by human obs when nec dur afld hr. Vis of afld rstr fr base wx ops NW–SE durg airfield hrs. 72 hr PPR for Army ramp and ldg all lctn on Ft Dix reservation DSN 562–3451, cell 609–649–3743. Tran acft ctc Army Ops prior to ldg.

MILLVILLE MUNI (MIV)(KMIV) 3 SW UTC–5(–4DT) N39º22.07´ W75º04.33´

85 B NOTAM FILE MIV


RWY 10: MALSR. PAPI(P4L)—GA 3.0º TCH 53´. Trees.

RWY 28: PAPI(P4L)—GA 3.0º TCH 29´.


SERVICE: SB FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 10; MIRL Rwy 10–28 and Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended 1300–2100Z‡. Birds on and invof arpt. PAEW within all rwy and tway safety areas daily May–Oct. All ultralight act, glider ops and formation fts PPR. Call 856–825–1244 Mon–Fri 1300–2100Z‡. Self–svc fuel avbl 24 hrs with credit card. Main apron clsd to tran acft north of Twy K. Twy G not to be used by acft with wingspan grt than 48´ north of Twy A. Fence line 44´ north of Twy G cntnl, north of Twy A. Rwy 10 calm wind rwy.

AIRPORT MANAGER: 856-825-1244

WEATHER DATA SOURCES: ASOS 119.6 (856) 327–3455.

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.2 (MILLVILLE RADIO)

ATLANTIC CITY APP/DEP CON 124.6

CLEARANCE DELIVERY PHONE: For Cd if una to ctc on FSS freq, ctc Atlantic City approach at 609-485-6193.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:

CEDAR LAKE (L) (L) VOR/W/DME 115.2 VCN Chan 99 N39º32.26´ W74º58.03´ 216º 11.3 NM to fld. 120/10W.

RAINBOW NDB (HW) 363 RNB N39º25.09´ W75º08.10´ 147º 4.2 NM to fld. 92/11W.

ILS 110.9 I–MIV Rwy 10. Class IA. Unmonitored. Autopilot cpd apch NA blw 300 MSL.

MONMOUTH EXEC (See BELMAR/FARMINGDALE on page 163)
NEW JERSEY

CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 973-538-6400
WEATHER DATA SOURCES: AWOS-3 (973) 290–0135 LAWRS.
COMMUNICATIONS: CTAF 118.1 ATIS 124.25
NEW YORK APP CON 127.6
TOWER 118.1 (1145–0330Z¶) GND CON 134.2 CLNC DEL 128.6
NEW YORK DEP CON 119.2
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc New York Apch at 800-645-3206.
AIRSPACE: CLASS D svc 1145–0330Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) (T) VOR/DME 108.4 TEB Chan 21 N40º50.92´ W74º03.73´ 271º 16.3 NM to fld. 3/11W.
DME unusable:
060º–080º byd 22 NM blo 2,500´
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º
VOR unusable:
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º
ILS 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) N39º56.57´ W74º50.75´
53 B TPA—853(800) NOTAM FILE VAY
RWY 08–26: H3881X50 (ASPH) S–30 MIRL
RWY 08: REIL. PAPI(P2R)—QA 3.25º TCH 45´. Tree.
RWY 26: REIL. PAPI(P2R)—QA 3.0º TCH 40´. Tree. Rgt tlc.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—123.3.
AIRPORT MANAGER: 609-267-3131
WEATHER DATA SOURCES: ASOS 119.325 (609) 267–1176.
COMMUNICATIONS: CTAF/UNICOM 122.8
MC GUIRE APP/DEP CON 126.475
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 blo 4,000´

WASHINGTON

L–34G, A

NE, 16 MAY 2024 to 11 JUL 2024
NEWARK LIBERTY INTL (EWR)  3 S  UTC–5(–4DT)  N40°41.55’ W74°10.12’

17  B  LRA  Class I, ARFF Index E  NOTAM FILE EWR

RWY 04L–22R: H11000X150 (ASPH–CONC–GRVD)  D–210, 2D–520, 2D/2D2–1000
PCN 96 R/B/X/T  HIRL  CL
RWY 04L: MALSR. TDZL. PAPI(P4L)—GA 3.1º TCH 77’. RVR–TMR Thld dsplcd 2540’. Tree.
RWY 04R–22L: H10000X150 (ASPH–GRVD)  D–210, 2D–520, 2D/2D2–1000 PCN 96 R/B/W/T  HIRL  CL
RWY 11–29: H6726X150 (ASPH–GRVD)  D–210, 2D–520, 2D/2D2–1000 PCN 96 R/B/W/T  HIRL  CL
RWY 11: TDZL. REIL. 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  AVBL LDG DIST
RWY 04L  11–29  7750
RWY 04R  11–29  8100
RWY 11  04R–22L  5700

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04L: TORA–11000 TODA–11000 ASDA–11000 LDA–8460
RWY 04R: TORA–10000 TODA–10000 ASDA–10000 LDA–8810
RWY 11: TORA–6726 TODA–6726 ASDA–6726 LDA–6726
RWY 22L: TORA–10000 TODA–10000 ASDA–10000 LDA–8207
RWY 22R: TORA–11000 TODA–11000 ASDA–11000 LDA–9560
RWY 29: TORA–6726 TODA–6726 ASDA–6726 LDA–6502

ARRESTING GEAR/SYSTEM
RWY 11: EMAS
RWY 29: EMAS

SERVICE: S4  FUEL  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 in/around airport. Para–sail and banner towing ops 1000´ and blo in upper and lower New York bays including Rockaway Inlet indef. High volume of low level helicopter tfc arriving and departing Helo Kearny Heliport (65NJ) located 3.5 miles northeast of the arpt. Expect to leave and re–enter the Class B Airspace during moderate to heavy arrival periods. Rwy 04L–22R, south 1779´ conc, north 1228´ conc, center 7993´ asph. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Rwy 04R and Rwy 04L departures use upper antenna for ATC communications. When Rwy 04R/L in use, acft prkg at Trml A can exp to enter ramp via Twy A8, unless addzd by ATC. When Rwy 04L/R in use, acft prkg at Trml A can exp to enter ramp via Twy A10 or A12, unless addzd 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 twys surrounding “Ballpark” parking area (Twy Y btn Twy S and Twy U, Twy S btm Twy Y and Twy K, Twy K btm Twy S and Twy B, Twy B btm Twy K and Twy U and Twy U btm Twy B and Twy Y) acft speed restriction of 17kts/ 20mph for all acft with wingspans in excess of 171’. Twy EE btm Rwy 04R–22L and Rwy 11–29 clsd to acft with wingspans in excess of 171’. Twy Y btm RM and Twy U, speed restriction of 17 kts (20 mph). Twy A btm Twy AA and ramp clsd to acft with wingspans in excess of 171 ft. Twy Z5 clsd to acft with wingspans in excess of 118’. Twy A11 W of Twy A acft spd rstr of 17 kts/20 mph max for all acft with wingspans in excess of 171’. Actf with wingspans in excess of 118’ prohibited from turning S on Twy R from Twy B1. GA/intrnt lgd fees payable by major credit cards only. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 973-961-6161

WEATHER DATA SOURCES: ASOS (973) 621–2892 LLWAS. TDWR.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: D–ATIS ARR 115.7 D–ATIS SOUTH ARR 134.825 (973) 824–4417. UNICOM 122.95
© NEW YORK APP/DEP CON 132.8 (241º–269º) 128.55 (090º–240º) 127.6 (270º–330º) 132.7 (331º–089º)
© NEW YORK APP/DEP CON 119.2
TOWER 118.3 134.05 GND CON 121.8 126.15 CLNC DEL 118.85
PRE TAXI CLNC 118.85 RAMP CTL 132.45
CPDLC DCL (LOGON KUSA)

POC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) (T) VOR/DME 108.4 TEB Chan 21 N40º50.92´ W74º03.73´ 218º 10.6 NM to fld. 3/11W.
DME unusable:
060º–080º byd 22 NM blo 2,500´
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º

VOR unusable:
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º

(T) DME 113.75 EWR Chan 84(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 IIIE. DME serves Rwy 04L and Rwy 22L. DME unusable byd 15 NM.

ILS/DME 109.15 I–GPR Chan 28(Y) Rwy 11. Glideslope unusable byd 5º right and left of ctrln. LOC unusable byd 25º left of course. Autopilot cpd apch not avbl blw 350´ MSL. Glideslope unusable within 0.7 NM blw 300´.

ILS/DME 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: Durgt ATC zero events; arpt ops will mnt 118.3 and provide emerg notifications to ARFF.

••••••••••••••••••

HELIPAD H1: H54X54 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 perimeter lgts. Brewster pad; H1 located on Twy Z5. Ops limits are D65.

OCEAN CITY MUNI (26N) 2 SW UTC–5(–4DT) 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 ttc.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT MANAGER: (609) 525-9222
COMMUNICATIONS: CTAF/UNICOM 122.7
© ATLANTIC CITY APP/DEP CON 124.6
CLNC DEL 133.6


RADIO AIDS TO NAVIGATION: NOTAM FILE ACY.

ATLANTIC CITY (L) (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´
VOR unusable:
301º–355º byd 35 NM blo 2,000´
TACAN AZIMUTH unusable:
290º–300º byd 10 NM blo 4,000´

CEDAR LAKE (L) (L) VOR/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 184)
OLD BRIDGE (3N6) 5 S UTC–5(–4DT) N40°19.79’ W74°20.81’
87 B NOTAM FILE MIV
RWY 06–24: H3594X50 (ASPH) MIRL 0.6% up NE
RWY 06: REIL. PAPI(P2L)—GA 4.0º TCH 25’. Thld dsplcd 600’. Tree.
RWY 24: REIL. PAPI(P2R)—GA 4.0º TCH 40’. Thld dsplcd 400’. Tree. Rgt tfc.
SERVICE: S4 FUEL 100LL LGT Actvt REIL Rwy 06 and 24; MIRL Rwy 06–24—CTAF. Actvt rotg bcn—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z +++. Deer and birds on and inv of arpt. No touch and go. Drag strip park and trees E/W of arpt and inv of apch end Rwy 06–24. Twys fair cond, 2” cracks, 2 to 3” deep, near twy hold short lines. Twy sfcs uneven. All twy mkgs faded. Ldg 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 (R) VORTAC 113.8 RBV Chan 85 N40º12.14´ W74º29.70´ 052º 10.2 NM to fld. 248/10W.
TACAN AZIMUTH unusable:
105º–115º byd 30 NM
DME unusable:
075º–115º byd 25 NM
130º–160º byd 30 NM blo 4,000’

PINE VALLEY (See BERLIN on page 164)

PITTS TOWN

ALEXANDRIA (N85) 2 W UTC–5(–4DT) N40º35.25´ 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
® 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) 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  (N48)  2 SW  UTC–5(–4DT)  N40°33.95’ W74°58.76’

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


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 270º until reaching at least 1,300 ft MSL. Avoid overflight of horse farm (stables) 500’ north of acft hangars.


AIRPORT MANAGER: 908-996-4200

WEATHER DATA SOURCES: AWOS—3

COMMUNICATIONS: CTAF/UNICOM 122.975

© ALLENTOWN APP/DEP CON 124.45 (Above 3000’) 119.65 (3000’ and blo)

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (VL) (L) VOR/DME 112.9  SBJ  Chan 76  N40°34.98’ W74°44.51’  275º 10.9 NM to fld. 189/10W.

DME unusable: 167º–040º byd 34 NM

VOR unusable: 247º–255º byd 40 NM blo 2,200’

247º–255º byd 48 NM

256º–051º byd 40 NM

NEW YORK

L–33A, 34H

IAP

NE, 16 MAY 2024 to 11 JUL 2024
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 3.45° TCH 42°. Tree.
RWY 28: PAPI(P2L)—GA 3.0° TCH 41°. Thld dsplcd 369’.
SERVICE:  S4  FUEL  100LL, JET A  LGT Actvt MIRL Rwy 10–28 and REIL
Rwy 10—123.05.
AIRPORT REMARKS: Attended 1300–dusk. Unattended Christmas Day and
New Years Day. Deer and birds on and inv of arpt. Rwy 28 departure no
turns until at least 900’ MSL and beyond Cherry Hill Road. Rwy 10–28
tag ftc 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 Apc at 800-645-3206
RADAR AIDS TO NAVIGATION: NOTAM FILE IPT.
YARDLEY (L) (L) VOR/DME 108.2  ARD Chan 19  N40º15.20°
W74º54.46°  062° 14.4 NM to fld. 294/10W.
VOR unusable:
020°–040°  195°–225° byd 25 NM blo 5,000’
250°–265° blo 3,500’
266°–280° byd 20 NM blo 5,000’
281°–300° blo 14 NM blo 6,000’
DME unusable:
225°–275° byd 25 NM blo 5,000’
RAINBOW  N39º25.09°  W75º08.10°  NOTAM FILE MIV.
NDB (HW) 363  RNB  147° 4.2 NM to Millville Muni. 92/11W.

READINGTON  (N51)  1 NW  UTC–5(–4DT)  N40º34.97°  W74º44.20°
190  NOTAM FILE MIV
RWY 04–22: H558X50 (ASPH–TURF)  MIRL  0.5% up SW
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 41°. Thld dsplcd 544’.
RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 38°. Thld dsplcd 1319°.
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  LGT ACTVT REIL Rwy 04 and
Rwy 22; MIRL Rwy 04–22—CTAF. PAPI Rwy 04 and Rwy 22 opr
cnsly. Rwy 04–22 MIRL on paved 3735’ x 50’ portion of rwy.
AIRPORT REMARKS: Attended 1400–2200Z. Arpt unattended all major
holidays and Christmas and New Years eve afternoons. Deer on and
invof arpt. Blimp and hot air balloon activity on and invof arpt, spring
through fall. Dsplcd thld Rwy 04 544’ turf, 180’ wide. Dsplcd thld
Rwy 22 1319’ turf, 180’ wide. All rwns no touch and go ldgs. Hel
fly fixed wing trc pat and alt. All rwns depart straight out to 12000’
before turning. Tkofs and ldgs prohibited on Rwy 04 when acft are
operating on Rwy 13–31 and Rwy 10–28. No intxn tkof on rwy
04–22. Ctc ops, 908–534–4000, prior to operating on Rwy 10–28. Rwy 04 apch end 544’ turf, center portion 3735’
asph, Rwy 22 apch end 1319’ turf. Noticeable bump where rwy crosses grvl apch road to VORTAC. Rwy 04 turf portion
poor and unusbl. Center asph portion excellent. Rwy 22 turf portion poor and unusbl.
AIRPORT MANAGER: 908-534-4000
CONTINUED ON NEXT PAGE
NEW JERSEY
CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: CTAF/UNICOM 122.8
SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)

NEW YORK APP/DEP CON 132.8
GCO 121.725 II 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 flfd. 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

REDWING (See JOBSTOWN on page 167)

ROBBINSVILLE

TRENTON–ROBBINSVILLE (N87) UTC–5(–4DT) N40°12.84’ W74°36.11’

RWY 11–29: H4275X75 (ASPH) S–25 MIRL
RWY 29: PAPI(P2L)—GA 4.0° TCH 29’. Thld dsplcd 300’. Trees. Rgt
tlc.

SERVICE: FUEL
100LL LGT

NOISE: VFR departure Rwy 11 avoid overfl of Sharon Elementary School
0.75 NM northeast. VFR departure Rwy 29, for noise abatement climb
straight ahead until reaching 700’ AGL before turning.

AIRPORT REMARKS: Attended 1300–2100Z‡. Deer and birds on and invof
artp. Selc svc fuel system mid–fild apron. Wind indicator OTS indef. Rwy
11 VGSI and descent angles not coincident. Rwy 29 VGSI and descent
angles not coincident. Twy and ramp areas have mutl transverse and
parl cracks. Rwy 11–29 nmrs transverse and parl cracks along rwy. Rwy
29 rwy and twy markings faded.

AIRPORT MANAGER: 609-259-1059

COMUNICATIONS: 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 flfd. 248/10W.
TACAN AZIMUTH unusable:
105°–115° byd 30 NM
DME unusable:
075°–115° byd 25 NM
130°–160° byd 30 NM blo 4,000’

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 blo 4,000’

NE, 16 MAY 2024 to 11 JUL 2024
SEA ISLE  N39º05.73´ W74º48.02´ NOTAM FILE MIV.  (VH) (H) VORTAC 114.8 SIE Chan 95  233º 7.3 NM to Cape May Co. 8/9W.  
VOR unusable:  
060º–110º byd 20 NM blo 3,900´  
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  
RCO 122.1R 114.8T (MILLVILLE RADIO)

SKY MANOR  (See PITTMAN on page 178)

SOLBERG/HUNTERDON  (See READINGTON on page 179)

SOLBERG  N40º34.98´ W74º44.51´ NOTAM FILE MIV.  (VL) (L) VOR/DME 112.9 SBJ Chan 76 at Solberg/Hunterdon. 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  
RCO 122.1R 112.9T (MILLVILLE RADIO)

SOMERSET  (See SOMERVILLE on page 181)

SOMERVILLE

SOMERSET  (SMQ)(KSMQ) 3 N UTC–5(–4DT) N40º37.56´ W74º40.20´ 106 B NOTAM FILE SMQ  
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 dsplcd 200´. Trees.  
RWY 08–26: 1923X100 (TURF) 0.4% up E  
RWY 08: Tree.  
RWY 26: Tree. Rgt tfc.  
RWY 17–35: 1700X150 (TURF) 0.6% up N  
RWY 17: Trees.  
RWY 35: Trees.  
SERVICE: 54 FUEL 100LL, JET A 0X 1, 2, 3, 4 LGT 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 inv of arpt. Rwy 08–26 550´ west end unsuitable for tkf or ldg due to uneven sfc.  
AIRPORT MANAGER: (708) 722-2444  
WEATHER DATA SOURCES: ASOS 120.6 (708) 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 N40º34.98´ W74º44.51´ 062º 4.2 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  
### SOUTH JERSEY RGNL (See MOUNT HOLLY on page 174)

### SOUTHERN CROSS (See WILLIAMSTOWN on page 188)

<table>
<thead>
<tr>
<th>Airport</th>
<th>Latitude/Longitude</th>
<th>NOTAM File</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPARTA</td>
<td>N41°04.05’ W74°32.30´</td>
<td>MIV</td>
<td>VORTACW 115.7 SAX Chan 104 345° 8.8 NM to Sussex, 1400/11W.</td>
</tr>
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<td></td>
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<td>VOR unusable: 075°–085° blo 6,500’ 155°–165°</td>
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<tr>
<th>Airport</th>
<th>Latitude/Longitude</th>
<th>NOTAM File</th>
<th>Remarks</th>
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<tr>
<td>STILLWATER</td>
<td>N40°59.75’ W74°52.14´</td>
<td>MIV</td>
<td>VOR/DME 109.6 STW Chan 33 094° 6.0 NM to Aeroflex/Andover, 920/11W.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>DME unusable: 089°–099° within 12 NM blo 10,000’ 210°–320° byd 30 NM blo 4,000’</td>
</tr>
</tbody>
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<tr>
<th>Airport</th>
<th>Latitude/Longitude</th>
<th>NOTAM File</th>
<th>Remarks</th>
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**NEW YORK**

NE, 16 MAY 2024 to 11 JUL 2024
TETERBORO  (TEB)(KTEB)  1 SW  UTC–5(–4DT)  N40°51.01’  W74°03.65’

8.  B  TPA—See Remarks  LRA  ARFF Index—See Remarks  NOTAM FILE TEB

RWY 01–19:  H7000X150  (ASPH–GRVD)  S–50, D–100  PCN 35 F/C/X/T  HIRL  CL

RWY 01:  REIL.  PAPI(P4L)—GA 3.1º  TCH 56’.  Thld  dsplcd 771’.  Tree.


RWY 06–24:  H6013X150  (ASPH–GRVD)  S–50, D–100  PCN 35 F/C/X/T  HIRL  CL

RWY 06:  MALSR.  TDZL.  REIL.  RVR–TR Tree.

RWY 24:  REIL.  PAPI(P4L)—GA 3.2º  TCH 46’.  RVR–TR Tree.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 01  06–24  4550
RWY 06  01–19  3750

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:  TORA–7000  TODA–7000  ASDA–6932  LDA–6161
RWY 06:  TORA–6013  TODA–6013  ASDA–6013  LDA–6013
RWY 24:  TORA–6013  TODA–6013  ASDA–6013  LDA–6013

ARRIERING GEAR/SYSTEM

RWY 06:  EMAS
RWY 19:  EMAS
RWY 24:  EMAS

SERVICE:  54  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT Rwy 01–19 dsplcd thld centerline lgts OTS indef.


AIRPORT REMARKS:  Attended continuously. CLOSED to motorless acft, uncontrolled acft and ultralight activity exc by prior permission. Deer and bird activity on and invof arpt. All acft avoid hospital 1.7 miles north of Rwy 01–19. Helicopter ops over residential areas blo 1000’ MSL should be avoided. Daily continuous construction activity all quadrants. Stage I acft not permitted to opr at Teterboro Arpt. Acft capable of opr abv 100,000 lbs must submit certification to arpt manager verifying acft opr weight is less than 100,000 lbs. Ctc arpt ops at 201–288–1775 for forms. ARFF Index B equipment coverage provided. TPA—1500 (1492) for large/turbine acft, 1000 (992) for all others. 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:  ASOS (201) 393–0855
COMMUNICATIONS:  D–ATIS 132.85 114.2  201–288–1690
RCO 122.2 (MILLVILLE RADIO).

® NEW YORK APP CON 127.6 RAMP CTL 120.675
TOWER 119.5 125.1 GND CON 121.9 CLNC DEL 128.05
® NEW YORK APP/DEP CON 119.2 126.7
CPDLC (LOGON KUSA)
PDC

AIRSPACE:  CLASS D.

RADIO AIDS TO NAVIGATION:  NOTAM FILE TEB.

(T) (T) VOR/DME  108.4  TEB  Chan 21  N40°50.92’  W74°03.73’  at fld. 3/11W.

DME unusable:
060º–080º byd 22 NM blo 2,500’
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º

VOR unusable:
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º

TORBY NDB (LOM) 214  TE  N40°48.26’  W74°07.95’  062º  4.3 NM to fld. LOM unusable byd 10 NM.

ILS/DME 111.75  I–TEB  Chan 54(Y)  Rwy 06.  Class IE.  LOM TORBY NDB.  LOM unusable byd 10 NM. LOC unusable byd 14º left of course, Gildeslope unusable byd 6º left of course.

ILS/DME 110.15  I–TJL  Chan 38(Y)  Rwy 19.  Class IE.

COMM/NAV/WEATHER REMARKS:  For radar svc blo 1800’ ctc Teterboro twr frequency 119.5.  Arpt ops frequency 130.575.
TOMS RIVER

NOTAM FILE MJX

RWY 06–24: H5950X100 (ASPH) S–100, D–176, 2D–581
PCN 45 F/A/X/T HIRL

RWY 06: MALSR. PAPI(P2L)—GA 3.0° TCH 56’.
RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 55’. Thld dsplcd 115’.
RWY 14–32: H3599X75 (ASPH) S–94, D–150 PCN 35 F/A/X/T MIRL 0.3% Up NW
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 40’.
RWY 32: REIL. PAPI(P2L)—GA 3.0° 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 OX LGT ACTIVATE MALSR Rwy 06; REIL Rwy 14, Rwy 32, Rwy 24; PAPI Rwy 06, Rwy 24, Rwy 14 and Rwy 32; HIRL Rwy 06–24; MIRL Rwy 14–32—CTAF.


AIRPORT MANAGER: (732) 929-2054
WEATHER DATA SOURCES: AWOS–3PT 119.875 (732) 797–2542.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apc at 609-754-2767.

RADAR AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) (H) VORTACW 113.4 CYN Chan 81 N39º49.04’ W74º25.90’ 054° 9.1 NM to fld. 203/10W.
VOR unusable:

ILS 109.9 I–MJX Rwy 06. Class IA. Unmonitored.

HELIPORT H1: H100X100 (ASPH)
HELIPORT REMARKS: Helipad H1 perimeter lights. ACTIVATE perimeter lgts—CTAF.

TORBY N40º48.27’ W74º07.95’ NOTAM FILE TEB.

NDB (LOMW) 214 TE 062° 4.3 NM to Teterboro. 16/12W.
NDB unusable:
Byd 10 NM

NE, 16 MAY 2024 to 11 JUL 2024
NEW JERSEY

TRENTON MERCER

(TTN)(KTNN)  P (ARNG)  4 NW  UTC 5–(4DT)  N40º16.60’ W74º48.81’

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  HIIRL  0.5% up NE

RWY 06: MALSR. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 42’.

RWY 16–34: H4800X150 (ASPH–GRVD)  S–120, D–180, 2S–175, 2D–320 PCN 41 F/A/X/T  HIIRL  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:  CTAF 120.7  ATIS 126.775  UNICOM 122.95

® PHILADELPHIA APP/DEP CON 123.8

TOWER 120.7 (1100–0300Z‡)  GND CON 121.9  CLNC DEL 121.9

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE ITP.

YARDELEY (L) (L) VOR/DME 108.2  ARD Chan 19  N40º15.20’ W74º54.46’  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)

HELIPAD H3: H64X64 (ASPH)

HELIPORT REMARKS: Helipad H1 located at intersection of Twys H and H1. Helipad H2 located at NE end of Twy B.

TRENTON–ROBBINSVILLE

(See ROBBINSVILLE on page 180)
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. Rw 10 trees near apch end and along rwy sides.  
AIRPORT MANAGER: 856-794-2134  
COMMUNICATIONS: CTAF 122.9  

ATLANTIC CITY APP/DEP CON 124.6  
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV. 

CEZAR LAKE (L) (L) VOR/DME 115.2  VCN  N39°32.26′ W74°58.03′  267º 3.8 NM to fld. 120/10W.  

VINELAND–DOWNSTOWN  (28N)  4 NE  UTC–5(–4DT)  N39°32.38′ W74°58.06′  

120  TPA—1300(1200)  NOTAM FILE MIV  
RWY 02–20: 2251X100 (TURF)  LIRL  
RWY 02:  Tree.  
RWY 20:  Bldg.  
RWY 12–30: 1800X100 (TURF)  
RWY 12:  Fence.  
RWY 30:  Fence.  

SERVICE: S4  FUEL  100LL, JET A  LGT Arpt lgts PPR call 856–697–3300. Rw 02–20 nonstandard LIRL due to spacing. Thld and rwy end lgts nonstandard colors.  
AIRPORT MANAGER: 856-697-3300  
COMMUNICATIONS: CTAF/UNICOM 122.8  

WEST CREEK  

EAGLES NEST  (31E)  2 N  UTC–5(–4DT)  N39°39.93′ W74°18.48′  

39  NOTAM FILE MIV  
RWY 14–32: H3670X60 (ASPH)  HIRL  
RWY 14:  PAPI(P2L)—GA 4.0º TCH 45 ′. Thld dsplcd 400’. Tree.  
RWY 32:  PAPI(P2L)—GA 4.0º TCH 45 ′. Thld dsplcd 400’. Tree. Rgt tlc.  

SERVICE: S4  FUEL  100LL  LGT ACTVT PAPI Rwy 14 and 32; HIRL Rwy 14–32—CTAF. Rwy 32 PAPI unusable 5 deg left of course.  
AIRPORT MANAGER: 609-296-1229  
COMMUNICATIONS: CTAF 122.9  
APP/DEP CON 134.25  
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.  
COYLE (H) (H) VORTACW 113.4  CYN  N39°49.04′ W74°25.90′  158º 10.8 NM to fld. 203/10W. 
VOR unusable:  
044º–054º blo 3,800′   

NE, 16 MAY 2024 to 11 JUL 2024
WEST MILFORD

GREENWOOD LAKE (4N1) 1 E UTC—5(—4DT) N41°07.70´ W74°20.79´
790 B NOTAM FILE MIV Rwy 06–24: H3471X60 (ASPH) MIRL
Rwy 06: Trees. Rgt tfc.
Rwy 24: PAPI(P2L)—GA 3.5º TCH 44´. Tree.
AIRPORT REMARKS: Attended 1300–2200Z. Deer and birds on and inof arpt. 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 122.9

NEW YORK APP/DEP CON 127.6
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
Sparta (H) (H) VORTACW

WASHINGTON

WASHINGTON

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 (CØI) 3 SW UTC–5(–4DT) N39º39.33´ W75º00.87´

145 NOTAM FILE MIV

RWY 09–27: 2400X80 (TURF)

RWY 09: P–line.

RWY 27: Tree.

AIRPORT REMARKS: Attended irg. 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

WASHINGTON NE, 16 MAY 2024 to 11 JUL 2024
NEW JERSEY

WOODBINE MUNI (OBI/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 19: REIL. PAPI(P2L)—GA 3.7° TCH 21’. Trees.
RWY 31: REIL. PAPI(P2R)—GA 3.5° 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’ 011° 7.4 NM to fld. 8/9W.
VOR unusable:
060°–110° byd 20 NM b/o 3,900’
260°–270° byd 40 NM b/o 7,000’
260°–270° byd 56 NM
269°–279° byd 36 NM b/o 3,000’
295°–300° byd 40 NM
310°–045° byd 40 NM
DME unusable:
065°–110°
238°–048° byd 34 NM b/o 1,800’
TACAN AZIMUTH unusable:
065°–110°

WOODSTOWN N39°38.16’ W75°18.18’ NOTAM FILE MIV.

(L) (L) VORTACW 112.8 OOD Chan 75 082° 13.2 NM to Cross Keys. 147/10W.
VOR unusable:
039°–041° byd 20 NM b/o 2,500’
090°–105°
159°–190°
DME unusable:
045°–065° byd 20 NM b/o 2,500’
090°–105°
AKRON/JESSON FLD (9G3) 1 E UTC–5(–4DT) N43º01.27´ W78º28.96´

840 B NOTAM FILE BUF
RWY 07–25: H3268X75 (ASPH) S–8 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–050º byd 25 NM blo 3,500´
ALBANY INTL  (ALB)(KALB)  P  (ARNG)  6 NW  UTC–5–(–4DT)  N42°44.95′ W73°48.12′

RWY 01–19: H8500X150 (ASPH–GRVD)  PCN 70 F/C/X/T  HIRL CL
RWY 01: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 53’. RVR–TR
RWY 19: MALSR. PAPI(P4L)—GA 3.0º TCH 53’. RVR–TR Tree.

RWY 10–28: H7200X150 (ASPH–GRVD)  PCN 67 F/C/X/T  MIRL CL
RWY 10: REIL. Ground.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 01 10–28 4150
RWY 28 01–19 3757

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–8500  TODA–8500  ASDA–8500  LDA–8500
RWY 10: TORA–7200  TODA–7200  ASDA–6780  LDA–6780
RWY 19: TORA–8500  TODA–8500  ASDA–8500  LDA–8500
RWY 28: TORA–7200  TODA–7200  ASDA–7200  LDA–6007

SERVICE: S4  FUEL 100LL, JET A  OX 3  FUEL (NC–100LL, A) FLUID HPOXRB

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‡. Twy C west of Twy A non movement area. Twy D east of Rwy 01–19 rstd to acft 12,500 lbs and less. No acft parking between fire station and Twy L. Customs/Immigration´s Flt Information Service located north end General Aviation apron. Acft clearing Customs utilize painted markings and proceed to minimize blast impact. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER:  518-242-2352

WEATHER DATA SOURCES: ASOS 120.45 (518) 464–6423. LLWAS. WSP.

COMMUNICATIONS: D–ATIS 120.45  UNICOM 122.95
RCO 122.2 (BURLINGTON RADIO)

APP/DEP CON 118.05 (194º–011º) 132.825 (011º–194º)
TOWER 119.5 GND CON 121.7  CLNC DEL 127.5  NG OPNS 30.1 (FM) 122.775 258.2
PDC

AIRSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 108.2

RADIOD 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:
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
312º–315º
333º–343º

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 (966) 5 SW UTC–5(–4DT) N43º10.41´ W78º16.48´
669 TPA—2169(1500) NOTAM FILE BUF
RWY 10–28: H2659X36 (ASPH) 5–12 0.6% up E
RWY 18: Tree.
RWY 28: Thld dispcl 250´. Road.
AIRPORT MANAGER: 716-597-7393
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

ALPINE N42º14.32´ W76º45.84´ NOTAM FILE ELM.
ND8 (MHW) 245 ALP 242º 7.4 NM to Elmira/Corning Rgnl. 1287/12W.

ARCADe TRI–COUNTY (D23) 2 N UTC–5(–4DT) N42º34.00´ W78º25.57´
1745 NOTAM FILE BUF
RWY 09–27: 3220X60 (GRVL) RWY LGTS(NSTD)
RWY 09: Trees.
RWY 27: Trees.
RWY 14–32: 2710X80 (TURF)
RWY 14: Brush.
RWY 32: Trees.
SERVICE: LGT Actvt MIRL Rwy 09–27—123.0. MIRLS along edges only, no thld lgts.
AIRPORT REMARKS: Unattended. PPR. Arpt CLOSED winter months. Deer on and invof arpt. Ultralgt acft prohibited.
AIRPORT MANAGER: 716-864-3354
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
NEW YORK 193

BATAVIA

GENESEE CO  (GVQ)(KGVQ)  2 N UTC–5(–4DT)  N43°01.91´ W78°10.18´

914 B NOTAM FILE GVQ

RWY 10–28: H5499X100 (ASPH–GRVD) S–21, D–33 HIIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Fence.

RWY 28: MALSR. PAPI(P2L)—GA 3.0º TCH 62´.

SERVICE: S4 FUEL 100LL, JET A1+ OK 1 LGT Actv MALSR Rwy 28;

REIL Rwy 10; PAPI Rwy 10 and 28; HIIRL Rwy 10–28—CTAF.


AIRPORT MANAGER: 585-344-8532

WEATHER DATA SOURCES: AWOS–3PT 127.525 (585) 343–6369.

COMMUNICATIONS: CTAF/UNICOM 122.7

® ROCHESTER APP/DEP CON 123.7

CLNC DEL 121.8

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO  (L) (L) VOR/DME 108.2 GEE Chan 19 N42º50.06´ W77º43.97´ 311º 22.6 NM to fld. 990/9W.

VOR portion unusable:

208º–224º byd 29 NM blo 5,000´

225º–230º

231º–245º byd 29 NM blo 5,000´

DME unusable:

115º–120º byd 29 NM blo 4,000´

140º–155º byd 30 NM blo 5,000´

ILS 108.9 I–GVQ Rwy 28. Glideslope unusable for coupled approaches below 1,433´.

BAYPORT AERODROME  (23N)  1 NW UTC–5(–4DT)  N40º45.46´ W73º03.16´

39 TPA—639(600) NOTAM FILE ISP

RWY 18–36: 2750X150 (TURF)  0.3% up N


RWY 36: Thld dsplcd 556´. Trees.

NOISE: All downwind spacing for Rwy 18–36 should be over lakes for noise abatement.

AIRPORT REMARKS: Attended 1300Z–dusk. Arpt CLOSED 30 mins after SS–30 mins before SR. Phone at arpt 631–467–3279. Rwy 18–36 west 75´ width open May–Sep, east 75´ width open Oct–Apr. No clsd tfc pat or touch and go ldgs. All tfc enter 45º left base for Rwy 36 at 600´ MSL due to heavy jet tfc Rwy 33L at ISP. All tfc enter 45º rgt downwind for Rwy 18 over lakes at 600´ MSL due to heavy jet tfc ldg Rwy 33L at ISP. Rwy 18 thld marked with conc blocks flush with turf 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, act in the run-up area or starting takeoff roll on Rwy 36, and act on final approach to Rwy 36, may not be able to see each other due to trees.

AIRPORT MANAGER: 631-467-3300

COMMUNICATIONS: CTAF/UNICOM 122.7


BECKS GROVE (See ROME on page 245)
BINGHAMTON

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)(KBGM) 7 N UTC–5(–4DT)

194 NEW YORK
N42º12.51´ W75º58.78´
1636 B TPA—2436(800) Class I, ARFF Index B NOTAM FILE BGM MON Airport

HIRL 0.9% up NW


RWY 34: MALSR. PAP(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 122.95

BINGHAMTON RCO 122.1R 112.2T (BUFFALO RADIO)

BINGHAMTON APP/DEP CON 118.6 (Sfc–5000’) 127.55 (6000–8000’) (1100–0500Z‡)

NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)

BINGHAMTON TOWER 119.3 (1100–0500Z‡) GND CON 121.9 CLNC DEL 125.05

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

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

TRSA svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (LJ) (L) VOR/DME 112.2 CFB Chan 59 N42º09.45´ W76º08.19´ 076º 7.6 NM to fld. 1583/10W.

VOR unusable:
023º–033º byd 15 NM blo 6,000’

ILS 110.3 I–AAJ Rwy 16. Class IB. Unmonitored when twr clsd.

ILS 110.3 I–KBG Rwy 34. Class IA. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on CFB RCO 122.1R 112.2T.

HELIPAD H1: H54X54 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad located at the intersection of Twy L and the west apron.

BLUE HERON (See GALLUPVILLE on page 208)
NEW YORK 195

BROOKHAVEN (See SHIRLEY on page 250)

BUFFALO (See SHIRLEY on page 250)

BROCKPORT

LEDGEDALE AIRPARK (7G0) 3 SE UTC–5(–4DT) N43º10.87´ W77º54.93´

665 B NOTAM FILE BUF
RWY 10–28: H4206X75 (ASPH) S–12
RWY 10: Brush.
RWY 28: Trees.

SERVICE: S4 FUEL 100LL, JET A

AIRPORT REMARKS: Attended 1500–2100Z†. For attendance other hrs
on arpt in spring and fall.

AIRPORT MANAGER: 585-880-3298

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) (L) VOR/DME 110.0 ROC Chan 37 N43º07.08´ W77º40.37´ 302º 11.3 NM to fld. 545/12W.

BUFFALO AIRFIELD (9G0) 6 SE UTC–5(–4DT) N42º51.72´ W78º43.00´

670 B TPA—1500(830) NOTAM FILE BUF
RWY 06–24: H2666X60 (ASPH) S–8 MIRL 0.3% up NE
RWY 06: REIL. PAPI(P2R)—GA 3.0º TCH 40´. Thld dispcl 68´. Road.
SERVICE: FUEL 100LL, JET A+ LGT ACTVT REIL Rwys 06 and 24;
MIRL Rwy 06–24—CTAF.

on and inflw 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 cntrl.

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.

OHIO DME 116.4 BUF Chan 111 N42º55.74´ W78º38.78´ 218º 5.1 NM to fld. 730.

DME unusable:
051º–085º byd 25 NM blo 4,500´
301º–050º byd 25 NM blo 3,500´

NE, 16 MAY 2024 to 11 JUL 2024
BUFFALO NIAGARA INTL (BUF)(KBUF) 5 E UTC–5(–4DT) N42°56.43’ W78°43.83’

727 B LRA ARFF Index—See Remarks NOTAM FILE BUF

RWY 05–23: H8829X150 (ASPH–GRVD) S–120, D–250, 2D–550, 2D/2D2–1120 PCN 81 F/B/W/T HIIRL CL

RWY 05: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 49’. RVR–TMR Thld dsplcd 535’. Bldg. 0.9% up.


RWY 14–32: H7161X150 (ASPH–GRVD) S–120, D–250, 2D/2D2–1016 PCN 70 F/B/W/T HIIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 53’. Thld dsplcd 320’. Tree.

RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 54’. Thld dsplcd 720’. Sign.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–8829 TODA–8829 ASDA–8104 LDA–7569


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

AIRPORT REMARKS: Attended continuously. Heavy concentration of gulls, blackbirds, and starlings up to 5000’ on and inv of arpt. Deer on and inv of arpt. Class I, ARFF Index C. ARFF Index D equipment coverage provided. Twy K1 clsd 0200–1300Z‡ daily. Twy A SW runup area/hldg bay mkd design group 3 acft (generally B737 A21 or smaller), unavbl design group 4 (incl but not ltd to B757 767). Twy P btn apch end Rwy 14 and Twy P2 clsd to acft wingspan more than 117 ft. For FBO svc ctc 131.75, for cargo svc ctc 122.95. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (716) 630-6030

WEATHER DATA SOURCES: ASOS (716) 635–0532 WSP.

COMMUNICATIONS: D–ATIS 120.5

® APP/DEP CON 126.15 (053º–233º) 126.5 (234º–052º)

TOWER 120.5 GND CON 133.2 CLNC DEL 124.7 PRE TAXI CLNC 124.7

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(DH) DME 116.4 BUF Chan 111 N42º55.74’ W78º38.78’ 280º 3.8 NM to fld. 730.

DME unusable:

051º–085º byd 25 NM bly 4,500’

301º–350º byd 25 NM bly 3,500’

KLUMP NDB (LONW) 231 BU N43º00.02’ W78º39.05’ 233º 5.0 NM to fld. 630/9W.

PLAZZ NDB (LONW) 204 GB N42º52.43’ W78º48.99’ 052º 5.5 NM to fld. 593/9W. NOTAM FILE GBD.

ILS 108.5 I–GBI Rwy 05. Class IA. LOM PLAZZ NDB.

ILS 111.3 I–BUF Rwy 23. Class IE. LOM KLUMP NDB. Glideslope unusable byd 5º right of course.

ILS/DME 109.95 I–BNQ Chan 36(Y) Rwy 32. Class IE.

CLARENCE AERODROME (D51) 5 NE UTC–5(–4DT) N43º04.14’ W78º41.51’

589 NOTAM FILE BUF

RWY 10–28: 2500X67 (TURF)


AIRPORT REMARKS: Unattended. Deer and birds on and inv of arpt. Ultralights on and inv of arpt. Drive/twy crosses Rwy 10 apx 300 ft from W end. Rcmd touchdown byd ty. 2200 ft remaining.

AIRPORT MANAGER: (716) 984-7905

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

BUFFALO–LANCASTER RGNL (See LANCASTER on page 220)
CALVERTON  N40°55.78´ W72°47.93´ NOTAM FILE ISP.  
(L) (H) VOR/DME 114.55  CCC  Chan 92(Y)  219º 7.2 NM to Brookhaven. 85/13W.  
VOR unusable:  
055º–075º  
233º–268º byd 25 NM  
269º–290º  
DME unusable:  
056º–066º 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: Tlth displaced 222´. Railroad.  
RWY 25: Tlth displaced 306´. Road.  
SERVICE: S2  
AIRPORT MANAGER: (518) 727-6509  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.  

CAMBRIDGE  N42°59.66´ W73°20.64´ NOTAM FILE BTV.  
(L) (L) VOR/DME 115.0  CAM  Chan 97  159º 7.5 NM to William H Morse State. 1490/14W.  
DME unusable:  
040º–130º blo 9,000´  
VOR unusable:  
128º–144º  
161º–182º  
195º–205º  

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  MIIRL 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 ACTVTR REIL Rwy 13 and 31; PAPI Rwy 13 and 31; MIIRL Rwy 13–31—CTAF.  
AIRPORT REMARKS: Attended 7 AM–5 PM daily, call FBO for after hours svc.  
For svcs and arpt conditions call 585–394–4780. Frequent medivac helicopter opr monitor CTAF.  
AIRPORT MANAGER: 585-919-2772  
WEATHER DATA SOURCES: AWOS–3P  
118.675 (585) 396–5861.  
COMMUNICATIONS: CTAF/UNICOM 122.8  
®  
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.  
RADIO AIDS TO NAVIGATION: 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:  
208º–224º byd 29 NM blo 5,000´  
225º–230º  
231º–245º byd 29 NM blo 5,000´  
DME unusable:  
115º–120º byd 29 NM blo 4,000´  
140º–155º byd 30 NM blo 5,000´
CANARSIE  N40°36.75´ W73°53.67´ NOTAM FILE JFK.
(T) (T) VOR/DME 112.3  CRI  Chan 70  084º 5.5 NM to John F Kennedy Intl. 4/11W.
VOR unusable:
047º–175º
224º–035º
CARMEL  N41°16.81´ W73º34.88´ 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 238)
CHAPIN FLD  (See CAMBRIDGE on page 197)
CHAUTAUQUA CO/DUNKIRK  (See DUNKIRK on page 201)
CHAUTAUQUA CO/JAMESTOWN  (See JAMESTOWN on page 216)
CLARENCE AERODROME  (See BUFFALO on page 196)
CLAY
AIRLINE ENTERPRISES  (1H1)  1 N  UTC–5(–4DT)  N43º12.35´ W76º10.76´
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 214)
COOPERSTOWN–WESTVILLE  (K23)  4 SE  UTC–5(–4DT)  N42º37.75´ W74º53.46´
1260  NOTAM FILE BUF
RWY 02–20: 2337X125 (TURF)  MIRL(NSTD)
  RWY 02: NSTD. Trees. Rgt tfc.
  RWY 20: NSTD. Crops.
SERVICE: S4  FUEL 100LL  LOT ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 NSTD MIRL spacing, 2 thld lgts each side.
AIRPORT REMARKS: Unattended. 87 octane also avbl. Self svc fueling avbl. Call manager for svcs. Rwy edge mkd by yellow tires amid edge lgts.
AIRPORT MANAGER: 607-437-8308
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
CORTLAND CO/CHASE FLD  (N03)  2 SW  UTC–5(–4DT)  N42°35.56´ W76°12.89´  
1197  B  NOTAM FILE N03  
RWY 06–24: H3401X75 (ASPH–GRVD)  S–12  MI R L  1.0% up SW  
RWY 06: PAPI(P2L)—GA 4.0º TCH 45’. Trees.  
RWY 24: REIL. PAPI(P2L)—GA 4.0º TCH 45’. Trees.  
SERVICE: S4  FUEL  100LL, JET A+  LGT  ACTIVATE MI R L 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. Hwy concentration of geese and gulls on  
and in traf arpt drg spring/fall. Self svc fuel avbl 24 hrs with credit card.  
Snow removal during day only.  
AIRPORT MANAGER: 607-745-5872  
COMMUNICATIONS: CTAF/UNICOM 122.8  
® BINGHAMTON APP CON 118.6 (S–SE) (1100–0500Z‡)  
® ELMIRA APP CON 124.3 (W) (1100–0500Z‡)  
® NEW YORK CENTER APP CON 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  N42°29.70´  
W76°27.58´  062º 12.3 NM to fld. 1112.  
DME unusable:  
360º–160º byd 20 NM blo 6,500’  

DETROIT  
L–30J, 32F  

NEW YORK 199  
962  B  NOTAM FILE BUF  
RWY 13–31: H3269X75 (ASPH)  S–30  MI R L  
RWY 31: REIL. Trees.  
RUNWAY DECLARED DISTANCE INFORMATION  
SERVICE: S3  FUEL  100LL, JET A+  LGT  Actvt MI R L Rwy 13–31 and REIL Rwy 13 and 31—CTAF. Actvt rotg bcn—CTAF.  
AIRPORT REMARKS: Attended dai gt hrs.  
AIRPORT MANAGER: 607-962-0053  
COMMUNICATIONS: CTAF/UNICOM 122.8  
RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.  
ELMIRA (L) (L) VOR/W/DME 109.65  ULW  Chan 33(Y)  N42°05.65´ W77°01.49´  332º 6.7 NM to fld. 1631/12W.  
VOR unusable:  
Blw 10,000’  

® 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  N42°29.70´  
W76°27.58´  062º 12.3 NM to fld. 1112.  
DME unusable:  
360º–160º byd 20 NM blo 6,500’  

NEW YORK  
L–32F  

NE, 16 MAY 2024 to 11 JUL 2024
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 123.0

ROCHESTER APP/DEP CON 123.7

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) (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´

DEER PARK N40°47.51´ W73°18.22´ NOTAM FILE ISP.

(L) (L) VOR/DME 117.7 DPK Chan 124 245º 6.3 NM to Republic. 117/12W.

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 imt rt of thld mkd by cones. Rwy 20 starts at approximately 250´ from trees on rwy end. Rwy 20 3 earthen ouuds approx 5 ft high off right side of rwy 400 ft from thld. Trees/brush next to rwy thld L/S. Rwy 02 trees/brush next to corner of thld L/S.

AIRPORT MANAGER: (315) 379-1907

COMMUNICATIONS: CTAF 122.9

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

DELANCEY N42°10.70´ W74°57.42´ NOTAM FILE BUF.

(L) (L) VOR/W/DM 112.1 DNY Chan 58 301º 21.8 NM to Sidney Muni. 2560/11W.

DOWNTOWN MANHATTAN/WALL ST HELIPORT (See NEW YORK on page 228)

NE, 16 MAY 2024 to 11 JUL 2024
DUANESBURG  (4B1)  0 S  UTC–5(–4DT)  N42º45.59´ W74º08.08´
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: CTA/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

DUNKIRK

CHAUTAUQUA CO/DUNKIRK  (DKK)(KDKK)  3 E  UTC–5(–4DT)  N42º29.64´ W79º16.27´
692  B  NOTAM FILE DKK
RWY 06–24: H6000X100 (ASPH–GRVD)  S–49.6, D–68, 2D–130
HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 43´.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 44´. Tree.
RWY 15–33: H4000X100 (ASPH)  S–49.6, D–68, 2D–130  MIRL
RWY 15: PAPI(P4L)—GA 3.0º TCH 36´. Tree.
RWY 33: PAPI(P4L)—GA 3.1º TCH 45´. Trees.
SERVICE:  S6  FUEL  100LL, JET A, A+  LGT
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 hrs. Attended hrs are subj to chg, call amgr at 716–581–0062 to cmf. Deer and birds inovf arpt. During winter normal attendance hrs snow removal opr are avbl, snow removal may be limited on holidays, airfield rwy/twy conditions not monitored outside of normal attendance hrs. PPR for svc outside FBO hrs; FBO 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: CTA/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.
DME unusable:
094º–221º byd 26 NM blw 8,000´

DUNKIRK  N42º29.42´ W79º16.45´ NOTAM FILE DKK.
(DH) DME 116.2  DKK Chan 109 at Chautauqua Co/Dunkirk. 681.
DME unusable:
094º–221º byd 26 NM blw 8,000´
RCO 122.3 (BUFFALO RADIO)

EAST 34TH STREET HELIPORT  (See NEW YORK on page 228)
EAST HAMPTON TOWN (JPX)(KJPX) PVT 3 W UTC–5(–4DT) N40°57.57′ W72°15.10′

EAST MORICHES

LUFKER (49N) 1 NE UTC–5(–4DT) N40°49.49′ W72°45.06′

57 NOTAM FILE ISP

RWY 7–25: 2300X100 (TURF)

RWY N–S: Trees.

RWY S: Tree. Rgt tfc.


AIRPORT MANAGER: 516-203-5930

COMMUNICATIONS: CTAF 122.9


SEATUCK (1N2) 1 NE UTC–5(–4DT) N40°49.67′ W72°44.92′

50 NOTAM FILE ISP

RWY 18–36: H2400X25 (ASPH) S–12.5

RWY 18: Trees.


NOISE: Use north opn for tfk with no wind; heavy gross weight; and for noise abatement.

AIRPORT REMARKS: Attended May–Oct dalgt hrs. Arpt CLOSED indef. Pa Rwy 18 due to close proximity of Lufker arpt (590′ between rwys) adhere to the following tfc pat. North ops, Seatuck—Rgt tfc, Lufker—Left tfc. South ops, Seatuck—Left tfc, Lufker—Rgt tfc. Arrivals, intercept final apch 45º to final apch leg 1500′ from apch end of rwy. Departures, make 45º turn as soon as possible after tfk to intercept crosswind leg. Use south ops for ldg when winds are 5 kts or less, or when winds are more than 5 kts 90º either side of centerline. Rwy 18–36 vegetation in cracks.

AIRPORT MANAGER: 646-363-6297

COMMUNICATIONS: CTAF/UNICOM 123.0


EDINBURG

PLATEAU SKY RANCH (1F2) 1 NW UTC–5(–4DT) N43°13.53′ W74°06.87′

1070 NOTAM FILE BTV

RWY 06–24: 2400X100 (TURF) 0.5% up NE

RWY 06: Road.

RWY 24: Road.

RWY 01–19: 2000X100 (TURF) 1.0% up N

RWY 01: Trees.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. Ultralgt acft on and invof arpt. Rwy 1; +30′–60′ trees, 0′–240′ from thld, 15′–100′ left and right of centerline. Rwy 6; +20′–65′ trees, 0′–500′ from thld, 30′–150′ left and right of centerline. Rwy 19; +17′–52′ trees, 0′–230′ from thld, 50′–100′ right of centerline. Rwy 24; +35′–50′ trees, 90′–250′ from thld, 0′–125′ right of centerline and +50′ trees, 350′–425′ from thld 110′–150′ left of centerline. Rwy 01–19 edges marked with red cones all seasons exc winter. Rwy 06–24 edges marked with red cones all seasons exc winter. Arpt not plowed or mntrd durg winter months, rwy sfc can be soft as frost leaves the gnd in spring. Actf 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 207)

ELLENVILLE

JOSEPH Y RESNICK  
(N89)  1 NE  UTC–5(–4DT)  N41°43.73´ W74°22.61´

290  B  NOTAM FILE ISP

RWY 04–22: H3839X75 (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

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  N41°39.93´ W73°49.33´  291º 25.2 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´
  082º–092º byd 20 NM blo 4,000´
  082º–092º byd 35 NM blo 5,500´
  130º–148º byd 40 NM
  203º–216º byd 30NM
  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
ELMIRA/CORNING RGNL  (ELM/KELM)  6 NW UTC–5(–4DT)  N42°09.59´ W76°53.50´

Rwy 06: MALSR. 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
Rwy 24: TORA–8001  TODA–8001  ASDA–8001  LDA–7799

ARRESTING GEAR/SYSTEM
Rwy 06: EMAS

SERVICE: S4  FUEL: 100LL, JET A  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. Clas I, ARFF Index B. ARFF index C equipment coverage is avbl upon req ctc arpt management at 607–426–5621. TPA—2500(1545) reciprocating eng, 3000(2045) Turboprop/Jet. Rwy 10 opr prohibited for acft with apch s 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 btn Twy L and Twy D non–movement area.

AIRPORT MANAGER: 607-739-5621
WEATHER DATA SOURCES: ASOS  (607) 796–0065
COMMUNICATIONS: CTAF 121.1  ATIS 125.475  UNICOM 122.95
RCO 122.2  (BUFFALO RADIO)
® ELMIRA APP/DEP CON 128.425 (1100–0500Z)
® NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z)
® ELMIRA TOWER 121.1  (1100–0500Z)  GND CON 121.9  CLNC DEL 121.9
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:
(L) (L) VOR/DME 109.65 ULW  Chan 33(Y)  N42º05.65´ W77º01.49´ 068º 7.1 NM to fld. 1631/12W. VOR unusable.
Blw 10,000.
ALPINE NDB  (HMW) 245 ALP N42º14.32´ W76º45.84´ 242º 7.4 NM to fld. 1287/12W.
ILS 109.1  I–UEK Rwy 06. Class IA. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on 122.2.
ENDICOTT  
TRI–CITIES (CZG)(KCZG)  3 SW UTC–5(–4DT)  N42º04.71´ W76º05.78´

833  B  NOTAM FILE CZG
RWY 03–21: H3900X75 (ASPH)  S–30 MIRL
RWY 03: REIL. Road.
RWY 21: REIL. PAPI(P2R)—GA 4.0º TCH 40’. Road.

SERVICE:  FUEL  100LL  LGT Rotating bcn obscured north and west of arpt
due to high terrain. ACTIVATE REIL Rwy 03 and Rwy 21; MIRL Rwy
03–21 —CTAF.

AIRPORT REMARKS: Attended, call arpt manager for specific attendance
times. 24 hr self–svc fuel avbl with credit card. High terrain all
quadrants. Rwy 21 extended safety area has sfc variations/depressions.
Grvl access road crosses Rwy 03 apch. High tension towers 2000’
from Rwy 21 thld 60–70’ tall. Microwave tower +600’ 2.8 miles out
3150’ left of Rwy 21; apch–unmarked/unlighted 24:1 slope. Cold
temperature airport. Altitude correction required at or below –17C.

AIRPORT MANAGER: 607–785–0467
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM
® 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´
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 32: REIL. PAPI(P4L)—GA 3.0º TCH 61’. Road. Rgt tfc. 

RWY 01–19: H5517X150 (ASPH–GRVD) S–45, D–60 PCN 76 F/C/X/T 

MIRL 0.3% up N 


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–5517 TODA–5517 ASDA–5517 LDA–5517 

RWY 14: TORA–6833 TODA–6833 ASDA–6833 LDA–6157 


RWY 32: TORA–6833 TODA–6833 ASDA–6833 LDA–6833 

ARRESTING GEAR/SYSTEM

RWY 14: EMAS 

RWY 32: EMAS 

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

When ATCT clsd acctv 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 addz 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 actx exc mil and government. 

AIRPORT MANAGER: 631-752-7707 

WEATHER DATA SOURCES: ASOS (631) 752–8129 LAWRS. 

COMMUNICATIONS: CTAF 118.8 ATIS 126.65 UNICOM 122.95 

TOWER 118.8 (1200–0400Z‡) GND CON 121.6 CLNC DEL 128.25 When FRG twr clsd 

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch on 128.25, if unav cll 516-683-2962. 

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

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP. 

DEER PARK (L) VOR/DME 117.7 DPK Chan 124 N40º47.51’ W73º18.22’ 245º 6.3 NM to fld. 117/12W. 

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’ 

FRIKK NDB (LOMW) 407 FR N40º46.59’ W73º28.95’ 146º 4.2 NM to fld. 142/14W. NOTAM FILE FRG. 


HELIPAD H1: H79X79 (ASPH) 

HELIPAD H2: H44X44 (ASPH) 

HELIPORT 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 249)
FISHERS ISLAND
ELIZABETH FLD (JBB) 8 SE UTC–5(–4DT) N41°15.13′ W72°01.90′
7 NOTAM FILE BDR RWY 12–30, H2345X100 (ASPH) MIRL
RWY 12: REIL. PAPI(P2L)–GA 3.0′ TCH 20′. Road.
RWY 30: REIL. PAPI(P2R)–GA 3.0′ TCH 20′.
RWY 07–25: H1806X75 (ASPH) MIRL
RWY 07: REIL. PAPI(P2L)–GA 3.75′ TCH 20′. Road.
RWY 25: REIL. PAPI(P2R)–GA 3.0′ TCH 20′. Road.
SERVICE: LGT ACTIVATE MIRL Rwys 07–25 and 12–30, PAPI Rwys 07,
Rwy 12, Rwy 25 and Rwy 30, REIL Rwy 07, Rwy 12, Rwy 25 and
Rwy 30—CTAF.
AIRPORT REMARKS: Attended May–Oct Mon–Sat 1300–2130Z‡, Sun
1500–2130Z‡. Unattended 1 Nov–30 Apr. Arpt located 7.0 NM SE
of New London CT. Ldg fee.
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) VOR/DME 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′
VOR portion unusable:
241°–265° blo 5,000′
DME unusable:
355°–019° blo 3,000′

FLOYD BENNETT MEML (See GLENS FALLS on page 210)

FORT ANN
HARRIS (83K) 2 W UTC–5(–4DT) N43°24.59′ W73°31.96′
261 NOTAM FILE BTV RWY 04–22, 2200X50 (TURF) 1.7% up SW
RWY 04: Tree. Rgt tfc.
RWY 22: Tree.
AIRPORT REMARKS: Unattended. No flying west of rwy over houses. Upslope at thld Rwy 22.
AIRPORT MANAGER: 518-361-1380
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRANCIS S GABRESKI (See WESTHAMPTON BEACH on page 259)

FRANKFORT–HIGHLAND (See UTICA/FRANKFORT on page 255)

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (See ROCHESTER on page 244)
FREEHOLD (115) 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.
and spalling for entire length. Ctc arpt manager for fld conditions Dec 1–Apr 1, 518-966–8503. Rgt tfc for gliders Rwy
12 only. Rwy 12–30 100′ by 2640′ turf rwy adjacent to paved rwy (south edge) beginning at 735′ from Rwy 30 thld.
AIRPORT MANAGER: 518-253-4859
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 (LONW) 407 FR 146° 4.2 NM to Republic. 142/14W.

NE, 16 MAY 2024 to 11 JUL 2024
FULTON

OSWEGO CO (FZY)(KFZY) 3 NE UTC–5(–4DT) N43º21.05´ W76º23.28´

475  B NOTAM FILE FZY
RWY 15–33: H5196X100 (ASPH–GRVD) S–80, D–123
   PCR 31 F/B/W/WT  HIRL  0.6% up SE
RWY 15: REIL. Pole.
Road.
RWY 06–24: H3997X100 (ASPH–GRVD) S–80, D–123
   PCR 31 F/B/W/WT  MIRL  0.3% up NE
RWY 06: REIL. Trees.
RWY 24: REIL. Pole.

RUNWAY DECLARED DISTANCE INFORMATION
   RWY 33: TORA–5196 TODA–5196 ASDA–5196 LDA–5196
 SERVICE: S4 FUEL 100LL, JET A LGT HIRL Rwy 15–33 and PAPI Rwy
   33 opr SS–SR and preset low inst; to incr inst and ACTVT REIL Rwy
   15–33; HIRL Rwy 15–33; MIRL Rwy 06–24; PAPI Rwy 33—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1230–2100Z‡. Attendance other
hrs, call arpt manager. Deer and birds on or invof arpt. Ultralight
activity on and invof arpt. Rwy conditions may not be monitored or
reported when arpt is unattended. Avoid vcnty of twr due north on
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

GALLUPVILLE

BLUE HERON (N25) 3 NE UTC–5(–4DT) N42º41.84´ W74º11.97´

1200  NOTAM FILE BTW
RWY 09–27: 2600X70 (TURF)
   RWY 09: Road.
RWY 27: Trees.

AIRPORT REMARKS: Attended Apr–Oct dawn–dusk. Ctc arpt manager for fld conditions during winter and Apr–May. Rwy 27;
  +40º–100´ trees, across thld.

AIRPORT MANAGER: 518-872-2638

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
GANSEVOORT

HEBER AIRPARK  (K30)  2 SE  UTC–5(–4DT)  N43°11.00’ W73°37.99’

230  NOTAM FILE BTB
RWY 06–24: H2200X24 (ASPH)  MIRL(NSTD)
RWY 06: Thld dsplcd 200’. Road. Rgt tfc.
RWY 24: Tree.

SERVICE:  LGT ACTIVATE NSTD MIRL Rwy 06–24—CTAF.

AIRPORT 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 Idg Rwy 24, lfd 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.

AIRPORT MANAGER:  518-793-8983

COMMUNICATIONS:  CTAF

CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

GANSEYS  (See SCHUYLERVILLE on page 248)

GASPORT

ROYALTON  (9G5)  1 SE  UTC–5(–4DT)  N43°10.92’ W78°33.47’

628  NOTAM FILE BUF
RWY 07–25: H2530X35 (ASPH)
RWY 07: Road.
RWY 25: Thld dsplcd 300’. Tree.

SERVICE:  FUEL 100LL, MOGAS


AIRPORT MANAGER:  716-946-5265

COMMUNICATIONS:  CTAF/UNICOM

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

GENESEE CO  (See BATAVIA on page 193)

GENESEO  (D52)  1 W  UTC–5(–4DT)  N42°47.92’ W77°50.55’

560  NOTAM FILE BUF
RWY 05–23: 4695X90 (TURF)
RWY 05: Trees.

AIRPORT REMARKS:  Attended Oct–Mar Wed–Sat 1500–2000Z‡; Apr–Sept Wed–Sun 1500–2000Z†. Attendance requests for other than scheduled times call 585-243–2100. Two lgtd antennas left of Rwy 23 in the village of Geneso. Rwy 05–23 ends are not clearly marked. Rwy 05 end marked with white paint at edges and orange cones only during airshow. Rwy 23 end marked with white paint at edges only during airshow. Rwy 23 end marked with white paint at edges. Rwy 05 has +90’ trees 155’ from rwy beginning 110’ right and continues across centerline at an angle. Rwy 05 has +29’ powerline 38’ from rwy, 125’ right and continues across rwy centerline at an angle. Rwy 23 60–70 ft trees 370 ft from rwy 100 ft left of cntrln. Turf soft and wet for fi rst 1800 ft from thld of Rwy 23 during Oct–May.

AIRPORT MANAGER:  585-243-2100

COMMUNICATIONS:  CTAF

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

GENESEO  (D32)  1 W  UTC–5(–4DT)  N42°47.92’ W77°50.55’

560  NOTAM FILE BUF
RWY 05–23: 4695X90 (TURF)
RWY 05: Trees.

AIRPORT REMARKS:  Attended Oct–Mar Wed–Sat 1500–2000Z‡; Apr–Sept Wed–Sun 1500–2000Z†. Attendance requests for other than scheduled times call 585-243–2100. Two lgtd antennas left of Rwy 23 in the village of Geneso. Rwy 05–23 ends are not clearly marked. Rwy 05 end marked with white paint at edges and orange cones only during airshow. Rwy 23 end marked with white paint at edges only during airshow. Rwy 23 end marked with white paint at edges. Rwy 05 has +90’ trees 155’ from rwy beginning 110’ right and continues across centerline at an angle. Rwy 05 has +29’ powerline 38’ from rwy, 125’ right and continues across rwy centerline at an angle. Rwy 23 60–70 ft trees 370 ft from rwy 100 ft left of cntrln. Turf soft and wet for fi rst 1800 ft from thld of Rwy 23 during Oct–May.

AIRPORT MANAGER:  585-243-2100

COMMUNICATIONS:  CTAF

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

GEORGETOWN  N42°47.34’ W75°49.60’  NOTAM FILE BUF.

(L) TACAN 117.8  GGT  Chan 125  085° 12.2 NM to Hamilton Muni. 2040/11W.

NEW YORK

GEORGETOWN  N42°47.34’ W75°49.60’  NOTAM FILE BUF.

(L) TACAN 117.8  GGT  Chan 125  085° 12.2 NM to Hamilton Muni. 2040/11W.

NEW YORK
GHENT

KLINE KILL (NY1) 2 N UTC–5(–4DT) N42º21.01´ W73º38.22´

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 tbr 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 238)

GLENS FALLS

FLOYD BENNETT MEML (GFL)(KGFL) 3 NE UTC–5(–4DT) N43º20.47´ W73º36.62´

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 lgt—CTAF.

NOISE: Noise sensitive area 1.5 miles north. Use NBAA noise abatement procedures. Recommended no touch and go ops from 2200–1200Z†.


Grass cutting equipment ops adjacent to all opr sfcs dalgt hours May thru Oct. During periods of snow removal ops Nov 1–Apr 1 actct 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 actct use 500´ AGL left tcf for all rwys. Four obstruction lgt poles 1 1/2 mile to 1 3/4 mile N of Rwy 19. Rwy 01 designated as calm wind rwy. Rwys 12 and 19 approaches obscured from one another due to high ground. PPR 48 hrs for actct ops with more than 30 pax seats call AMGR 518–792–5995. For aft hrs actct maint assistance call 518–798–3091. Cold temperature airport. Altitude correction required at or below –19C.

AIRPORT MANAGER: 518-792-5995

WEATHER DATA SOURCES: ASOS 119.925 (518) 743–1728.

COMMUNICATIONS: CTAF/UNICOM 123.0

ALBANY APP/DEP CON 132.825

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE GFL.

ILS 110.7 I–GFL Rwy 01. Class IT. LOM GANSE NDB.

209 GF N43º15.30´ W73º36.31´ 011º 5.2 NM tofld. 228/14W. NOTAM FILE GFL.
### GORHAM

**MIDLAKES**  (92G)  3 W  UTC–5 (–4DT)  N42°48.85’ W77°12.18’
- 1080  NOTAM FILE BUF
- RWY 14–32: 1820X55 (TURF)  1.1% up SE
- RWY 14: Trees.
- RWY 32: Road.

**AIRPORT REMARKS:** Attended irregularly. Rwy 14–32 soft and wet during Mar–Jun. Rwy 32 +80´ trees 735´ from thld +80´ left and right of centerline. Rwy 14–32 marked with orange cones.

**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.

**SERVICE:** FUEL 100


**AIRPORT MANAGER:** 716-532-3371
**COMMUNICATIONS:** CTAF
**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

### GREAT VALLEY

**N56**  1 SE  UTC–5 (–4DT)  N42°12.22’ 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 co nds Nov thru Apr call amgr. Rwy 06–24 200´ ovn 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 194)

### GREEN ACRES

(See LIVINGSTON on page 220)

### 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.

**SERVICE:** LGT ACTIVATE LIRL Rwy 07–25 4 clicks—CTAF. Rwy 07–25 NSTD low intensity lgts; non–std edge and end lgts.

**AIRPORT REMARKS:** Attended dalgt hrs. Rwy 25 has numerous +30´–90´ trees, both sides at thld. Rwy numbers etched into turf sfc both ends. Deer and geese on and invof arpt. During winter check FSS for NOTAMs.

**AIRPORT MANAGER:** (607) 358-5801
**COMMUNICATIONS:** CTAF/UNICOM 122.8
**CLEARANCE DELIVERY PHONE:** For CD ctc New York ARTCC at 631-468-1425.
NEW YORK

GREENVILLE–RAINBOW (1H4)  1 E  UTC–5(–4DT)  N42°25.18’ W74°00.41’

840  NOTAM FILE BTV
RWY 01–19: 1801X75 (TURF)
RWY 01: Trees.
AIRPORT REMARKS: Attended May–Nov, dalgt hrs. Arpt CLOSED Dec 1–Apr 1. Rwy 01–19 may be clsd after rains due to wetness. Rwy 01–19 soft and wet during Mar–Jun. +30’ p–line parallel to and 150’ west of rwy centerline. Rwy 19 edges and thld marked by white markers (1’ square). Rwy 01 edges and dsplcd thld marked by white markers (1’ square), end of usable rwy not marked and is 112’ north of white thld markers.
AIRPORT MANAGER: 518-966-5343
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

GRIFFISS INTL (See ROME on page 245)

HAMBURG (4G2)  4 W  UTC–5(–4DT)  N42°42.05’ W78°54.89’

751  NOTAM FILE BUF
RWY 01–19: H2465X30 (ASPH) LIRL(NSTD)
RWY 01: Thld dsplcd 462’. Trees.
SERVICE: S2 FUEL 100LL, MOGAS LGT ACTIVATE LIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Unattended. Ultralgt acft on and invof arpt. Tie down area avbl east of Rwy 19 end. Rwy 01–19 NSTD LIRL due to placement.
AIRPORT MANAGER: 716-472-6218
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

HAMILTON MUNI (VGC)(KVGC)  1 NW  UTC–5(–4DT)  N42°50.61’ W75°33.67’

1137  NOTAM FILE BUF
RWY 17–35: H5314X75 (ASPH–GRVD) S–20, D–60 MIRL
RWY 17: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Thld dsplcd 300’. Trees.
RWY 35: REIL. PAPI(P2L)—GA 4.0º TCH 40’. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–5314 TODA–5314 ASDA–5314 LDA–5014
RWY 35: TORA–5314 TODA–5314 ASDA–5314 LDA–5014
SERVICE: S4 FUEL 100LL, JET A, A+ LGT Actvt MIRL Rwy 17–35; REIL Rwy 17 and 35–122.7. Rwy 35 REILs temporarily OTS.
NOISE: Noise abatement procedures in effect; all acft departures maintain rwy heading until 2100’ MSL before making turn out.
AIRPORT MANAGER: 315-834-1111
COMMUNICATIONS: CTAF/UNICOM 123.0
® SYRACUSE APP/DEP CON 126.125
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GEORGETOWN (L) TACAN Chan 125 GGT (117.8) N42°47.34’ W75°49.60’ 085º 12.2 NM to fld. 2040/11W.

NE, 16 MAY 2024 to 11 JUL 2024
HAMPTON  N40°55.14’ W72°19.00’  NOTAM FILE HTO.  
(H) (H) VORTACW  113.6 HTO Chan 83  22/13W.  
DME unusable:  
280°–325° byd 35 NM blo 1,700’  
326°–355° byd 30 NM blo 2,000’  
TACAN AZIMUTH unusable:  
280°–325° byd 35 NM blo 1,700’  
326°–355° byd 30 NM blo 2,000’  
VOR unusable:  
010°–240°  
270°–332°  
RCO 122.6 (NEW YORK RADIO)

HANCOCK  N42°03.78’ W75°18.98’  NOTAM FILE BUF.  
(H) (H) VOR/DME  116.8 HNK Chan 115  2070/11W.  

HARRIS  (See FORT ANN on page 207)  
HAIERSTRAW HELIPORT  (H43)  1 E UTC–5(–4DT)  
N41°12.66’ W73°58.16’  
12 NOTAM FILE ISP  
HELIPAD H1: H50X50 (ASPH)  RWY LGTS(NSTD)  
HELIPAD H1: Bldg.  
NOISE: Noisae abatement; avoid residential west of heliport.  
HELIPORT REMARKS: Attended 1200–0000Z‡. For svc after hrs call 212–88–1200. Helipad H1 350’ twrs 800’ north of helipad. Helicopters descend to point on turf area west of pavement and taxi to paved location. Helipad H1 flood lgts

HEBER AIRPARK  (See GANSEVOORT on page 209)  
HOLLANDS INTL FLD  (See NEWFANE on page 234)  
HORNEILL 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 dsplcd 500’. Hill.  
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 50’. Trees.  
SERVICE: FUEL  100LL, JET A  LGT  ACTIVATE REIL Rwy 18–36 and MIRL Rwy 18–36—CTAF. REIL Rwy 18 OTS indef.  
AIRPORT REMARKS: Attended 1300–2100Z‡. Frequent helicopter medivac ops, monitor CTAF. Rwy 36 PAPI unusable byd 5 degs right and left of centerline. TPA—2219(1000) daylight, 2419(1200) night. Cold temperature airport. Altitude correction required at or below −19C.  
AIRPORT MANAGER: 607-968-9624  
WEATHER DATA SOURCES: AWOS–3 118.475 (607) 324–9138.  
COMMUNICATIONS: CTAF/UNICOM 122.7


WELLSVILLE  (L) DME 115.85 ELZ Chan 105(Y) N42°05.38’ W77°59.97’  
039° 22.5 NM to fld. 2298.  
DME unusable:  
170°–195° byd 25 NM
COLUMBIA CO  (1B1)  4 NE  UTC–5(–4DT)  N42º17.48´ W73º42.62´
198 B  LRA  NOTAM FILE BTV
RWY 03–21:  H5350X100 (ASPH–GRVD)  S–69, D–111, 2D–358
PCN 29 F/C/X/T  MIRL
RWY 03:  REIL  PAPI(P4L)—GA 3.0º TCH 40 ˚. Tree.
SERVICE:  S3  FUEL  100, 100LL, JET A1+  OX 1, 3  LGT ACTIVATE
AIRPORT REMARKS:  Attended 1200–2300Z‡. Wildlife on and inv of arpt.
100LL self-svc avbl 24 hrs. Rwy 21 dsgrd calm wind rwy.
AIRPORT MANAGER:  518-828-0871
COMMUNICATIONS:  CTAF/UNICOM 123.05
ALBANY FUEL 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  N42º44.84´
W73º48.19´  184º 27.7 NM to fld. 273/13W.
VOR unusable:
045º–065º byd 11 NM
066º–069º byd 11 NM blu 10,000´
078º–088º byd 20 NM blu 10,000´
109º–121º
121º–131º byd 30 NM
121º–131º w/ 30 NM blu 9,900´
131º–168º
184º–189º
226º–269º byd 29 NM blu 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

HUDSON VALLEY RGNL  (See POUGHKEEPSIe on page 243)

HUGUENOT  N41º24.58´ W74º35.50´  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 blu 6,500´
DME unusable:
037º–048º byd 20 NM
215º–225º byd 33 NM
RCO 122.1R 116.1T (NEW YORK RADIO)

HUNTER  N42º51.25´ W73º56.01´  NOTAM FILE SCH.
NDB (MHW) 356  HEU at Schenectady Co. 332/14W.
NEW YORK

ITHACA TOMPKINS INTL (ITH)/(KITH) 3 NE UTC–5(–4DT) N42º29.48´ W76º27.52´
1099 B ARFF Index—See Remarks NOTAM FILE ITH
RWY 14–32: H6977X150 (ASPH–GRVD) S–100, D–192, 2S–114, 2D–574, 2D/2D2–1044 PCN 58 F/C/W/T HIRL 0.3% up SE
RWY 14: PAPI(P4L)—GA 3.0º TCH 50´. RVR–R
RWY 32: MALSR. PAPI(P4L)—GA 3.2º TCH 53´. RVR–T Trees.
RWY 15–33: 2018X50 (TURF) 0.3% up SE
RWY 15: Road.
RWY 33: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–6977 TODA–6977 ASDA–6602 LDA–6602
RWY 32: TORA–6977 TODA–6977 ASDA–6602 LDA–6602

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd ACTVT MALSR Rwy 32; HIRL Rwy 14–32; twy lgts—CTAF. PAPI Rwy 14 and 32 opr consly.


AIRPORT MANAGER: 607-257-0456

WEATHER DATA SOURCES: AWOS–3PT 125.175 (607) 257–2390.

COMMUNICATIONS: CTAF 119.6 ATIS 125.175 UNICOM 122.95
(L) 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 N42º29.70´ W76º27.58´ at fld. 1112.
DME unusable:
360º–160º byd 20 NM blo 6,500´
ILS 108.7 I–ITH Rwy 32. Class IA. Unmonitored when ATCT closed. Glideslope unusable byd 9 NM.

COMM/NAV/WEATHER REMARKS: UNICOM unmon. For Clnc Del when ATCT clsd ctc Elmira Apch on 124.3.

NEW YORK
H–10H, 11C, 12I, L–30I, 32F IAP, AD

NE, 16 MAY 2024 to 11 JUL 2024
JAMESTOWN

CHAUTAUQUA CO/JAMESTOWN (JHW)(KJHW)  3 N UTC–5(–4DT) N42º09.20´ W79º15.48´

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 inv of 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
PFR 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 act only.

AIRPORT MANAGER: 716-484-0204

WEATHER DATA SOURCES: AWOS–3PT 118.425 (716) 664–6005.

COMMUNICATIONS: CTAF/UNICOM 122.975
RCO 122.1R 114.7T (BUFFALO RADIO)
BUFFALO APP/DEP CON 126.05 (1100–0500Z)
CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z)

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at
440-774-0232.

AIRSPACE: CLASS E svc 1100–0300Z‡ Sun–Fri, 1200–2300Z‡ Sat; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE JHW.

JAMESTOWN (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
316º–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 229)
JOHNSTOWN

FULTON CO (NY0) 2 E UTC–5(–4DT) N42°59.89’ W74°19.77’

891 B NOTAM FILE BTV
RWY 10–28: H4000X75 (ASPH) MIRL 0.4% up E
RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 40˚. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40˚. Trees.
SERVICE: S2 FUEL 100LL LGT ACTIVATE REIL Rwy 10 & Rwy 28, MIRL
Rwy 10–28, twy lgts—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.

Landing fee.

AIRPORT MANAGER: 518-882-6392


COMMUNICATIONS: CTAF/UNICOM 122.7

© ALBANY APP/DEP CON 118.05

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) (L) VORTAC 115.3 ALB Chan 100 N42°44.84´ W73°48.19´
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 (MHW) 523 JJH N42°59.97´ W74°19.89´ at fld. 867/14W. NOTAM FILE BTV.

JOSEPH Y RESNICK (See ELLENVILLE on page 203)

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: CTAF/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)
KINGSTON–ULSTER (20N) 4 N UTC–5(–4DT) N41º59.12´ W73º57.86´

NOTAM FILE ISP

RWY 15–33: H3100X60 (ASPH) S–12.5 MIRL 0.4% up NW

RWY 15: PAPI(P2L)—GA 4.5º TCH 50’. Thld dsplcd 235’. Tree.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–3100 TODA–3100 ASDA–3010 LDA–2775

RWY 33: TORA–3100 TODA–3100 ASDA–2939 LDA–2630

SERVICE: S4 FUEL

GAS: 100LL, JET A

LGT Activ 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 overtflight 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 actf 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 IGW Chan 123 N41º39.93´ W73º49.33´ 354º 20.2 NM to fld. 581/12W.

VOR unusable:

008º–018º byd 40 NM bio 4,000’
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM bio 4,300’
070º–140º byd 30 NM bio 3,400’
082º–092º byd 20 NM bio 4,000’
082º–092º byd 35 NM bio 5,500’
130º–148º byd 40 NM
203º–216º byd 30NM
243º–253º byd 40 NM
273º–310º byd 40 NM
311º–321º byd 40 NM bio 6,000’
311º–321º byd 64 NM
322º–001º byd 40 NM

RCO 122.1R (NEW YORK RADIO)

KLINE KILL (See GHENT on page 210)

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 256)

NEW YORK

L–33B, 34I

IAP

H–101, 121, L–33B, 34H

DETROIT

NE, 16 MAY 2024 to 11 JUL 2024
LA GUARDIA  (L) (L) VOR/W/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 231)

LAKE PLACID  (LKP)(KLKP)  1 SE  UTC–5(–4DT)  N44º15.87’ W73º57.71’
1747  NOTAM FILE BTV
RWY 14–32; H4196X60 (ASPH)  S–8 PCN 24 F/B/X/T  MIRL
RWY 14: PAPI(P2L)—GA 3.5º TCH 51’. Trees.
RWY 32: Thld dsplcd 1140’. Trees.
SERVICE:  S4  FUEL  100LL, JET A  LGT
ACTIVATE PAPI Rwy 14, MIRL
Rwy 14–32 and twy lgts—CTAF.
AIRPORT REMARKS:  Attended May–Sep 1300–2100Z‡, Oct–Apr
1300–2100Z‡.  Extensive glider activity. Mountains on both apchs
1–5 miles from rwy ends. 24 hrs advanced notice required for all Jet
A svcs after posted business hrs. Cold temperature airport. Altitude
connection required at or below –32C. Rwy 14 PAPI unusable byd 3
NM.
AIRPORT MANAGER:  518-523-2473
COMMUNICATIONS:  CTAF/UNICOM  122.8
RADIO AIDS TO NAVIGATION:  NOTAM FILE BTV.
BURLINGTON  (VL) (L) VOR/W/DME  117.5  BTV  Chan 122
N44º23.83’ W73º10.96’  272º 34.5 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’
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.


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 Remarks:


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:

(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 bio 4,500’

301º–050º byd 25 NM bio 3,500’


Rochester

App/Dep Con 123.7

Clearance Delivery Phone: For CD ctc Cleveland Artcc at 440-774-0490.

Radio Aids to Navigation:

Geneseo (L) VOR/Dme 108.2 Gee Chan 19 N42°50.06’ W77°43.97’ 324º 12.5 NM to fld. 990/9W.

Vor portion unusable:

208º–224º byd 29 NM bio 5,000’

225º–230º

231º–245º byd 29 NM bio 5,000’

Dme unusable:

115º–120º byd 29 NM bio 4,000’

140º–155º byd 30 NM bio 5,000’

Ledgedale Airpark

See Brockport on page 195

Livingston

Green Acres

(A1)

2 Ne

UTC–5 (–4Dt)

N42°08.97’ W73°45.03’

297 Notam File Btv

Rwy 03–21: 2275x75 (Turf)

Rwy 03: Trees.

Rwy 21: Tree.

Service: S2

Airport Remarks:

Attended dalgt hours. Rwy 03 has + 15’ road across beginning of rwy. Rwy 21 first 400’ of rwy downslopes 20’ to low point of rwy.

Airport Manager: 518-851-7460

Communications: Ctaf 122.9

Clearance Delivery Phone: For CD ctc Albany Apcch at 518-862-2299.

Lokks

N40°43.74’ W73°11.41’ Notam File Isp.

Ndb (Lomw) 366 Is 059º 5.7 NM to Long Island Mac Arthur. 12/14W.

New York

Ne, 16 May 2024 to 11 Jul 2024
LONG ISLAND MAC ARTHUR  (See NEW YORK on page 232)

LONG LAKE
LONG LAKE / HELMS SPB  (NY9)  0 N UTC–5(–DT)  N43°58.50´ W74°25.23´
1629  NOTAM FILE BUF
WATERWAY NE–SW: 15000X1500 (WATER)
SERVICE: S2  FUEL  100LL
SEAPLANE REMARKS: 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.
AIRPORT MANAGER: 518-624-3931
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

LONG LAKE SAGAMORE SPB & MARINA SPB  (K03)  1 N UTC–5(–DT)  N43°58.14´ W74°25.73´
1629  NOTAM FILE BUF
WATERWAY ALL–WAY: 15000X2000 (WATER)
SEAPLANE REMARKS: Attended April–Nov dawn–dusk. Major rwy orientation is NE–SW. Do not taxi under bridge at high water levels, possible at low water levels. Stay to west (high) side of bridge. Water levels vary +/-10´. Access to Sagamore Base from land side via Owlhead Lane off of Rt 30 north of US Post Office on east side. One rwy north of bridge, another rwy south of bridge. Bridge across lake (Route 30) and building across road. +50´ P–lines along road and bridge (Route 30). Sagamore Base located 1/4 mile south of bridge on east shore. SPB located 60 NM east of Carthage, NY.
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 236)

LUFKER
MALONE–DUFORT  (MAL)(KMAL)  2 W UTC–5(–DT)  N44°51.22´ W74°19.74´
790  B  NOTAM FILE BTV
RWY 05–23: H3994X100 (ASPH) S–20 MIRL 0.4% up SW
RWY 05: REIL. PAPI(P2L)—GA 3.15º TCH 42´. Trees.
RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.
RWY 14–32: H3250X75 (ASPH) S–12.5 MIRL 0.9% up SE
RWY 14: Trees.
RWY 32: Thld dsplcd 348´. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–3994 TODA–3994 ASDA–3994 LDA–3994
RWY 14: TORA–3250 TODA–3250 ASDA–3250 LDA–3250
RWY 23: TORA–3994 TODA–3994 ASDA–3994 LDA–3994
RWY 32: TORA–3250 TODA–3250 ASDA–3250 LDA–2902
SERVICE: FUEL  100LL  LGT
ACTIVATE PAPI Rwy 05 and Rwy 23, MIRL Rwy 05–23, Rwy 14–32 and twy lgts—CTAF.
AIRPORT REMARKS: Airport not attended. Rwy 14–32 has snow removal but visual inspection and NOTAM check must be done as town roads are plowed before arpt. Haying activity and equipment present Jun–Sept.
AIRPORT MANAGER: (518) 483-4740
WEATHER DATA SOURCES: AWOS–AV 122.8 (518) 651–2601.
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CENTER APP/DEP CON 135.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
MASSENA (H) TACAN Ch 88  MSS (114.1)  N44°54.87´ W74°43.36´  116° 17.2 NM to fld. 198/14W.

MARCY FLD  (See KEENE on page 217)
MASSENA INTL--RICHARDS FLD  (MSS)(KMSS)  2 E  UTC--5(--4DT)  N44º56.17’ W74º50.71’

RWY 05–23: H5601X100 (ASPH–GRVD) S–30, D–50, 2D–76
PCN 18 F/C/X/T HIRL 0.3% up NE
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 58’. Pole.
RWY 23: PAPI(P4L)—GA 3.0º TCH 43’.
RWY 09–27: H4000X100 (ASPH–GRVD) S–30, D–50, 2D–76 MIRL
RWY 09: REIL. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 35’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5601 TODA–5601 ASDA–5601 LDA–5601
RWY 09: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 27: TORA–4000 TODA–4000 ASDA–4000 LDA–4000

SERVICE: S1 FUEL 100LL, JET A
LGT ACTIVATE REIL Rwy 05, Rwy 09 and Rwy 27, PAPI Rwy 05, Rwy 23 and Rwy 27, HIRL Rwy 05–23, MIRL Rwy 09–27 and twy lgts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 0900–2200Z‡. Unattended Sat Sun and hol. Birds and deer on and invof arpt. Frequent concentration of seagulls and Canada geese on and invof arpt particularly during poor wx periods. 421’ lgtd/marked twr 6000’ south of arpt. Rwy conditions reported during normal hrs of ops. Caution NVD ops conducted periodically in arpt tfc pattern area. Mil hel training on and invof 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 123.0
RCO 122.2 (BURLINGTON RADIO)

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

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
(H) TACAN Chan 88 MSS (114.1) N44º54.87’ W74º43.36’ . 298º 5.4 NM to fld. 198/14W.
MISSE NDB (LOMW) 278 MS N44º51.25’ W74º54.95’ 045º 5.8 NM to fld. 245/14W.
ILS 108.7 I–MSS Rwy 05. Class IE. LOM MISSE NDB. LOM unmonitored.

MATTITUCK  (21N)  1 SE  UTC–5(--4DT)  N40º59.22’ W72º31.15’

30 NOTAM FILE ISP

RWY 01–19: H2200X60 (ASPH)
RWY 01: Trees.
RWY 19: Trees.

AIRPORT REMARKS: Unattended. All training ops, tkf and ldg practice and ngt ops are prohibited. Deer on and invof arpt. Rwy 19, extensive pavement rutting at centerline, 240º–350º from thld. Segmented circle has no tfc pat indicator.

AIRPORT MANAGER: 631-445-4348
COMMUNICATIONS: CTAF 122.9

MAYVILLE

DART (D79) 2 E UTC–5(–4DT) N42°16.09’ W79°28.90’
1330 TPA–2130(800) NOTAM FILE BUF
RWY 10–28: 3800X60 (TURF)
RWY 10: Trees.
RWY 28: Hangar.
RWY 13–31: 2750X60 (TURF)
RWY 13: P–line.
RWY 31: Pole.
RWY 06–24: 1840X80 (TURF)
RWY 06: Trees.
RWY 24: Tree.
AIRPORT REMARKS: Attended dalgt hours. Extensive glider ops on and inv of arpt. Ultralight activity on and inv of arpt. Pole line running along north side of Rt. 430.
AIRPORT MANAGER: 716-753-6711
COMMUNICATIONS: CTA 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

MIDDLESEX VALLEY (4N2) 1 NW UTC–5(–4DT) N42°42.84’ W77°16.32’
770 NOTAM FILE BUF
RWY 03–21: 2130X175 (TURF) 2.1% up NE
RWY 03: Brush.
RWY 21: Tree.
SERVICE: S2
AIRPORT MANAGER: (585) 465-3926
COMMUNICATIONS: CTA/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

MIDDLETOWN

RANDALL (06N) 2 SE UTC–5(–4DT) N41°25.91’ W74°23.49’
523 NOTAM FILE ISP
RWY 08–26: H2810X60 (ASPH) S–25 MIRL 0.6% up E
RWY 08: PAPI(P2L)—GA 4.0º TCH 44’. Thld dsplcd 563’. Road.
RWY 26: PAPI(P2R)—GA 4.0º TCH 30’. Trees.
SERVICE: LGT Several rwy and twy lgts OTS indef. PAPI Rwy 26 OTS indef. ACTIVATE MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Unattended. Heavy glider and hang glider activity on weekends and holidays. Ultralight on and inv of arpt. Rwy 08–26 sfc treatment, single wheel strength is 12.5. Rwy markings very badly faded.
AIRPORT MANAGER: 845-343-5965
COMMUNICATIONS: CTA/UNICOM 122.8
© NEW YORK APP/DEP CON 132.75
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HUGUENOT (HI) (H) VOR/DME 116.1 HUO Chan 108 N41°24.58’ W74°35.50’ 093º 9.1 NM to fld. 1300/11W.
VOR unusable: 029º–045º
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 211)
SKY ACRES (44N) 6 SW UTC–5 (–4DT) N41°42.45′ W73°44.28′

697 NOTAM FILE ISP

RWY 17–35: H3828X60 (ASPH) S–20 MIRL 1.3% up S

RWY 17: Trees.

RWY 35: PAPI(P2L)—GA 3.0º TCH 33’. Trees.

SERVICE: S4 FUEL 100LL LGT ACTIVATE 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 lgtd. 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 N41°39.93′ W73°49.33′ 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’
082º–092º byd 20 NM blo 4,000’
082º–092º byd 35 NM blo 5,500’
130º–148º byd 40 NM
203º–216º byd 30NM
243º–253º byd 40 NM
275º–310º byd 40 NM
311º–321º byd 40 NM blo 6,000’
311º–321º byd 40 NM blo 6,000’
322º–001º byd 40 NM

MISSE N44°51.25′ W74°54.95′ NOTAM FILE MSS.

NDB (LOMW) 278 MS 045º 5.8 NM to Massena Intl–Richards Fld. 245/14W.

NE, 16 MAY 2024 to 11 JUL 2024
NEW YORK

MONTAUK (MTP) (KMTP) 3 NE UTC–5(–4DT) N41°04.60´ W71°55.23´

NOTAM FILE MTP

RWY 06–24: H3246X75 (ASPH) MIRL


SERVICE: LGT ACTVT MIRL and PAPI Rwy 06–24—121.7. PAPI Rwy 06 temporarily OTS.

NOISE: Noise abatement, Rwy 24 dep, right turn ASAP.


AIRPORT MANAGER: 631-609-0932

COMMUNICATIONS: CTAF/UNICOM 122.7

© NEW YORK APP CON 125.975

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

© BOSTON CENTER DEP CON 124.85

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HTO.

HAMPTON (H) (H) VORTACW 113.6 HTO Chan 83 N40°55.14´ W72°19.00´ 075º 20.3 NM to fld. 22/13W.

DME unusable:
280º–325º byd 35 NM blo 1,700´
326º–355º byd 30 NM blo 2,000´

TACAN AZIMUTH unusable:
280º–325º byd 35 NM blo 1,700´
326º–355º byd 30 NM blo 2,000´

VOR unusable:
010º–240º
270º–332º
MONTGOMERY

ORANGE CO (MGJ)(KMGJ)  I SW  UTC–5(–4DT)  N41º30.71´ W74º15.81´

370  B  TPA—See Remarks  NOTAM FILE MGJ

RWY 04–22: H5006X100 (ASPH–GRVD)  S–30, D–57, 2D–85  HIRL  0.3% up NE

RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 52´. Trees.


RWY 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 dspclcd 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; tawy lgts—CTAF. REIL

RWY 04 and 22; PAPI Rwys 04 and 22; 08 and 26 opr consly. PCL only avbl SS–SR.


and birds on and inv of arpt. Rwy 04 designated calm wind rwy. Wind indicator on Rwy 04, 022, 26. Be aware of large

turbojet act inv of Stewart arpt lctd 7 NM east–southeast. 800´ hill 1/2 mile northwest of arpt on downwind/base leg for

Rwy 22. TPA—1400(1030) single eng, 1700(1330) multi eng/turboprop/jet. 9´ stabilized shoulder each side of Rwy

08–26.

AIRPORT MANAGER: 845-457-4925

WEATHER DATA SOURCES: ASOS 119.275 (845) 457–1486.

COMMUNICATIONS: CTAF/AUNICOM 122.725

®  NEW YORK APP/DEP CON 132.75

MONTGOMERY 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.

HUQUENOT (H) (H) VOR/DME 116.1  HUO Chan 108  N41º24.58´ W74º35.50´  078º 16.0 NM to fld. 1300/11W.

VOR unusable:

029º–045º

050º–060º byd 10 NM

061º–079º

210º–230º byd 20 NM bld 6,500´

DME unusable:

037º–048º byd 20 NM

219º–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)  N41º42.10´ W74º47.70´
1403  B  ARFF Index—See Remarks  NOTAM FILE MSV
RWY 15–33: H6298X150 (ASPH–GRVD) S–95, D–131, 2D–223
PCR 596 F/C/XT  HIRL  0.4% up NW

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–6298  TODA–6298  ASDA–6198  LDA–5900
RWY 33: TORA–6298  TODA–6298  ASDA–6098  LDA–5798

SERVICE:  S3  FUEL  100LL, JET A
LGT  ACTVT HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, and twy lghts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously.


AIRPORT MANAGER:  845-807-0326

WEATHER DATA SOURCES:  AWOS–3PT 124.725 (845) 583–5056.
COMMUNICATIONS:  CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.75
MONTICELLO 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  N41º24.58´ W74º35.05´  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)  N42º44.19´ W76º29.18´
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

N41º29.15´ W74º13.68´  NOTAM FILE SWF.
NDB (MHW/LOM) 335  SW  093º 5.7 NM to New York Stewart Intl. 408/14W.
NEW YORK

DOWNTOWN MANHATTAN/WALL ST HELIPORT  (JRB)(KJRB)  3 SE  N40°42.07’ W74°00.54’


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’

HELIPORT REMARKS: Attended Mon–Fri 1300–0100Z‡. Heliport clsd Sat and Sun. Lctd 4.3 SW of La Guardia Arpt. Bcn lctd abv office trailer blo elev highway. NX RAD wx sys avbl. No late or early ops avbl. All ops over East River. Call ahead for parking. Rwy H1 lgtd bldg and fence NW and SE, elev highway and bldg to the west, fence and bldg to the north and south. River on the east side, sailboats and ferries possible rwy edge of pad. H1 NSTD green perimeter lgts. Ldg fee.

AIRPORT MANAGER: 212-889-2319
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’

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
Special Air Traffic Rules—Part 93 High Density Arpt.

Prior reservation reqd. See Aeronautical Information Manual. Attended continuously. Flocks of birds on and inofv arpt. General Aviation, non based coml acft oprs must make arrangements for fuel prior to arr call 347–566–6620 or UNICOM or 347–566–6620 for wing walkers. Obst parked on aprx 1 mile from rwy +1 adjacent aprch end of Rwys 22L and 22R.

AIRPORT MANAGER: (718) 244-3501
WEATHER DATA SOURCES: ASOS (718) 656–0956 LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR/DEP 128.725 D–ATIS ARR–SW 115.4 D–ATIS ARR–NE 117.7 UNICOM 122.95
KENNEDY RCO 122.1R 115.9T (NEW YORK RADIO)

NEW YORK APP CON 125.7 128.125
NEW YORK DEP CON 135.9
TOWER 119.1 (Rwys 04R–22L and 13L–31R)  123.9 (Rwys 04L–22R and 13R–31L)
GND CON 121.9 CLNC DEL/PRE TAXI CLNC 135.05 RAMP CTL 125.05
CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.
KENNEDY (H) (H) VOR/DME 115.9 JFK Chan 106 N40°37.97′ W73°46.28′ at fld. 10/12W.
VOR unusable:
340°–345° byd 20 NM bio 4,000′
340°–345° byd 30 NM

CANARSIE (T) (T) VOR/W/DME 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 084° 5.5 NM to fld. 4/11W.
VOR unusable:
047°–175°
224°–035°

ILS/DME 110.9 I–HIQ Chan 46 Rwy 04L. Class IE. Glideslope unusable byd 5° right of course. Auto cpd apchs NA biw 500ft MSL.
ILS/DME 109.5 I–JFK Chan 32 Rwy 04R. Class IIIE. DME also serves Rwy 22R.
ILS/DME 111.5 I–TLK Chan 52 Rwy 13L. Class IIIE. LOC unusable byd 11 DME. DME unusable byd 30° right of centerline. Glideslope unusable byd 8 NM.
ILS/DME 110.9 I–IWK Chan 46 Rwy 22L. Class IE.
ILS/DME 109.5 I–JOC Chan 32 Rwy 22R. Localizer offset angle 2.5 deg. DME also serves Rwy 04R.
ILS 111.35 I–MOH Rwy 31L. Class IE.
ILS/DME 111.5 I–RTH Chan 52 Rwy 31R. Class ID. LOC unusable byd 15° left side of course. ILS RTH markings obsc at Twy K indef.

COMM/NAV/WEATHER REMARKS: Use caution for possible radio interference or false instructions on twr frequencies.

NE, 16 MAY 2024 to 11 JUL 2024
NEW YORK

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

RWY 31: MALSR. TDZL. PAPI(P4L)—GA 3.1º TCH 71’. RVR–TR

RWY 04: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 76’. RVR–TR Bldg.
RWY 22: ALSF1. TDZL. PAPI(P4R)—GA 3.0º TCH 67’. RVR–TR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–7001 TODA–7001 ASDA–7001 LDA–7001
RWY 31: TORA–7003 TODA–7003 ASDA–7003 LDA–7003

ARRESTING GEAR/SYSTEM

RWY 04: EMAS
RWY 13: EMAS
RWY 22: EMAS
RWY 31: EMAS

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


AIRPORT MANAGER: 718-533-3401

WEATHER DATA SOURCES: ASOS (718) 672–6317 LLWAS.

COMMUNICATIONS: D–ATIS ARR 125.95 (718) 424–4713 D–ATIS DEP 127.05 (718) 424–4713 UNICOM 122.95

TOWER 118.7 GND CON 121.7 CLNC DEL 135.2 (121.875 helicopters) PRE TAXI CLNC 135.2

CPDLC (LOGON KUSA)

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 fdl. 9/12W.
VOR unusable:
245º–280º byd 6,000’

DME unusable:
245º–280º byd 25 NM blo 6,000’

ILS/DME 110.5 I–LGA Chan 42 Rwy 04. Class IT. LOC unusable byd 20º left of course.
ILS/DME 108.5 I–GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 4º left of course.
ILS/DME 110.5 I–URD Chan 42 Rwy 22. Class IIIE.
LOC/DME 108.5 I–PZV Chan 22 Rwy 31. Offset lgt 1.7 degrees.

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 ndf. H1 helipad rstd marknigs and lgtgs.
NEW YORK

LONG ISLAND MAC ARTHUR (ISP)(KISP) P (ARNG) 40 E UTC–5(–4DT) N40°47.77´

99 B LRA Class I, ARFF Index C NOTAM FILE ISP

RWY 06–24: H7006X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–300 PCN 55 F/B/X/U HIRL CL

RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 53´. RVR–TR Tree.

RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 52´. RVR–TR Rgt tlc.

RWY 15R–33L: H5186X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 55 F/B/X/U MIRL 0.4% up NW

RWY 15R: PAPI(P4L)—GA 3.1º TCH 46´. Rgt tlc.

RWY 33L: PAPI(P4L)—GA 3.0º TCH 50´. Trees.

RWY 15L–33R: H3175X75 (ASPH) S–25 PCN 19 F/B/X/U 0.3% up NW

RWY 33R: Rgt tlc.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 06 15R–33L 4200

RWY 33R 06–24 3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–7006 TODA–7006 ASDA–7006 LDA–7006

RWY 15L: TORA–3175 TODA–3175 ASDA–3175 LDA–3175

RWY 15R: TORA–5186 TODA–5186 ASDA–5186 LDA–5186

RWY 24: TORA–7006 TODA–7006 ASDA–7006 LDA–7006

RWY 33L: TORA–5186 TODA–5186 ASDA–5186 LDA–5186

RWY 33R: TORA–3175 TODA–3175 ASDA–3175 LDA–3175

SERVICE: SA FUEL 100LL, JET A OK 1, 2, 3, 4 LGT Dusk–dawn. When ATCT clsd ACTVT MIRL Rwy 15R–33L; twy lgts—CTAF. HIRL Rwy 06 or 24 preset low intst ACTVT—CTAF. MALSR Rwy 06–24 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 involf arpt. Advsy, tlc ldg Rwy 33L high density VFR tfc opr 600´ MSL and blo vcnty Bayport Aerodrome 3 miles southeast. Updrafts may be encountered involf powerplant 1.5 NM northeast Rwy 24. Rwy 15L–33R clsd to fixed wing act at ngt and avbl for taxiing. Rwy 15L–33R not avbl for ngt tfc and ldg ops. Ltd to 48,000 lbs or less. Rwy 15L–33R clsd to sked acr ops more than 9 pax seats and non sked acr ops more than 30 pax seats. Twy S unlgtd east of terminal apron. Rwy 15L nstd markings, thld bar missing on rwy end. Rwy 33R nstd markings, thld bar missing on rwy end. Ldg fee for all act exc mil, govt and not–for–profit medical flights.

AIRPORT MANAGER: 631-467-3300

WEATHER DATA SOURCES: ASOS 120.725 (631) 471–0131. WSP.

COMMUNICATIONS: CTA 119.3 ATIS 120.725 UNICOM 122.95

® NEW YORK APP/DEP CON 120.05 LONG ISLAND TOWER 119.3 (1100–0500Z‡) GND CON 135.3 CLNC DEL 121.85 CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2449.

AIRSPACE: CLASS C svc ctc APP CON svc 1100–0500Z†; other times CLASS E.

VOR TEST FACILITY (VOT): 109.4 RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

DEER PARK (L) (L) VOR/DME 117.7 DPK Chan 124 N40°47.51´ W73°18.22´ 100º 9.3 NM to fld. 117/12W.

VOR/DME unusable: Byd 25 NM blo 5,000´

DMÉ unusable: 26º–27º byd 17 NM blo 5,000´ 275º–280º 281º–015º byd 17 NM blo 5,000´

LOKKS NDB (LOMW) 366 IS N40°43.74´ W73°11.41´ 059º 5.7 NM to fld. 12/14W.

ILS/DME 108.3 I–ISP Chan 20 Rwy 06. Class IIE. LOM LOKKS NDB. Unmonitored when ATCT clsd. LOC unusable byd 22º left of course.

ILS 108.3 I–RXN Rwy 24. Class IT. Unmonitored when ATCT clsd. Autopilot cpd apch NA blw 800´.

HELIPAD H1: H50X50 (ASPH)

HELIPAD H2: H50X50 (ASPH)

HELIPORT REMARKS: Helipad H1 lctd on Twy W south of the int of Twy B. Helipad H2 lctd on Twy C north of Twy S.
NEW YORK SKYPORTS INC SPB (6N7) 0 E UTC–5(–4DT) N40º44.04´ W73º58.37´

NEW YORK SKYPORTS INC SPB
00 NOTAM FILE ISP
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 rqmr not to fly over the 59th Street Bridge. East River velocity 2.6 miles per hr in SSW direction. Heavy boat tfc in river. Pilots rqrd to taxi 1000’ offshore on Manhattan side before beginning tkf. CH13 (VHF 165.65) is monitored at seaport for inbound boat tfc and intership nav safety. Ldg fee.

AIRPORT MANAGER: (201) 214-0969

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

NEW YORK STEWART INTL (SWF)(KSWF) P (A AR ANG MC) 44 N UTC–5(–4DT) N41º30.25´ W74º06.29´

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09–27: H11817X150 (ASPH–GRVD) S–85, D–175, 2S–175, 2D–350, 2D/2D0–775 PCN 65 F/A/W/T HIRL CL
RWY 09: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 65´. RVR–TMR Thld dsplcd 2000´. Fence. 0.4% down.
RWY 16–34: H6004X150 (ASPH–GRVD) S–120, D–190, 2S–175, 2D–350, 2D/2D0–800 PCN 65 F/A/W/T HIRL 0.6% up NW
RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 53´.
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 49´. Trees.

SERVICE: S4 FUEL 100LL, JET A LTG SFL Rwy 09 O/S UFN. Rwy 16 PAPI unusbl byd 5 degs left of cntrln. MILITARY—JASU 1(MA–1A) 1(M32–60) 1(MD–3) FUEL A++ (Mil), A+ (C845–567–9800) (NC–100LL)
TRAN ALERT No tran maint.

NOISE: Noise abatement procedures in effect ctc arpt manager 845–838–8200. Avoid Orange Co. Arpt, located 7 NM west–northwest during VFR apchs. Rgt tfc on Rwys 16 and 27 may be used for noise abatement.

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Be aware, extensive glider activity 8 miles east of HUD VORTAC in a 5 mile radius. All sfc. Work in progress grass cutting conducted April through October. Hudson Valley Rgnl located 3.3 NM southwest IGN VORTAC, do not mistake for Stewart Intl. TPA—1200(709) hel, 1500(1009) reciprocating eng, 2500(2009) Turboprop/Jet. Twy L clsd exc 20 minutes PPR. Twy L apron follow me vehicle required. Ctc arpt ops 845–838–8237. Twys B and H rstd to actf with wingspan greater than 118’. Twy C between Twy B and Twy F not visible from twr. Twy C rstd to actf with wingspan greater than 125’ between terminal bdg and bdg 118. Actf with wingspan 172’ or more rqr vehicle escort for all Twy C ops south of terminal apron. Ctc arpt ops 845–838–8237. No jet trng 0400–1200Z dly. Rw 16 and Rw 34 has mil assault ldg zone and basic markings with aiming points. Rw 09 VGS1 and ILS glidepath not coincident. Compass calibration pad located on the Twy G runup apron. User fee arpt. User fee charged to all intl flts. Flight Notification Service (ADCUS) avbl. Ldg fee for actf $1.53 per 1,000 lbs. certificated gross maximum tkof weight.

AIRPORT MANAGER: 845-838-8200

CONTINUED ON NEXT PAGE
COMMUNICATIONS: ATIS 124.575  845–567–9311  UNICOM 122.95
NEW YORK APP/DEP CON 132.75
TOWER 121.0  GND CON 121.9
AIRSPACE: CLASS D.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (VL) (L) VOR/DME 117.6  IGN Chan 123  N41°39.93´ W73°49.33´  245° 16.0 NM to fld. 581/12W.
VOR unusable:
008°–018° byd 40 NM blo 4,000´
008°–018° byd 70 NM
020°–123° byd 40 NM
045°–050° byd 35 NM blo 4,300´
070°–140° byd 30 NM blo 3,400´
082°–092° byd 20 NM blo 4,000´
082°–092° byd 35 NM blo 5,500´
130°–148° byd 40 NM
203°–216° byd 30NM
243°–253° byd 40 NM
275°–310° byd 40 NM
311°–321° byd 40 NM blo 6,000´
311°–321° byd 64 NM
322°–001° byd 40 NM

NEELY NDB (MHW/LOM) 335 SW N41º29.15´ W74º13.68´ 093º 5.7 NM to fld. NOTAM FILE SWF.

ILS 110.1  I–SWF Rwy 09. Class IIIE. LOM NEELY NDB.

ILS/DME 109.95  I–JKH Chan 36(Y) Rwy 27. Class IB.

HELIPORT REMARKS:
Helipad located intersection Twy B and Twy C and east of Twy C.

WEST 30TH ST HELIPORT (JRA)(KJRA) 0 N N40°45.29´ W74º00.42´
7 NOTAM FILE ISP
HELIPAD H1: H40X40 (ASPH) S–6 PERIMETER LGTS
HELIPORT H1: Rgt ttc.
HELIPAD H2: H45X45 (ASPH) S–6
HELIPAD H2: Rgt ttc.
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 btwn ldg spots 2 and 3. All lkfs 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

NEWFANE
HOLLANDS INTL FLD (85N)  3 SW UTC–5(–4DT) N43°15.29´ 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 by. 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.
NEW YORK

NIAGARA FALLS INTL  (IAG)(KIAG) P  (AFRC ANG)  4 E UTC–5(–4DT) N43º06.45´ W78º56.75´

592  B  LRA  ARFF Index—See Remarks NOTAM FILE IAG


RWY 10L: VASI(V4L)—GA 3.0º TCH 50´. RVR–R Tld dsplcd 700´. Tree.

RWY 28R: MLSR. TDZL. PAPI(P4L)—GA 2.5º TCH 67´. RVR–T Tree.

RWY 06–24: H5188X150 (ASPH)  S–120, D–250, 2D–462  PCN 69 F/B/W/T  MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 48´. Tree.

RWY 10R–28L: H3973X78 (ASPH)  S–73, D–97  PCN 29 F/C/X/T  MIRL


RWY 28L: REIL. PAPI(P2L)—GA 3.06º TCH 30´. Stack.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5188 TODA–5188 ASDA–5188 LDA–5188

RWY 10L: TORA–9829 TODA–10829 ASDA–9829 LDA–9129

RWY 10R: TORA–3973 TODA–3973 ASDA–3973 LDA–3973

RWY 24: TORA–5188 TODA–5188 ASDA–5188 LDA–5188


RWY 28R: TORA–9829 TODA–10529 ASDA–9129 LDA–9129

SERVICE: S2 FUEL 100LL, JET A, A++(Mil) FLUID SP OIL 0–148(Mil)

MALS Rwy 28R; REIL Rwy 06, 24, 10R, 28L; Cntrln Rwy 10L/28R; PAPI Rwy 06, Rwy 24, 10R, 28L; HIRL Rwy 10L–28R; MIRL Rwy 06–24 and Rwy 10R–28L and twy lghts—CTAF. MILITARY—JASU 2(A/M32A–86) 1(AM32A–60) 1(MA–1A) FUEL A++(Mil) FLUID SP OIL 0–148(Mil)


MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD All mil actc opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when departing/arrival route avoids identified bird activity, no local IFR/VFR tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC approval, ttc Comd Post for current Bird Watch Condition. MISC Local mission actc have priority for de–icing, full actc de–icing for C–17 and C–5 actc not avbl. All mil actc only minimal classified materials avbl, aircrews should arrive with appropriate amount to complete their mission. For current Mil Rwy Condition Reading (RCR) call or cnt 914 ARW comd post or 914th ARW afld management. ARFC/ANG PPR cntt Afld mgmt 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. Afld management does not issue or store COMSEC, for COMSEC storage cnt 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 actc gnd eqpt (AGE) box.

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: (716) 297-4494
WEATHER DATA SOURCES: ASOS (716) 297–6984
COMMUNICATIONS: CTAF 118.5 ATIS 120.8 269.4 UNICOM 122.95
BUFFALO APP/DEP CON 126.5 317.6
TOWER 118.5 349.0 (1200–0400Z‡) GND CON 125.3 275.8 CLNC DEL 119.25 251.1
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: NOTAM FILE BUF.
BUFFALO (OH) DME 116.4 BUF Chan 111 N42º55.74´ W78º38.78´ 309º 17.0 NM to fld. 730.
DME unusable:
051º–085º byd 25 NM bio 4,500´
301º–050º byd 25 NM bio 3,500´
(T) TACAN Chan 47 IAG (111.0) N43º06.75´ W78º57.61´ at fld. 592/10W. NOTAM FILE IAG. TACAN status unmonitored drg amops non-duty hrs 0400–1100Z‡.
TACAN AZIMUTH unusable:
079º–089º byd 20 NM bio 3,000´
090º–078º byd 20 NM
DME unusable:
079º–089º byd 20 NM bio 3,000´
090º–078º byd 20 NM
KATHI NDB (LOMW) 329 IA N43º06.55´ W78º50.30´ 279º 4.7 NM to fld. 615/10W. NOTAM FILE KIAG.
I-LS 110.1 I–IAG Rwy 28R. Class IE. LOM KATHI NDB. Unmonitored when ATCT clsd.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAG.
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) N44º40.94´ W75º27.80´

302 B AOE ARFF Index—See Remarks NOTAM FILE OGS

Runway 09–27: H6400X150 (ASPH–GRVD) S–114, D–151, 2D–225
PCR 523 F/D/X/T. HIRL

Runway 09: PAPI(P4L)—GA 3.0º TCH 46´.
Runway 27: MALSF. PAPI(P4L)—GA 3.0º TCH 45´.

Runway Declared Distance Information

Runway 09: TORA–6400 TODA–6400 ASDA–6006 LDA–6006

Service: Fuel 100LL, Jet A LGT

ACTIVATE MALSF Rwy 27; PAPI Rwy 09 & 27; HIRL Rwy 09–27; Twy Igts—CTAF.


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)

Clearance Delivery Phone: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

Radio Aids to Navigation: NOTAM FILE MSS.

Massena (H) TACAN Chan 88 MSS (114.1) N44º54.87´ W74º43.36´ 260º 34.6 NM to flt 198/14W.

OGive NDB (LOMW) 358 OG N44º42.97´ W75º21.18´ 269º 4.9 NM to flt 358/13W. NOTAM FILE OGS.

Loc/DME 110.7 I–OGS Chan 44 Rwy 27. LOM OGiVe NDB. Loc/LOM unmonitored.

Comm/Nav/Weather Remarks: Acft approaching from the west and landing on Rwy 09 should monitor Brockville Arpt (CNL3) UNICOM on 123.0.
OLCOTT–NEWFANE (D80)  2 SW  UTC–5(–4DT)  N43º19.25´ W78º43.74´

RWY 09–27: 2500X60 (TURF)

RWY 09: Trees.

RWY 27: Tree.

RWY 06–24: 2408X30 (TURF)

RWY 06: Trees.

RWY 24: Trees.


AIRPORT MANAGER: 716-778-6700

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

olean

CATARRAUGUS CO–OLEAN (OLE)(KOLE)  10 N  UTC–5(–4DT)  N42º14.47´ W78º22.28´

RWY 04–22: H4800X100 (ASPH–GRVD) S–81, D–103, 2D–168

PCN 32 F/D/X/T  HIRL  0.4% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Thld dsplcd 100´. Trees.


RWY 16–34: 2117X100 (TURF)  0.9% up NW

RWY 16: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–4800 TODA–4800 ASDA–4600 LDA–4500


SERVICE: FUEL 100LL, JET A+

LGT ACTVT REIL Rwy 04 and 22; PAPI Rwy 04 and 22; HIRL—CTAF. PAPI Rwy 22 unusable byd 5 deg left of RCL.


AIRPORT MANAGER: 716-557-8800


COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 124.325

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

RADIO AIDS TO NAVIGATION:

WELLSVILLE (L) DME 115.85 ELZ Chan 105(Y) N42º04.97´ 299º 18.9 NM to fld. 2298.

DME unusable:

170º–195º byd 25 NM

LOC 109.3 L–OLE Rwy 22.

GIERMEK EXEC (8G3)  2 SE  UTC–5(–4DT)  N42º04.06´ W78º24.33´

RWY 10–28: 3150X80 (TURF)

RWY 10: Brush.

RWY 28: Trees.


AIRPORT MANAGER: (716) 307-3581

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.
ONEONTA

ALBERT S NADER RGNL (N66)  3 N  UTC–5(–4DT)  N42º31.49´ W75º03.87´
1763  B LRA NOTAM FILE BUF
RWY 06–24 H4199X75 (ASPH)  5–12 MIRL 0.3% up SW
RWY 06: REIL, VASI(V4R)—GA 3.0º TCH 30’. Tree.
RWY 24: MALS, REIL, PAPI(P2L)—GA 3.0º TCH 51’. Fence.
SERVICE: S4 FUEL 100LL, JET A, A+  LGT Rwy 24 REIL OTS indef.
ACTIVATE MALS Rwy 24, REIL Rwy 06 and Rwy 24, VASI Rwy 06 and Rwy 24, MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Bcn twr partially obscured by trees. Ldg fee.
AIRPORT MANAGER: (607) 431-1076
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) (L) VORW/DME 112.6  RKA Chan 73  N42º27.98´ W75º14.35´ 077º 8.5 NM to fld. 2032/11W.

ORANGE CO (See MONTGOMERY on page 226)

OSWEGO CO (See FULTON on page 208)

OID (D82)  2 SE  UTC–5(–4DT)  N42º39.29´ W76º47.78´
1062  NOTAM FILE BUF
RWY 01R–19L H2800X40 (ASPH)
RWY 01R: Trees.
RWY 19L: Trees.
RWY 01L–19R 2200X60 (TURF)
RWY 01L: Trees.
RWY 19R: Trees.
SERVICE: FUEL MOGAS
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 227)

PAWLING N41º46.19´ W73º36.03´ NOTAM FILE ISP.
(L) (L) VORW/DME 114.3  PWL Chan 90  247º 27.7 NM to New York Stewart Intl. 1250/12W.
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 33 F/C/Y/T MIRL 1.3% up S
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 28´. Fence.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40´. Trees.
RWY 10–28: H3561X50 (ASPH) S–12.5 PCN 4 F/B/X/U LIRL
1.6% up E
RWY 28: PAPI(P2R)—GA 3.5° TCH 43´. Thld dispclcd 383´. Pole.
SERVICE: S4 FUEL 100LL, JET A OX3, 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‡. Self svc 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 extrm ctn. 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 11.5 ITH Chan 55 N42º29.70´ W76º27.58´ 288° 27.6 NM to fld. 1112.
DME unusable: 360º–160º byd 20 NM bly 6,500´
NDB (MHW) 260° PYA N42º38.64´ W77º03.37´ 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 N42º50.06´ W77º43.97´ 258° 15.2 NM to fld. 990/9W.
VOR portion unusable:
208°–224° byd 29 NM bly 5,000´
225°–230°
231°–245° byd 29 NM bly 5,000´
DME unusable:
115°–120° byd 29 NM bly 4,000´
140°–155° byd 30 NM bly 5,000´
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 tcf.
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 cntnl. Rwy lgts (electric eye over–ride).
AIRPORT REMARKS: Attended May–Oct, Sat–Sun 1400–2200Z‡. 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.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
UTICA  (L) TACAN Chan 49 UCA (111.2) N43º01.59´ W75º09.87´ 048º 38.3 NM to fld. 1420/0W.
HELIPAD H1: H40X40 (ASPH) PERIMETER LGTS
HELIPORT REMARKS: Helipad H1 perimeter lgts

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
PCR 548 F/C/W/T HIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree. Rgt tcf. 0.8% down.
RWY 35: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Tree. 0.5% up.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–11759 TODA–11759 ASDA–11759 LDA–11759
RWY 35: TORA–11759 TODA–11759 ASDA–11759 LDA–11759
SERVICE: S1 FUEL 100LL, JET A OX 3 LGT ACTIVATE MALSR Rwy 35 REIL Rwy 17, HIRL Rwy 17–35 and twy lgts—CTAF.
AIRPORT REMARKS: Attended 1030–0230Z‡. During periods of snow removal ops Nov 1–May 1 actc 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 rqr. Call amgr at 518–565–4008 or 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 ops southeast of arpt, invof FBO.

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PLATEAU SKY RANCH  (See EDINBURG on page 202)

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
PCR 548 F/C/W/T HIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree. Rgt tcf. 0.8% down.
RWY 35: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Tree. 0.5% up.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–11759 TODA–11759 ASDA–11759 LDA–11759
RWY 35: TORA–11759 TODA–11759 ASDA–11759 LDA–11759
SERVICE: S1 FUEL 100LL, JET A OX 3 LGT ACTIVATE MALSR Rwy 35 REIL Rwy 17, HIRL Rwy 17–35 and twy lgts—CTAF.
AIRPORT REMARKS: Attended 1030–0230Z‡. During periods of snow removal ops Nov 1–May 1 actc 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 rqr. Call amgr at 518–565–4008 or 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 ops southeast of arpt, invof FBO.

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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
PCR 548 F/C/W/T HIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree. Rgt tcf. 0.8% down.
RWY 35: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Tree. 0.5% up.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–11759 TODA–11759 ASDA–11759 LDA–11759
RWY 35: TORA–11759 TODA–11759 ASDA–11759 LDA–11759
SERVICE: S1 FUEL 100LL, JET A OX 3 LGT ACTIVATE MALSR Rwy 35 REIL Rwy 17, HIRL Rwy 17–35 and twy lgts—CTAF.
AIRPORT REMARKS: Attended 1030–0230Z‡. During periods of snow removal ops Nov 1–May 1 actc 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 rqr. Call amgr at 518–565–4008 or 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 ops southeast of arpt, invof FBO.

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PLATEAU SKY RANCH  (See EDINBURG on page 202)
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.

RADIO AIDS TO NAVIGATION:
BURLINGTON (VL)(L)VOR/DME 117.5 BTV Chan 122 N44º23.83´ W73º10.96´ 336º 19.5 NM to fld. 417/15W.

VOR unusable:
030º–086º byd 40 NM
075º–132º byd 30 NM b/o 9,000´
087º–097º byd 40 NM b/o 9,000´
087º–097º byd 49 NM
098º–169º byd 40 NM
133º–165º byd 30 NM b/o 8,000´
170º–180º byd 40 NM b/o 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 b/o 9,000´
133º–165º byd 30 NM b/o 8,000´

ILS/DME 109.7 I–FQV Chan 34 Rwy 35. Class IE.

PLAZZ N42º52.43´ W78º48.99´ NOTAM FILE GBD.
NDB (LOWW) 204 GB 052º 5.5 NM to Buffalo Niagara Intl. 593/9W.

PORT WASHINGTON
SANDS POINT SPB (7N3) 2 NW UTC–5(–4DT) N40º49.65´ W73º43.03´
00 NOTAM FILE ISP
WATERWAY 01W–19W: 6000X300 (WATER)
WATERWAY 12W–30W: 6000X300 (WATER)
SEAPLANE REMARKS: Attended Apr 1–Nov 1 1300Z‡–dusk. Numerous +60´ sailboats and masts.

COMMUNICATIONS: CTAF 122.9

POTSDAM MUNI/DAMON FLD (PTD)(KPTD) 2 E UTC–5(–4DT) N44º49.65´ W74º56.91´
474 B TPA—1274(800) NOTAM FILE PTD
RWY 06–24: H370X75 (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 lghts—CTAF.
NOISE: Noise abatement procs in effect–left turn when able departing Rwy 24.


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:
MONTREAL IAP L–32G

MASSENA (H) TACAN Chan 88 MSS (114.1) N44º54.87´ W74º43.36´ 228º 17.2 NM to fld. 198/14W.

NDB (MWW) 400 PTD N44º43.40´ W74º52.96´ 239º 4.0 NM to fld. 360/14W. NOTAM FILE PTD.

NDB unusable:
Byd 20 NM
POUGHKEEPSIE

HUDSON VALLEY RGNL (POU/KPOU) 4 S UTC–5(–4DT) N41°37.60´ W73°53.05´

164 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE POU

RWY 06–24 H5001X100 (ASPH–GRVD) S–50, D–60, 2D–110
PCN 42 F/D/W/T HIRL

RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 57´. Tree.

RWY 15–33 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.

RWY 07–25 1357X100 (TURF)

RWY 25: Antenna.

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: FUEL 100LL, JET A
S4 LTG 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 effe
ct, ctc arpt manager for details.

AIRPORT REMARKS: Attended 1200–0230Z‡. Deer and birds on and invof arpt. Rwy 07–25 CLOSED ngts, during IMC and fm
Nov 1–Apr 15. Rwy 15–33 clsd to sked acr ops with more than 9 px seats and non sked acr ops with more than 30 px
seats exp for taxi. Ctc FBO during business hrs at 845–489–3770 for after hrs fuel svc. TPA—1197(1034) small acft
1997(1834) large acft. Rwy 07–25 rstd to acft less than 12,500 lbs. Class IV, ARFF Index A. PPR 24 hrs for air carrier
ops with more than 30 passenger seats call arpt manager 845–463–6000. Index B coverage is provided. Twy C, Twy G
–hngr txl, and Twy J –hngr txl clsd to air carrier acft. Gr
ground soft in tie down areas. Rwy 06 touch and go Indg and
practice apchs prohibited due to obscd line of sight fm ATCT. Ldg fee
for multi–engine acft.

AIRPORT MANAGER: 845-463-6000
WEATHER DATA SOURCES: ASOS 126.75 (845) 462–0648. LAWRS.
COMMUNICATIONS: CTAF 124.0 ATIS 126.75 UNICOM 122.95
POUGHKEEPSIE RCO 122.2 (NEW YORK RADIO)
® NEW YORK APP/DEP CON 132.75
TOWER 124.0 (1200–0300Z‡ 15 May–14 Sep, 1200–0200Z‡ 15 Sep–14 May) GND CON 121.8 CLNC DEL 121.8
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2448 or 121.8.
AIRSPACE: CLASS D svc 1200–0300Z‡ 15 May–14 Sep, 1200–0200Z‡ 15 Sep–14 May; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (VL) (L) VOR/DME 117.6 IGN Chan 123 N41°39.93´ W73°49.33´ 242º 3.6 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´
082º–092º byd 20 NM blo 4,000´
082º–092º byd 35 NM blo 5,500´
130º–148º byd 40 NM
203º–216º byd 30NM
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
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 249)

RANDALL (See MIDDLETOWN on page 223)

RENSSELAER CO (See TROY on page 255)

NE, 16 MAY 2024 to 11 JUL 2024
ROCHESTER
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC) (KROC) P (ARNG) 3 SW UTC–5 (–4DT) N43°07.15’ W77°40.31’ 559 B TPA—See Remarks AOE Class I, ARFF Index C NOTAM FILE ROC


RUNWAY DECLARED DISTANCE INFORMATION

ARRESTING GEAR/SYSTEM RWY 28: EMAS SERVICE: S4 FUEL 100LL, JET A, J8 1, 2, 3, 4 LGT REIL Rwy 07, REIL Rwy 10 and Rwy 25 REIL controlled by twr but not monitored. PAPI Rwy 22, PAPI Rwy 10, Rwy 25 and Rwy 28 operate 24 hrs. MILITARY—A–GEAR Rwy 28 EMAS 368’ x 160’. FUEL J8(Mil) (NC–100LL, A)


AIRPORT MANAGER: 585-753-7056 WEATHER DATA SOURCES: ASOS 124.825 (585) 235–7322. WSP.

COMMUNICATIONS: ATIS 124.825 UNICOM 122.95 ROCHESTER RCO 122.6 (BUFFALO RADIO) ® APP/DEP CON 119.55 (330º–160º) 123.7 (161º–329º)

TOWER 118.3 GND CON 121.7 CLNC DEL 118.8 PRE TAXI CLNC 118.8

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC. ROCHESTER (L) (L) VOR/DME 110.0 ROC Chan 37 N43°07.08’ W77°40.37’ at fld. 545/12W.

ILS 110.7 I–MCU Rwy 04. Class IIIE.

ILS 110.7 I–MWD Rwy 22. Class IT.

ILS/DME 109.5 I–ROC Chan 32 Rwy 28. Class IC.

ROCKDALE
N42°27.98’ W75°14.35’ NOTAM FILE BUF. (L) (L) VOR/DME 112.6 RKA Chan 73 077º 8.5 NM to Albert S Nader Rgnl. 2032/11W.
ROME

BECKS GROVE (K16) 8 NW UTC–5(–4DT) N43°15.05’ W75°36.26’

450 NOTAM FILE BUF
RWY 06–24: H3000X23 (ASPH) S–12 RWY LGTS (NSTD)
RWY 06: Trees.
RWY 24: Road.

SERVICE: LGT Rwy edge lights activate upon request.

AIRPORT REMARKS: Attended Mon–Fri daigts 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.

GRIFFISS INTL (RME) (KRME) 1 NE UTC–5(–4DT) N43°14.03’ W75°24.42’

504 B ARFF Index—See Remarks NOTAM FILE RME
RWY 15–33: H11820X200 (ASPH–GRVD) S–100, D–240, 2D–500
PCN 71 F/B/W/T HIRL
RWY 15: PAPI(P4L)—GA 3.0º TCH 55’. 0.3% down..
RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 56’. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 33: TORA–11820 TODA–11820 ASDA–11820 LDA–11820

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR Rwy 33, HIRL Rwy 15–33, and twy lgts —CTAF.


AIRPORT 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.
ROUND LAKE  (W57)  2 E  UTC–5(–4DT)  N42°55.87’ W73°46.25’
178  NOTAM FILE BTV
RWY 14–32: 1927X76 (TURF)  1.0% up SE
RWY 14: Tree.
RWY 32: Trees.
AIRPORT MANAGER: 518-899-6316
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
WATERWAY 14W–32W: 4000X600 (WATER)

ROYALTON  (See GASPORT on page 209)

SANDS POINT SPB  (See PORT WASHINGTON on page 242)

SARANAC LAKE
ADIRONDACK RGNL  (SLK)(KSLK)  4 NW  UTC–5(–4DT)  N44°23.12’ W74°12.37’
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.
RUUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6573 TODA–6573 ASDA–6573 LDA–6573
RWY 09: TORA–3997 TODA–3997 ASDA–3997 LDA–3997
RWY 27: TORA–3997 TODA–3997 ASDA–3997 LDA–3997
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, MALSR Rwy 23, PAPI Rwy 05 and twy lgts—CTAF.
AIRPORT REMARKS: Attended May–Oct 1100–0200Z‡. Nov–Apr 1100–0100Z‡. For arpt attendant after hrs call 518–637–7329. Class IV, ARFF Index A. PPR 48 hr for unscheduled acft ops with more than 30 passenger seats call arpt manager 518–891–4600 ext 106. Index B coverage is avbl. Twy B unavbl to acft with wingspan 79´ and abv. Abv ground twy edge lgts adjacent to Twy B tie down apron area. Rwy 09 NSTD markngs, thld markings 400´ from rwy end. Cold temperature airport. Altitude correction required at or below −29C. Ldg fee.
AIRPORT MANAGER: 518-891-4600
WEATHER DATA SOURCES: ASOS 124.175 (518) 891–6696.
COMMUNICATIONS: CTAF/UNICOM 123.0
BOSTON CENTER APP/DEP CON 120.35
CLEARANCE DELIVERY PHONE: For CD if una to ctc on freq, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE SLK.
SARANAC LAKE (L) DME 109.2  SLK Chan 29 N44°23.07’ W74°12.27’ at fld. 1647.
DME unusable:
  089º–104º byd 25 NM blo 10,000´
  105º–110º byd 25 NM
  111º–165º byd 25 NM
  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 247)
SARATOGA SPRINGS

SARATOGA CO (5B2) 3 SW UTC–5(–4DT) N43°03.04´ W73°51.70´


RWY 05: REIL. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.

RWY 14–32: H4000X100 (ASPH–CONC) S–83, D–126 PCN 30 F/A/X/T MIRL

RWY 14: Trees.

RWY 32: Trees.

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT ACTVT REIL Rwy 05–23; MIRL Rwy 05–23–CTAF. Rwy 14–32 rwy lgts OTS.

AIRPORT REMARKS: Attended 1230Z–dusk. Albany ANG helicopters do touch and go ldg ops usually during dalgt hrs. Glider activity on weekends and occasionally weekdays with extensive pre–launch and after ldg ground ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off–pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height.

AIRPORT MANAGER: 518-885-5470

WEATHER DATA SOURCES: AWOS–3 132.025 (518) 884–9289.

COMMUNICATIONS: CTAF/UNICOM 123.075

SCHENECTADY CO (SCH) (KSCH) P (ANG) 3 N UTC–5(–4DT) N42°51.16´ W73°55.77´

RWY 04–22: H7001X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D2–850 PCN 49 F/C/X/T HIRL 0.9% up NE

RWY 04: MALSRS. PAPI(P4L)—GA 3.0º TCH 51´. Trees.


RWY 10: PAPI(P2L)—GA 4.0º TCH 50´. Thld dsplcd 200´. Road.

RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 50´. Trees.

SERVICE: S6 FUEL 100LL, JET A OX 2 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 (A/M32A–86) (MA–1A) (AM32–95) FUEL A++(Mil) (NC–100LL, A) FLUID SP(Mil) LOX(Mil) OIL 0–148–156(Mil).

NOISE: Noise abatement procedure in effect for large acft remaining in pattern ctc airfield manager for details.

AIRPORT 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 fld or braking action reports avbl between 0330Z† and 1230Z† daily. Ldg fee for itinerant multi–engine acft requesting twr svc 0330–1200Z†. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (518) 399-0111

WEATHER DATA SOURCES: AWOS–3 119.275 (518) 399–6586.

COMMUNICATIONS: CTAF 121.3 UNICOM 122.95

SCHENECTADY GND CON 121.9 CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D
svc 1230–0330Z† Mon–Fri; 1230–0200Z‡ wknds and hols; clsd Thanksgiving & Christmas; otr times by NOTAM; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) (L) VORTAC
115.3 ALB Chan 100 N42º44.84´ W73º48.19´ 332º 8.4 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

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´

RWY 16–34: H3000X60 (ASPH) S–13
RWY 16: Thld dpshlgd 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, tkf Rwy 34.

AIRPORT MANAGER: 518-532-7737

COMMUNICATIONS: CTAF 122.9

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

BURLINGTON (VL) (L) VOR/DME
117.5 BTV Chan 122 N44º23.83´ W73º10.96´ 232º 40.1 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–168º byd 30 NM blo 8,000´

SCHUYLERVILLE
GARNSEYS
(8B4) 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)
SEATUCK (See EAST MORICHES on page 202)

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 dspclcd 392´. Trees.
  RWY 19: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Crops.
RWY 11–29: 1850X60 (TURF) 1.3% up W
  RWY 11: Trees.
  RWY 29: Trees.
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 01: TORA–4592 TODA–4592 ASDA–4592 LDA–4199
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Attended 1300–2100Z‡. Medivac heliport flight svc on arpt, monitor CTAF for ops. Ldg fee. Ldg fee for jets and turbo props.
AIRPORT MANAGER: 315-539-1640
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 N42º29.70´ W76º27.58´ 329º 27.3 NM to fld. 1112.
  DME unusable:
    360º–160º byd 20 NM blo 6,500´

SHARON (K31) 2 SE UTC–5(–4DT) N42°46.70´ W74°34.66´
1508 NOTAM FILE BUF
RWY 13–31: 2570X120 (TURF)
  RWY 31: Trees.
AIRPORT 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 the south side of Hazen Rd sighted 115´ left and 495´ from Rwy 08 end.
AIRPORT MANAGER: 814-725-5923
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.
SHIRLEY

BROOKHAVEN (HWV)(KHWV)  1 N UTC–5(–4DT)  N40º49.32´ W72º52.01´

81  B  NOTAM FILE HWV
RWY 15–33: H4222X150 (ASPH–CONC) S–52, D–70, 2S–89, 2D–120  MIRL
   RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 47’. Trees.
   RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 46’. Trees.
RWY 06–24: H4201X100 (ASPH) S–32, D–56, 2D–93  MIRL
   0.3% up NE
   RWY 06: MALSR. VASI(V4L)—GA 3.0º TCH 47’. Trees.
   RWY 24: REIL. Trees.

SERVICE: S4  FUEL 100LL, JET A  LGT All tlgw lghts opr. Actvt MALSR
Rwy 06; REIL Rwy 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
involving airport. Upper air balloons launched 3 miles north of airport 1100Z‡
and 2300Z‡. Glider ops during hrs. Pilots be aware when conducting
practice ILS approaches. Extensive light aircraft training on and involving airport 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, wknds and non–dlght hrs not
rcmdd. Relocated thld is Taxiway Z1. Overnight ramp parking $5.00.

Landing fees vary. See airport website for more info.

AIRPORT MANAGER: 631-451-6299
WEATHER DATA SOURCES: ASOS 119.625 (631) 399–7095.
COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON APP/DEP CON 120.05
CLNC DEL 133.2
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2449 or 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CALVERTON (L) (H) VORW/DME 114.55  CCC Chan 92(Y)  N40º55.78´ W72º47.93´  219º  7.2 NM to fld. 85/13W.
   VOR unusable:
   056º–076º
   233º–268º byd 25 NM
   269º–290º
   DME unusable:
   056º–066º byd 39 NM
   ILS 108.95   I–HWV  Rwy 06. Glideslope unmonitored. LOC unusable byd 4.6 NM from thld abv 2,100´. LOC unusable
within thld abv 1,000´. LOC unusable within 0.5 NM.

SIDNEY MUNI (N23)  1 W UTC–5(–4DT)  N42º18.16´ W75º24.96´
1027  B  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 Rwy 07 and 25—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. For attendant other times call
607–561–2346. Numerous hills surround airport up to 800´ abv airport
elevation. High tension lines 1 NM from AER 07. Two ft high cement
fixtures in prim sfc in ditches 130 ft W of rwy. Fence 7 ft abv rwy end
325 ft of cntrln. Cold temperature airport. Altitude correction required
at or below –21C.

AIRPORT MANAGER: 607-561-2346
COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
DELANCEY (L) (L) VORW/DME 112.1  DNY Chan 58  N42º10.70´ W74º57.42´  301º  21.8 NM to fld. 2560/11W.
ROCKDALE (L) (L) VORW/DME 112.6  RKA Chan 73  N42º27.98´ W75º14.35´  230º  12.6 NM to fld. 2032/11W.
SKANEATELES AERO DROME (689) 2 SW UTC–5(–4DT) N42º54.84´ W76º26.45´
1039 TPA—1839(800) NOTAM FILE BUF
RWY 04–22: 3350X130 (TURF) 0.8% up SW
RWY 04: Trees.
RWY 22: Fence.
RWY 10–28: H3134X58 (ASPH) S–9 MIRL(NSTD) 0.4% up W
RWY 28: REIL. Trees.
SERVICE: FUEL 100LL LGT Arpt lgt OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Unattended, call manager. Fuel avbl 24 hr self svc credit card. Rwy 28 two 55´ power poles 70´ either side centerline 700´ from thld. Rwy 04–22 avbl 15 May to 15 Oct. Rwy 10–28 NSTD MIRL, lghts are 38´ from pavement edge. Rwy 28 has 4 lghts out and 2 lghts very dim. One thld lgt is rotated 90º (red/green lens). Rwy 10 3´ fence 20´ from thld on both sides, 15´ road 30´ from thld on both sides and 4´ fence 80´ from thld on both sides. −10´ culvert/ditch 50´ left of centerline at thld. Rwy 04–22 has variations in rwy sfc.
AIRPORT MANAGER: 707-580-9240
WEATHER DATA SOURCES: AWOS–3P 120.125 (315) 685–5790.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
SYRACUSE (WH) (H) VORTACW 117.0 SYR Chan 117 N43º09.63´ W76º12.27´ 226º 18.1 NM to fld. 453/11W.
TACAN AZIMUTH unusable:
Byd 35 NM b/o 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 byd 40 NM
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´

SKY ACRES (See MILLBROOK on page 224)

SOUTH ALBANY (See SOUTH BETHLEHEM on page 252)
SOUTH BETHLEHEM

SOUTH ALBANY (4BB) 2 N UTC–5(–4DT) N42º33.64´ W73º50.04´
196 NOTAM FILE BTV
RWY 01–19: H285X60 (ASPH) LIRL 0.4% up N
RWY 01: RVR–T Thd dspcld 150´. Fence.

SERVICE: S4 FUEL 100LL, JET A

NOTAM FILE BTV.
RWY 01–19:
H2853X60 (ASPH) LIRL 0.4% up N
RWY 01:
RVR–T Thd dspcld 150´. Fence.
RWY 19:
RVR–R Thd dspcld 124´. Road.


AIRPORT MANAGER: (518) 281-5430

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION:
CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42º59.66´ W73º20.64´ 234º 33.8 NM to fld. 1490/14W.
DME unusable:
040º–130º blo 9,000´
VOR unusable:
128º–144º
161º–182º
195º–205º

SPENCERPORT AIRPARK (D91) 2 S UTC–5(–4DT) N43º10.17´ W77º49.10´
614 NOTAM FILE BUF
RWY E–W: 2450X90 (TURF)
RWY E: Trees.
RWY W: Trees.


AIRPORT MANAGER: (585) 737-3018

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

SPRINGVILLE XNT N42º30.54´ W78º39.52´/1418
AWOS–3P 122.8 (716) 592–4400 XNT AWOS–3P is associated with Betrand Chafee Hospital heliport 2NK6.

NEW YORK

NE, 16 MAY 2024 to 11 JUL 2024
STAAATSBURG

AIRHAVEN (Ø9N)  3 SE UTC–5(–4DT)  N41º49.96´ W73º52.57´
450  NOTAM FILE ISP
RWY 02–20: 1863X75 (TURF)  1.5% up N
RWY 02:  Tree.
RWY 20:  Trees.
AIRPORT REMARKS: Unattended. Rwy not plowed in winter. Rwy 02–20 2´ pvc reflective markers, blue markers at thld, all others along edges are white. Rwy 20 has +50´ trees, 30´ from thld, 50´ left. Steep grades and drop-offs located in Rwy 02 safety area.
AIRPORT MANAGER: 845-889-4717
COMMUNICATIONS: CTAF 122.9

STORMVILLE (N69)  1 NE UTC–5(–4DT)  N41º34.62´ W73º43.94´
358  NOTAM FILE ISP
RWY 06–24: H3315X50 (ASPH) S–25  0.8% up NE
RWY 06:  Trees.
AIRPORT REMARKS: Unattended. Geese on and invof rwy. Rwy 06–24 not plowed. Flee market obstns and material may be next to rwy ends. Rwy 06–24 wide cracks and weeds on rwy.
AIRPORT MANAGER: (845) 227-4444
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.75

SUFFOLK CO  N40º50.27´ W72º37.91´ NOTAM FILE FOK.
(T) TACAN 111.0  FOK  Chan 47  at Francis S Gabreski. 50/13W. TACAN unmonitored when twr clsd.
No NOTAM MP: 1600–2000Z‡ Mon
TACAN AZIMUTH unusable:
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 227)
SYRACUSE HANCOCK INTL (SYR/KSyr) P (ANG AR) 4 NE UTC–5(–4DT) N43°06.67’
W76°06.38’
421 B LRA Class I, ARFF Index C NOTAM FILE SYR
PCN 121F/B/W/T HIRL CL
RWY 28: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 60’. RVR–TMR
Trees. 0.4% up.
PCN 143F/B/W/T HIRL CL
RWY 33: PAPI(P4L)—GA 3.0º TCH 53’. RVR–T Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–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 OX 1, 2, 3, 4 MILITARY—JASU
2(A/M32A–86) 1(MC–1A) 2(MC–2A) 3(M32A–60A) 2(MC–11) FUEL
A+ (NC–100LL, A)
NOISE: Noise abatement procedures in effect.
AIRPORT REMARKS: Attended continuously. Deer, coyote, birds on and invof
apt. No charter ops through passenger terminal bldg without prior permission. No jet engine maintenance runs abv idle
between 0400–1100Z. No tran acpt parking on main terminal ramp. Rwy 28 touchdown RVR sensor shared by Rwy 33.
Direct custom notification is required. Hrs of notification are Mon–Sat 1300–2200Z. Arrivals outside of these hrs must
make arrangements during regular work hrs, call 315–455–2271. UAS operate within the confines of the Syracuse Class
C, times vary. UAS ops in Syracuse Apch/Dep airspace will be controlled by SYR ATC at all times.
AIRPORT MANAGER: 315-454-3263
WEATHER DATA SOURCES: ASOS (315) 454–3350 WSP.
COMMUNICATIONS: ATIS 124.225 315–455–3444 UNICOM 122.95
RCO 122.4 (BUFFALO RADIO)
APP/DEP CON 126.125 134.275
TOWER 120.3 CLNC DEL 125.05
AIRSPACE: CLASS C svc ctc APN CON.
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
(VH) (H) VORTACW 117.0 SYR Chan 117 N43°09.63’ W76°12.27’ 135º 5.2 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 byd 40 NM
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’
ILS/DME 109.9 I–MRZ Chan 36 Rwy 10. Class IB. Monitored by ATCT.
ILS/DME 109.9 I–SYR Chan 36 Rwy 28. Class IIE.
TICONDEROGA MUNI  (4B6)   2 NE UTC–5(–4DT)  N43º52.64´ W73º24.79´
274   NOTAM FILE BTV
RWY 02–20:  H4041X60 (ASPH)  MIRL
RWY 02:  REIL. PAPI(P2L)—GA 3.0º TCH 46´. Fence.
SERVICE:  FUEL  100LL  LGT
RWY 02 2 thld lghts OTS indef. ACTIVATE MIRL Rwy 02–20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.
AIRPORT MANAGER:  518-585-6265
COMMUNICATIONS:  CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.

TROY
RENSSELAER CO  (5B7)   6 SE UTC–5(–4DT)  N42º41.50´ W73º34.80´
440   NOTAM FILE BTV
RWY 18–36:  H2670X50 (ASPH)  S–8
RWY 18:  Trees.
RWY 36:  Trees.
AIRPORT REMARKS:  Unattended. Tran acft call 518–596–5947 for fld conditions prior to arrival. Deer and birds on and inv of arpt. Surrounding terrain slopes down to rwy, due to higher surrounding terrain recommend use of the following procedures, departing Rwy 36, use best angle of climb speed until well clear of residential area north of Rwy 36, arrivals Rwy 18 maintain sufficient alt on final so as to avoid low alt and/or high power over residential area which underlies final apch to Rwy 18. Departures Rwy 18 and arrivals Rwy 36 use normal procedures. Rwy 18–36 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
FRANKFORT–HIGHLAND  (6B4)   4 SE UTC–5(–4DT)  N43º00.97´ W75º10.17´
1325   NOTAM FILE BUF
RWY 13–31:  H2750X60 (ASPH)  S–12 LIRL  0.4% up NW
RWY 31:  Thld dsplcd 205´.
SERVICE:  FUEL  100LL
AIRPORT REMARKS:  Unattended. Self–serve fuel. Geese on and inv of arpt during spring and fall. Model plane club opr on arpt. Rwy 31 has 120´ droppoff 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 LCA  Chan 49  319º 16.4 NM to Griffiss Intl. 1420/0W.
  RCO 122.2 (BUFFALO RADIO)

WALLKILL

KOBELT  (N45)  2 NE UTC–5(–4DT)  N41°37.45′ W74°08.50′
  420  B NOTAM FILE ISP
  RWY 03–21: H2864X50 (ASPH)  S–13
  RWY 03: Trees.
  RWY 21: Trees.
  AIRPORT REMARKS: Unattended. Arpt clsd to acft 13,500 lbs and over. Deer on and inv of arpt. PJE at arpt 3.0 NM radius
  SFC–14,500’. Rw 03 has access road 16’ from thld both sides. Rw center width of 30’ in good condition, 10’ width
  on both sides of centerline in poor condition with extensive cracks and vegetation. Rw 03–21 slight depression in grass
  areas opposite south end of rwy. Rw center 30’ in fair condition, outside edges beyond this in poor condition. 18’ wide
  parallel rwy, 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′
  540  NOTAM FILE ISP
  RWY 08–26: 2250X80 (TURF)
    RWY 08: Tree.
    RWY 26: Tree.
  RWY 03R–21L: H2150X28 (ASPH)  LIRL(NSTD)
    RWY 03R: Trees.
    RWY 21L: Trees.
  RWY 03L–21R: 2100X50 (TURF)
    RWY 03L: Trees.
    RWY 21R: Trees.
  SERVICE: FUEL 100LL LGT
  ACTIVATE LIRL Rwy 03R–21L—CTAF.
  AIRPORT REMARKS: Attended irregularly. Arpt CLOSED to tran acft suns–sunrise. Deer and bird act near movement areas.
  Mountains and twrs in close vicinity of arpt. Self svc fuel avbl. Rw 08 has 6’ chain link fence 58’ left, parallel to rwy.
  Practice Idgs NA. Rw 03R–21L NSTD LIRL, spacing 400’ apart. Seaplane use of Wickham Lake prohibited.
  AIRPORT MANAGER: 845-258-0183
  COMMUNICATIONS: CTAF/UNICOM 123.0
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WATERTOWN INTL (ART/KART) 5 W UTC–5(–4DT) N43º59.51´ W76º01.17´

WATERFRONT TOTAL (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: S4 FUEL 100LL, JET A
LGT ACTVT MALSR Rwy 07 and Rwy 28; PAPI Rwy 7, Rwy 10, Rwy 25 and Rwy 28; HIRL Rwy 07–25;
MIRL Rwy 10–28; twy lgts—CTAF.

AIRPORT REMARKS:
1000–0000Z‡, Deer and birds on and invof arpt. For fuel after hrs call 315–816–2331 or 315–816–2334. PPR

Wx camera avbl at WatertownAirport.com. Ngt vision device ops periodically conducted in arpt traffic pattern area. Twy
lgts not vsb under ngt vision goggles. Military helicopters training on and invof arpt. RC model act lctd 9 NM SSW of arpt
blw 400´ AGL. RC model acft act located 4 NM north of Watertown Intl Arpt blo 400´ at 44.05 N–76.05 W. Class I,
ARFF Index A. PPR 2 hrs for unskd ops with more than 30 pax seats call 315–816–2334 or 315–816–2331. Index B
coverage is avbl O/R. Rwy/Twy conditions not monitored outside of normal attendance hrs. Acft de/anti icing avbl, ctc FBO
315–786–6001. Ldg fee for acft over 6000 lbs gross weight. 2 hrs advance notice to U.S. Cstms by pilot rqrd, call
315–482–2261.

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)
WHEELER–SACK APP/DEP CON 124.875
CLNC DEL 120.8
CLEARANCE DELIVERY PHONE: For CD if una to ctc Wheeler Sack ATCT on freq, ctc Wheeler Sack 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)  N43°04.84´ W76°32.29´
400 B  TPA—1200(800)  NOTAM FILE BUF
RWY 10–28: H3630X60 (ASPH) MIRL
RWY 10: Thld dsplcd 430´. Trees.
RWY E–W: 2800X100 (TURF)
RWY E: Hill.
RWY W: Trees.
SERVICE: 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 REMARKS: Attended daig hours. Parachute Jumping. Skydiving on
and inv of arpt. Ultra—lights on and inv of arpt. Rwy E–W CLOSED Nov
1—May 15.
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 (VII) (H) VORTAC 117.0 SYR Chan 117 N43°09.63´ W76°12.27´ 263º 15.4 NM to fld. 453/11W.
TACAN AZIMUTH unusable:
Byd 35 NM 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 byd 40 NM
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 300 NM blo 0,000´
352º–009º byd 57 NM
DME unusable:
Byd 35 NM blo 4,000´

WELLSVILLE MUNI/TARANTINE FLD  (ELZ)(KELZ)  2 SW  UTC–5(–4DT)  N42°06.57´ W77°59.40´
2125 B NOTAM FILE ELZ
RWY 10–28: H5300X100 (ASPH–GRVD) S–25, D–45 HIRL
0.4% up W
RWY 28: MALS. PAPI(P2L)—GA 3.0º TCH 52º. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALS Rwy 28; REIL Rwy
10; PAPI Rwy 10 and 28; HIRL Rwy 10–28—CTAF. PAPI ususbl byd
9 degs right and left of ctrln. Bcn on dusk–dawn daily.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. Unattended
weekends, Memorial Day, 4th of July, Labor Day, Thanksgiving,
Christmas Eve, Christmas and New Years Day. After hrs svcws 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) N42°05.38´ W77°59.97´
DME unusable:
170º–195º byd 25 NM

WEST 30TH ST HELIPORT  (See NEW YORK on page 234)
WESTCHESTER CO
(See WHITE PLAINS on page 262)

WESTHAMPTON BEACH
FRANCIS S GABRESKI
(FOK)(FKOF) P (ANG) 3 N UTC–5(–4DT) N40º50.62´ W72º37.91´

66  B  LRA  NOTAM FILE FOK
RWY 06–24: H9002X150 (ASPH–CONC) S–100, D–120, 2D–200
PCN 31 F/B/X/T HIRL 0.3% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 66’ Trees.
RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 77’ Trees. Rgt tcf.
RWY 01–19: HS100X150 (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: HS002X150 (ASPH) S–94, D–157, 2D–259
PCN 42 F/B/W/T MIRL 0.3% up NW
RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 62’ Trees.
RWY 33: REIL. VASI(V4L)—GA 3.0º TCH 57’ Trees. Rgt tcf.

SERVICE: S4 FUEL 100LL, JET A OK, 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–B6)
2(MA–1A) FUEL Avbl dur ANG opr hr. A++(Mil) avbl (NC–100LL, A)
FLUID SP De–Ice OIL 0–148–156(Mil) SOAP

NOISE: Voluntary noise abatement procs in efct; see arpt website. When safety and ops allow, Rwy 24 pref for noise abatement.

AIRPORT REMARKS: Attended 1200–0400Z‡. Parachute Jumping. Birds and
der on and invof arpt. Extd glider activity. Rcmdd rsvn with FBO prior to arr. No 180º turns permitted on asph section of
Rwy 06–24. Mil parachute drops on ffd and offshore from Shinnecock Inlet, 8 miles ESE of ffd. 2000’ AGL and blo. Rwy
15–33 mil max efct 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
safety area each end. Rwy 06 VGSI and RNAV glidepath not coincident. Rwy 24 VGSI and ILS glidepath not
coincident.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. CAUTION Birds and deaf haz. PJE vcnty of arpt. ANG Radio ctl
For use of ANG ramp. Ofi bus only PPR all acct, 48 hr PN, ctc afld ops DSN 456–7362, C631–723–7362 drog hr.
Tue–Fri PPR drog of–duty hr. 106 OG/CC apvl required nmi duty hr. Nmi duty hr 1200–2130Z‡ Mon–Fri. Clsd Sat, Sun,
holi ev orh Mon. Ltd ramp space. Tran acct may be diverted to civ FBO drog 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 acft AUW 100,000 lb exc C130/emerg UFN. AMC/ACC
cacct opr rstd dur Bird Watch cond MODERATE (tkof or ldg perm). Ctc Afld Management 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) hwy dur Phase II BASH Window. Phase II nmi begins 1 Aug and ends 30 Nov. CSTMS/AG/IMG US CSTMS cnc
svc avbl with PN (FRG) 631–753–2691 (mil flts will coord thru Base Ops 631–723–7362/7364). Min 24 hr pn on gr
bus day rcsng svc rqr date, max pax 15. US CSTMS hrs btd 1300 and 0300Z‡.

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NEW YORK
COPTER
H–101, 121, L–33B, 34I
IAP, DIAP, AD
NEW YORK
CONTINUOUS FROM PRECEDING PAGE

AIRPORT MANAGER: 631-852-8095
WEATHER DATA SOURCES: ASOS 119.925 (631) 288-0588.
COMMUNICATIONS: CTAF 125.3
© NEW YORK APP/DEP CON 125.975 343.75 343.65
TOWER 125.3 236.6 (1200–0400Z‡) GND CON 121.8 225.4
ANG OPS (RESCUE OPS) 328.475
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2449.
AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CALVERTON (L) (H) VOR/DME 114.55 CCC Chan 92(Y) N40º55.78´ W72º47.93´ 137º 9.2 NM to fld. 85/13W.
VOR unusable:
056º–075º
233º–268º byd 25 NM
269º–290º
DME unusable:
056º–066º byd 39 NM
SUFFOLK CO (T) TACAN Chan 47 FOK (111.0) N40º50.27´ W72º37.91´ at fld. 50/13W. NOTAM FILE FOK.
TACAN unmonitored when twr clsd.
No NOTAM MP: 1600–2000Z‡ 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.
NEW YORK

WHEELER–SACK AAF (GTB)(KGTB) A 1 NE UTC–5(–4DT) N44°03.34’ W75°43.19’

690 B TPA—See Remarks NOTAM FILE GTB Not insp.

RWY 03–21: H10000X150 (CONC) PCN 59 R/B/W/T HIWL

RWY 03: ALSF1. PAPI(P4L)—GA 3.0º TCH 64’. RVR–TR Thld dispclsd 1363’.


RWY 15–33: H5002X144 (CONC) PCN 43 R/C/W/T HIWL

RWY 15: MALSR. RVR–TR Rtg tcf.

RWY 08–26: H4501X150 (ASPH–CONC) PCN 34 A/F/W/T LIRL

SERVICE: MILITARY— FUEL Service–L–AOE JASU–3(ASU600–270–DDP). Fuel A++ (mil); Avbl 1400–0300Z‡ Mon–Fri, Exc hol. FLUID SP De–ice Type I and Type IV avbl with 3 hr PN. TRAN ALERT: Opr 1400–1300Z‡ Mon–Fri; clsd Sat, Sun and Federal Hol ltd; no cathering, lav, trash removal, water, or crew tmsp svc avbl.

NOISE: Noise abatement Quiet hrs 0300–1100Z‡.


COMMUNICATIONS: ATIS 119.525

TOWER 118.75 290.25 GND CON 121.9 229.8 CLNC DEL 121.9 PMSV SACK METRO 304.3

BASE OPS 126.2 280.8 FORT DRUM FLT FLW 141.025 397.75

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

WATERTOWN (L) (L) VORTAC 109.8 ART Chan 35 N43°57.13’ W76°03.88’ 079° 16.2 NM to fld. 374/12W.

VOR unusable:

900–111º byd 15 NM

112º–150º

151º–175º byd 20 NM

ILS/DME 108.5 I–AEZ Chan 22 Rwy 03.

ILS/DME 108.5 I–GTB Chan 22 Rwy 21. Class IE.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. 120.875 and 257.8 in all apch plates/mins.
**NEW YORK**

**WHITE PLAINS**

**WESTCHESTER 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**: H6549X150 (ASPH–GRVD) D–120, 2S–152

PCR 537 F/B/W TWR HIRL CL 0.9% up NW

RWY 16: MALS R D–120, 2S–152, 2D–120 PCN 28 F/B/X/U MIRL

RWY 29: Thld dsplcd 1292’, Trees.

**LAND AND HOLD–SHORT OPERATIONS**

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

| RWY 11 | 16–34 | 2500 |
| RWY 16 | 11–29 | 4000 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWY 11 | TORA–4451 TODA–4451 ASDA–4451 LDA–4451 |
| RWY 16 | TORA–6549 TODA–6549 ASDA–6549 LDA–6549 |
| RWY 29 | TORA–4451 TODA–4451 ASDA–4451 LDA–3159 |
| RWY 34 | TORA–6549 TODA–6549 ASDA–6549 LDA–6549 |

**SERVICE**

**S4 FUEL**

100LL, JET A

OX 1, 2, 3, 4

LGT When ATCT clsd

**AIRPORT MANAGER**

914-995-4887

**WEATHER DATA SOURCES**

ASOS (914) 288–0216 WSP.

**COMMUNICATIONS**

D–ATIS 133.8 914–948–0130 CTAF 118.575 UNICOM 122.95

**NEW YORK APP CON** 124.6 (1200–0400Z‡) 120.8 (0400–1200Z‡)

**NEW YORK DEP CON** 120.55

**TOWER** 118.575 (1100–0400Z‡) GND CON 121.825

**CLNC DEL** 127.25 CLNC DEL 126.4 (When HPN twr clsd)

**CPDLC (LOGON KUSA)**

**PDC**

**CLEARANCE DELIVERY PHONE**

For CD when ATCT clsd ctc New York Apch on 126.4, if una call 516-683-2849.

**AIRSPACE**

CLASS D svc 1100–0400Z‡; other times CLASS E.

**RADIO AIDS TO NAVIGATION**

**NEW YORK AIRPORTS**

CARMEL (LI) WOR/DME 116.6 CMK Chan 113

N41º16.81´W73º34.88´ 216º 14.0 NM to fld. 693/12W.

VOR unusable:

001º–155º

195º–225º

245º–270º

325º–355º

DME unusable:

000º–015º byd 20 NM

034º–054º byd 20 NM

055º–135º byd 20 NM blo 5,000´

180º–200º

340º–359º byd 20 NM blo 6,000´

**ILS/DME**

109.7 I–HPN Chan 34 Rwy 16. Class IIE.

110.9 I–OJZ Chan 34 Rwy 34. Class IT.

LOC unusable byd 28º left of course and 25º right of course.

**COMM/NAV/WEATHER REMARKS**

ATIS can also be received via CMK VOR frequency 116.6 (CARMEL)

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**WHITFORDS** (See WEEDESPORT on page 258)
WILLIAMSON/SODUS (SDC/KSDC)  3 W UTC–5(–4DT)  N43°14.08´ W77°07.17´
   424  B  TPA—1400(976)  NOTAM FILE BUF
RWY 10–28: H3803X60 (ASPH)  S–12  MIRL
   RWY 10:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
   RWY 28:  REIL. PAPI(P2R)—GA 3.2º TCH 42´. Tree.
SERVICE:  S4  FUEL  100LL  LGT  ACTIVATE REIL Rwy 10 and Rwy 28;
   MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS:  Attended Mon–Fri 1330–2200Z‡. Credit card fuel avbl
   24 hrs. Geese and deer on and in vicinity of arpt.
AIRPORT MANAGER:  315-483-6011
WEATHER DATA SOURCES:  AWOS–3 124.2 (315) 483–6171.
COMMUNICATIONS:  CTA F/UNICOM 122.8
ROCHESTER APP/DEP CON 119.55
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at
   440-774-0490.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ROC.
   ROCHESTER  (L) (L) VOR/DME 110.0  ROC Chan 37  N43°07.08´
      W77°40.37´  086º 25.3 NM to fld. 545/12W.

WURTSBORO/SULLIVAN CO (N82)  2 NE UTC–5(–4DT)  N41°35.87´ W74°27.55´
   548  NOTAM FILE ISP
RWY 05–23: H3591X60 (ASPH)  S–30  0.3% up SW
   RWY 05:  Thld dsplcd 233´. 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:  CTA F/UNICOM 122.8
ROCHESTER APP/DEP CON 119.55
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  N41°39.93´
      W73°49.33´  274º 28.9 NM to fld. 581/12W.
VOR unusable:
   008º–018º byd 40 NM bto 4,000´
   008º–018º byd 70 NM
   020º–123º byd 40 NM
   045º–050º byd 35 NM bto 4,300´
   070º–140º byd 30 NM bto 3,400´
   082º–092º byd 20 NM bto 4,000´
   082º–092º byd 35 NM bto 5,500´
   130º–148º byd 40 NM
   203º–216º byd 30NM
   243º–253º byd 40 NM
   275º–310º byd 40 NM
   311º–321º byd 40 NM bto 6,000´
   311º–321º byd 64 NM
   322º–001º byd 40 NM

NEW YORK 263
NEW YORK L–330, 34H  IAP
NE, 16 MAY 2024 to 11 JUL 2024
ALLENTOWN
ALLENTOWN QUEEN CITY MUNI (XLL/KXLL) 2 SW UTC–5 (–4DT) \text{N40º34.22'} \text{W75º29.30'}

\begin{tabular}{l}
399 B NOTAM FILE IPT \\
\textbf{RWY 07–25:} H3950X75 (ASPH–GRVD) S–12 MIRL \\
\textbf{RWY 07:} REIL. PAPI(P4L)—GA 3.0º TCH 41’. Brush. \\
\textbf{RWY 25:} REIL. PAPI(P4L)—GA 3.5º TCH 40’. Pole. \\
\textbf{RWY 15–33:} H3160X75 (ASPH) S–12 MIRL 0.4% up SE \\
\textbf{SERVICE:} S2 FUEL 100LL, JET A LGT Actvt REIL Rwy 07–25; MIRL Rwy 07–25 \\
\& 15–33—CTAF. Rwy 25 VGSI unusbl byd 3 deg L of course. \\
\textbf{NOISE:} Noise abatement procedures in effect, for details ctc arpt manager. \\
\textbf{AIRPORT REMARKS:} Attended 1200–2300Z. Deer, groundhogs and birds \\
on and invof arpt. For svc after hrs ctc 610–266–6000. \\
\textbf{AIRPORT MANAGER:} 610-791-5193 \\
\textbf{WEATHER DATA SOURCES:} AWOS–3 127.875 (610) 231–3111. Unavbl byd 8 \\
nm. \\
\textbf{COMMUNICATIONS:} CTAF/UNICOM 122.7 \\
\textbf{APP/DEP CON} 119.65 (3000’ and blo) 124.45 (above 3000’) \\
\textbf{CLNC DEL} 118.9 \\
\textbf{CLEARANCE DELIVERY PHONE:} For CD ctc Allentown Apch at 800-728-6322. \\
\textbf{RADIO AIDS TO NAVIGATION:} NOTAM FILE IPT. \\
\textbf{EAST TEXAS (L) (L) VOR/DME} 110.2 ETX Chan 39 N40º34.86’ \\
W75º41.04’ 103º 9.0 NM to fld. 741/9W. \\
VOR unusable: 255º–265º
\end{tabular}
ALTOONA/BLAIR CO  (AOO/KAOO)  12 S  UTC-5(–4DT)  N40º17.78´ W78º19.20´
1503  B  Class II, ARFF Index A  NOTAM FILE AOO
RWY 03–21:  H5465X100 (ASPH–GRVD)  S–16, D–44  PCN 13 F/B/X/T
HIRL  0.6% up S
RWY 03:  REIL. PAPI(P4L)—GA 3.0° TCH 43°. Trees.
RWY 21:  MALSR. PAPI(P4L)—GA 3.0° TCH 52°. Trees.
RWY 12–30:  H3668X75 (ASPH)  S–11.5, D–33  PCN 13 F/B/X/T  MIRL
RWY 12:  REIL. PAPI(P4L)—GA 3.0° TCH 54°. Trees.
RWY 30:  REIL. PAPI(P4R)—GA 4.0° TCH 54°. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03:  TORA–5465  TODA–5465  ASDA–5465  LDA–5465
RWY 12:  TORA–3668  TODA–3668  ASDA–3668  LDA–3668
RWY 21:  TORA–5465  TODA–5465  ASDA–5465  LDA–5465
RWY 30:  TORA–3668  TODA–3668  ASDA–3668  LDA–3668
SERVICE:  S4  FUEL  100LL, JET A
OX  1, 3  LGT  Rwy 03–21, thld lgts and edge lgts OTS exc with PCL, avbl fm 0100–1300Z‡ daily. Rwy 12–30, thld lgts and edge lgts OTS exc with PCL avbl fm 0100–1300Z‡ daily. HIRL Rwy 03–21 and MIRL Rwy 12–30 preset low intst, incr intst and ACTVT PAPI Rwy 12, 30, 03 and 21, 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 acft (ultra light, homebuilt, etc) ctc amgr 814–793–2027 or UNICOM prior to ldg. PPR 24 hrs for unscheduled air carrier and non–air carrier ops with more than 30 passenger seats call arpt manager 814–793–2027. Excp for taxi, Rwy 12–30 not avbl for sked acr opns with more than 9 pax and unsked for acr opns with more than 30 pax.
AIRPORT MANAGER:  814-793-2027
COMMUNICATIONS:  CTAF
WEATHER DATA SOURCES:  ASOS
COMMUNICATIONS:  CTAF
RADIO AIDS TO NAVIGATION:
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 25° right of course.

ARNO LD PALMER RGNL  (See LATROBE on page 294)

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 ashp 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 279)

BAUBLITZ COMMERCIAL  (See BROGUE on page 271)

BEAVER CO  (See BEAVER FALLS on page 267)
BEAVER FALLS  

BEAVER CO  

RWY 10–28: H4501X100 (ASPH–GRVD) S–16, D–32 MIRL  

1.1% up E  

RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 42´. Trees.  

RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 43´. Trees.  


AIRPORT MANAGER: 724-847-4662  

WEATHER DATA SOURCES: AWOS–3PT 118.35 (724) 843–1024.  

COMMUNICATIONS: CTAF 120.3 ATIS 118.35  

ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)  

PITTSBURGH APP/DEP CON 124.75  

TOWER 120.3 (1230–0030Z Mon–Fri; clsd Sat–Sun)  

GND CON 121.8 CLNC DEL 124.85 (when twr clsd)  

AIRSPACE: CLASS D svc 1230–0030Z Mon–Fri; clsd Sat–Sun; other times CLASS G.  

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.  

ELLWOOD CITY (VH) (H) VOR/DME 115.8 EWC Chan 105 N40º49.50` W80º12.69` 257º 8.8 NM to fld. 1227/8W.  

LOC 109.3 I–BVI Rwy 10. LOC unmonitored when ATCT clsd.  

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.
BEDFORD CO (HMZ)(KHMZ) 4 N UTC–5(–4DT) N40º05.17’ W78º30.81’

1162 B NOTAM FILE AOO

RWY 14–32: H5006X75 (ASPH) S–38, D–60, 2D–100 MIRL

RWY 14: REIL: PAPI(P2R)—GA 3.0º TCH 41’. Rgt ttc.

RWY 32: REIL: PAPI(P2L)—GA 4.0º TCH 53’.

SERVICE: S4 FUEL 100LL, JET A 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

® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.

® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland ARTCC 440–774–0234.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) TACAN Chan 97 THS (115.0) N39º55.99’ W77º47.06’ 29º 27.5 NM to fld. 2338/7W.

BELLEFONTE (N96) 3 SW UTC–5(–4DT) N40º53.13’ W77º48.97’

1072 B TPA—2101(1029) NOTAM FILE AOO

RWY 07–25: H3632X60 (ASPH) RWY LGTS(NSTD) 0.3% up SW

RWY 07: Tree.

RWY 25: PAPI(P2L)—GA 3.5º TCH 40’. Rgt ttc.


AIRPORT REMARKS: Attended 1300Z‡–dusk. For svc after hrs ctc 814–355–7407 or 814–883–7646. Ultralights on and invof arpt. All helicopters reqd to use fixed wing tcf 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 N40º54.98’ W77º59.56’ 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
106º–115º byd 40 NM b18,000’
116º–145º byd 40 NM
146º–156º byd 40 NM b15,000’
146º–156º byd 70 NM
157º–171º byd 40 NM
172º–189º byd 40 NM b10,000’
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.

BELLSVILLE (See LEHIGHTON on page 295)

BENDIGO (See TOWER CITY on page 321)
BENSALEM

TOTAL RF HELIPORT (00A) 1 E UTC–5(–4DT) N40º04.25´ W74º56.02´  
HELIPAD H: HB0X80 (ASPH) PERIMETER LGTS  
AIRPORT MANAGER: 215-990-5300  
COMMUNICATIONS: CTAF 122.9  

BERMUDIAN VALLEY AIRPARK (See KRALLTOWN on page 293)

BETHEL

GRIMES (BN1) 2 E UTC–5(–4DT) N40º29.09´ W76º15.81´  
RWY 11–29: 2720X100 (TURF)  
RWY 11: Thld dsplcd 250´. Road.  
RWY 29: Thld dsplcd 270´. Tree.  
AIRPORT MANAGER: 717-933-9566  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Reading ATCT at 610-478-9562. when clsd, ctc Harrisburg Apch at 800-932-0712.

BLOOMSBURG MUNI (N13) 0 E UTC–5(–4DT) N40º59.86´ W76º26.11´  
RWY 09–27: H3200X60 (ASPH) S–12.5 MIRL  
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 09–27—CTAF.  
AIRPORT REMARKS: Attended Mon–Fri 1330–2130Z‡, Sat–Sun irregularly.  
AIRPORT MANAGER: (570) 317-2481  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.  
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.  
MILTON (L) (L) VORTACW 109.2 MIP Chan 29 N41º01.40´ W76º39.92´ 107º 10.6 NM to fld. 1000/9W.

BRADEN AIRPARK (See EASTON on page 279)

BRADFORD CO (See TOWANDA on page 321)
BRADFORD RGNL (BFD)(KBFD) 10 S UTC–5(–4DT) N41º48.18´ W78º38.40´

2143 B ARFF Index—See Remarks NOTAM FILE BFD
RWY 14: REIL. VASI(V4L)—GA 3.0º TCH 42’. Trees.
RWY 32: MALS.R. Pole.
RWY 05–23: H4499X100 (ASPH–GRVD) S–48, D–60 MIRL
0.3% up NE
RWY 05: REIL.
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; tway lgts—CTAF.


AIRPORT MANAGER: 814-368-5928
WEATHER DATA SOURCES: ASOS 133.825 (814) 368–2581.
COMMUNICATIONS: CTAF/UNICOM 123.075
RCO 122.2 (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.325
AIRSPACE: CLASS E svc 1100–0330Z‡ Mon–Fri, 1100–2330Z‡ Sat, 1300–0330Z‡ Sun; other times CLASS G.

BREEZEWOOD

GREATER BREEZEWOOD RGNL (P17) 7 S UTC–5(–4DT) N39º52.46´ W78º17.86´

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.
BROGUE

BAUBLITZ COMMERCIAL  (9W8)  1 S UTC–5(–4DT)  N39°51.14´ W76°29.18´

750  B  NOTAM FILE IPT
RWY 10–28: 2493X100 (TURF)
RWY 10: Thld dsplcd 476´. Pole.

SERVICE:  S2  FUEL  100LL


AIRPORT MANAGER: (717) 870-4076

COMMUNICATIONS: CTAF

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

BROKENSTRAW  (See PITTSFIELD on page 309)

BUTLER

BUTLER FARM SHOW  (3G9)  3 W UTC–5(–4DT)  N40°51.15´ W79°58.49´

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


AIRPORT MANAGER: 724-991-2208

COMMUNICATIONS: CTAF/UNICOM

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

PITTSBURGH/BUTLER RGNL  (BTP)(KBTP)  5 SW UTC–5(–4DT)  N40°46.60´ W79°57.07´

1248  B  NOTAM FILE BTP  MON Airport
RWY 08–26: H4801X100 (ASPH–GRVD)  S–37, D–50  HIRL
0.3% up E
RWY 08: MALSF. PAPI(P4L)—GA 3.0º TCH 53´. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.5º TCH 52´. Trees.

SERVICE:  S4  FUEL  100LL, JET A, A+ OX 1, 2  LGT ACTV TLST 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

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

BUTTER VALLEY GOLF PORT  (See BALLY on page 266)
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°14.81′
1430 NOTAM FILE IPT
RWY 02–20: H4008X60 (ASPH) S–12.5, D–12.5 LIRL
SERVICE: S2 FUEL 100LL, JET A+ LGT ACTVT LIRL Rwy 10–28—CTAF.
AIRPORT MANAGER: 646-298-4753
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

CAPITAL CITY (See HARRISBURG on page 288)

CARLISLE (N94) 2 SE UTC–5(–4DT) N40°11.27′ W77°10.46′
510 B NOTAM FILE IPT
RWY 10–28: H4008X60 (ASPH) S–12.5, D–12.5 LIRL
RWY 28: Thld dsplcd 126′. Trees.
SERVICE: FUEL 100LL, JET A+ LGT ACTVT LIRL Rwy 10–28—CTAF.
AIRPORT MANAGER: 717-448-7730
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) (L) VORTACW 115.35 HARR Chan 100(Y)
N40°18.13′ W77°04.17′ 225° 8.4 NM to fld. 1301/10W.
VOR unusable:
065°–071°
084°–087° byd 20 NM bld 5,000′
084°–087° byd 30 NM
097°–107° byd 10 NM
116°–120° byd 25 NM bld 4,000′

CASTLE (N16) 2 SE UTC–5(–4DT) N41°01.38′ W80°24.95′ NOTAM FILE AOO.
NDB (MHW) 272 UCP at New Castle Muni. 1023/9W.

CENTRE AIRPARK (See CENTRE HALL on page 272)

CENTRE HALL

CENTRE AIRPARK (N16) 2 SE UTC–5(–4DT) N40°48.70′ W77°39.43′
1307 NOTAM FILE AOO
RWY 06–24: 3100X210 (TURF)
RWY 06: Thld dsplcd 400′. Road.
RWY 24: Thld dsplcd 400′. Trees.
AIRPORT MANAGER: (814) 364-9188
COMMUNICATIONS: CTAF/UNICOM 122.7
PENNS CAVE  (N74)  4 NE  UTC–5(–4DT)  N40°53.40´ W77°36.19´
1245  NOTAM FILE AOO
RWY 07–25: H2509X40 (ASPH)  0.9% up NE
RWY 07: Tree.
RWY 25: Tree.
AIRPORT REMARKS: Attended irregularly. For svc call (814) 364–1479. Deer on and invof arpt at ngt. 750’ AGL mountains 1/2 mile south and 700’ AGL mountain 1/2 mile north, both unlgtd and unmarked. Rwy 07–25 first 864’ of Rwy 07 has a 3.3% upslope. No ngt ops.
AIRPORT MANAGER: 814-364-1479
COMMUNICATIONS: CTAF/UNICOM 122.8

CHAMBERSBURG
FRANKLIN CO RGNL  (N68)  3 N  UTC–5(–4DT)  N39°58.38´ W77°38.60´
688  B  NOTAM FILE IPT
RWY 06–24: H3300X75 (ASPH)  S–12.5  MIRL
RWY 06: PAPI(P2R)—GA 3.0º TCH 43’.
SERVICE: S2  LGT  Actvt MIRL Rwy 06–24—CTAF.
AIRPORT MANAGER: 717-948-3900
WEATHER DATA SOURCES: AWOS–3 120.725 (717) 261–1943.
COMMUNICATIONS: CTAF 122.9
HARRISBURG APP/DEP CON 124.1
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) TACAN  Chan 97  THS (115.0) N39°55.99´ W77°57.06´  087º 14.4 NM to fld. 2338/7W.

CHERRY RIDGE  (See HONESDALE on page 290)

CHESTER CO G O CARLSON  (See COATESVILLE on page 275)
CLARION CO  (AXQ)(KAXQ)  3 NW  UTC–5(–4DT)  N41º13.50´ W79º26.53´  
1458  B  NOTAM FILE AOO
RWY 06–24: H5003X75 (ASPH)  S–15  MIRL  0.5% up NE
  RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
  RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
SERVICE  FUEL  100LL, JET A+  LGT ACTIVATE MIRL Rwy 06–24, REIL
  Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
AIRPORT REMARKS: Attended Mon–Sat 1300–2100Z‡. Unattended
  Christmas, Easter and Thanksgiving. Single point refueling avbl upon
  request. Ldg fee.
AIRPORT MANAGER: (814) 226-9993
WEATHER DATA SOURCES: AWOS–3 118.275 (814) 297–1486.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 126.725 or call 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at
  440-774-0234/0442.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
  (L) DME 112.9  CIP Chan 76  N41º08.78´ W79º27.48´ 009º 4.8 NM to fld. 1520.

CLARION  N41º08.78´ W79º27.48´  NOTAM FILE AOO.
  (L) DME 112.9  CIP Chan 76  009º 4.8 NM to Clarion Co. 1520.

CLEARFIELD–LAWRENCE  (FIG)(KFIG)  2 NE  UTC–5(–4DT)  N41º02.95´ W78º24.91´  
1516  B  NOTAM FILE FIG
RWY 12–30: H4499X75 (ASPH)  S–12.5  MIRL
  RWY 12: PAPI(P2L)—GA 3.1º TCH 29º.
  RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 27º.
SERVICE  FUEL  100LL, JET A+  LGT ACTIVATE REIL Rwy 30, PAPI Rwy
  12 and Rwy 30, MIRL Rwy 12–30—CTAF.
  Clsd Christmas.
AIRPORT MANAGER: 814-768-7710
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
  PHILIPSBURG  (VH) (H) VORTAC 115.5  PSB Chan 102  N40º54.98´ 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 blo 18,000´
  115º–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
COATESVILLE

CHESAPEAKE G O CARLSON (MQS)(KMQS) 2 W UTC–5(–4DT) N39°58.74′ W75°51.93′

660 B NOTAM FILE IPT

RWY 11–29 H5400X100 (ASPH–GRVD) S–30, D–48 HIRL

0.4% up E

RWY 11: REIL. VASI(V4R)—GA 3.0º TCH 52′. Tree.

RWY 29: REIL. PAPI(P4L)—GA 3.0º TCH 57′. Trees.

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT Dusk–Dawn.

ACTVT REIL Rwy 11–29; VASI Rwy 11; HIRL Rwy 11–29—CTAF.


AIRPORT REMARKS: Attended 1100–0300Z‡. Migratory birds and deer on and inv of arpt. Helicopter ops inv of arpt south and southwest of Rwy 11 thld. For svc after hrs ctc 610–384–9000. Helicopter ltc requested to land and tkf from rwy only. Hover taxi along Twy A prohibited. Wheel taxi on by or hover from rwy to ramp side parking spot by crossing perpendicular to Alpha. Helicopter hover taxiing, lks and ldgs 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

COMMUNICATIONS: CTAF/UNICOM 122.7

© 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′ 301° 9.7 NM to fld. 473/9W.

VOR unusable:
036°–046°
047°–057° byd 10 NM
058°–085°
170°–248° byd 27 NM blo 7,500′
170°–248° byd 30 NM blo 9,500′
170°–248° byd 8 NM blo 6,000′
268°–278° byd 28 NM
278°–290° blo 10,000′
290°–326°

ILS 108.5 I–MQS Rwy 29. Class IA.
CONNELLSVILLE

JOSEPH A HARDY CONNELLSVILLE (VVS)(KVVS)
5 SW UTC–5(–4DT) N39°57.54´ W79°39.45´

1264 B NOTAM FILE AOO

RWY 05–23: H3833X100 (ASPH) S–12.5 MIRL 1.2% up NE
RWY 05: REIL. PAPI(P2L)—GA 3.0º TCH 41´.
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: FUEL 100LL, JET A

AIRPORT REMARKS: Attended 1300–2200Z†. Deer and birds on and in and of arpt. Self svc 100LL avbl 24 hrs; credit card only.
RWY 14 has a 265 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

RADIO AIDS TO NAVIGATION:
INDIAN HEAD (L) TACAN Chan 19 IHD (108.2) N39°58.45´ W79º21.50´ 272º 13.8 NM to fld. 2820/6W.
TACAN AZIMUTH OTS indef
CAMOR NDB (MHH/LOM) 299 VV N39°52.97´ W79º44.68´ 049º 6.1 NM to fld. 1020/8W.
NDB unusable:
Byd 10 NM
LOC 110.7 I–VVS RWY 05. LOM CAMOR NDB. LOC unmonitored indef.

CORY–LAWRENCE (BG2)
1 S UTC–5(–4DT) N41°54.45´ W79°38.46´

1766 B NOTAM FILE AOO

RWY 14–32: H4101X75 (ASPH) S–12.5 MIRL 1.7% up SE
RWY 14: REIL. Trees.
RWY 32: REIL.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwys 14–32 and REIL Rwys 14 and 32—CTAF.


AIRPORT MANAGER: 814-462-5652

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION:
TIDIOUTE (L) DME 117.6 TDT Chan 123 N41°42.78´ W79º25.04´ 319º 15.4 NM to fld. 1710.
DME unusable:
041º–051º byd 30 NM bl 4,000´
305º–340º byd 24 NM bl 3,500´
340º–005º byd 24 NM bl 5,000´

COVE VALLEY (See WILLIAMSBURG on page 325)
CRESO

ROCKY HILL  (48P)  1 SE  UTC–5(–4DT)  N41°08.91´  W75°16.52´

1240  NOTAM FILE IPT
RWY 09–27: 1000X100 (TURF)
RWY 09: Thld dsplcd 130´. Trees.
AIRPORT MANAGER: 570-595-2269
COMMUNICATIONS: CTA F 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

DANVILLE  (8N8)  3 SW  UTC–5(–4DT)  N40°56.90´  W76°38.64´

559  B  NOTAM FILE IPT
RWY 09–27: H3000X60 (ASPH)  MIRL  0.4% up E
RWY 09: Trees.
RWY 27: Trees.
SERVICE: S4  LGT Lighting NSTD. ACTVT MIRL Rwy 09–27 drg periods of darkness only—CTAF. Rwy 27 thld lgts dsplcd 365´ from rwy end for ngt displacement. Rwy end lgtd with two red lgts on left side (NSTD).
AIRPORT MANAGER: 570-274-6190
COMMUNICATIONS: CTA F/UNICOM 122.8
®WILKES–BARRE APP/DEP CON 126.3
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MILTON (L) (L) VORTACW 109.2  MIP  Chan 29  N41°01.40´
W76°39.92´  177º 4.6 NM to fld. 1000/9W.

DECK  (See MYERSTOWN on page 301)

DONEGAL SPRINGS AIRPARK  (See MOUNT JOY/MARIETTA on page 299)

DOVER

LAZY B RANCH  (0P8)  3 E  UTC–5(–4DT)  N40°01.47´  W76°48.92´

476  NOTAM FILE IPT
RWY 05–23: H2400X60 (ASPH–CONC)  LIRL  1.3% up SW
RWY 23: Trees.
SERVICE: S4  LGT For LIRL Rwy 05–23 key 122.9 five times.
AIRPORT MANAGER: 717-577-8827
COMMUNICATIONS: CTA F 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
DOYLESTOWN (DYL) NOTAM FILE DYL
RWY 05–23: H3002X60 (ASPH) S–12, MIROL
RWY 05: SAVASI(S2L)—GA 5.0°. Tree.
SERVICE: FUEL 100LL, JET A LGT Activ REIL Rwy 23; MIROL Rwy 05–23—CTAF. MIROL 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.
YARLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 306° 11.0 NM to fld. 294/10W.
VOR unusable: 020°–040° 195°–225° byd 25 NM b/o 5,000′ 250°–265° b/o 3,500′ 266°–280° byd 20 NM b/o 5,000′ 281°–300° byd 14 NM b/o 6,000′
DME unusable: 225°–275° byd 25 NM b/o 5,000′

DUBOIS RGNL (DUJ) NOTAM FILE DUJ
PCN 18 F/C/X/U HIRL
RWY 07: REIL, VASI(V2L)—GA 3.0° TCH 28′. Trees.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 58′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5503 TODA–5503 ASDA–5503 LDA–5503
SERVICE: FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 07–25, REIL and VASI Rwy 07, MALSR Rwy 25, twy lgts—CTAF.
AIRPORT MANAGER: 814-328-5311
WEATHER DATA SOURCES: ASOS 119.025 (814) 328–5140.
COMMUNICATIONS: CTAF/UNICOM 123.0
DU BOIS RCO 122.2 (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 126.725
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234.
AIRSPACE: CLASS E svc 1025–0330Z‡ Mon–Fri, 1300–2300Z‡ Sat, 1300–0330Z‡ Sun; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 085° 25.4 NM to fld. 1520.
ILS 109.9 I–DUJ Rwy 25. Class I E.
PENNSYLVANIA

EASTON

BRADEN AIRPARK (N43)  3 NUTC–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: Thld dsplcd 192’. Tree.
RWY 36: Trees.
SERVICE:  S2  FUEL  100LL  LGT  RwY 18–36 NSTD LIRL, lgts spaced at 400’ intervals.
AIRPORT REMARKS:  Attended 1300–2130Z‡. RwY 18–36 1956 ft by 50 ft asph aligned in center of 165 ft surf strip. Acft may not be visible on all parts of fld. 24 hr self serve fuel avbl.
AIRPORT MANAGER:  610-231-5270
COMMUNICATIONS:  CTAF/UNICOM
123.0
®
ALLENTOWN APP/DEP CON
119.65 (3000’ and blo)  124.45 (abv 3000’)
CLEARANCE DELIVERY PHONE:  For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ABE.
ALLENTOWN (L) VORTACW 117.5  FJC Chan 122  N40º43.60’ W75º27.28’ 094º 9.7 NM to fld. 681/10W.
TACAN AZIMUTH & DME unusable:
061º–299º byd 30 NM blo 4,000’
300º–060º byd 26 NM blo 4,500’
VOR unusable:
021º–189º byd 10 NM
190º–260º blo 9,000’
190º–260º byd 24 NM
261º–349º
350º–020º blo 3,500’
350º–020º byd 33 NM blo 4,000’
EBENSBURG (9G8)  3 SW UTC–5(–4DT)  N40º 27.68’ W78º 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 lgts—CTAF.
AIRPORT MANAGER:  (814) 934-5717
COMMUNICATIONS:  CTAF/UNICOM
122.8
®
JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.
®
CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0234.
CLEARANCE DELIVERY PHONE:  For CD ctc Johnstown 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  N40º32.79’ W78º44.82’
194º 5.3 NM to fld. 2340.

EIGHTY FOUR

BANDEL (22D)  3 SE UTC–5(–4DT)  N40º 07.84’ W80º 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 lds boundary markers. RwY 01 150 ft dtthr mkd with flush orange bucket lds. RwY 19 1330 ft dtthr mkd with flush orange bucket lds. RwY not maintained durg winter months.
AIRPORT MANAGER:  412-877-4584
COMMUNICATIONS:  CTAF
122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Pittsburgh Apch at 412-472-5591.
ELLWOOD CITY  N40º49.50´ W80º12.69´ NOTAM FILE AOO.

(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  N40º14.78´ W76º54.04´ NOTAM FILE MDT.

NDB (LOMW) 204 MD 128º 7.1 NM to Harrisburg Intl. 461/11W.

ERIE

ERIE INTL/TOM RIDGE FLD (ERI)(KERI)

732  B  LRA  ARFF Index—See Remarks  NOTAM FILE ERI

RWY 06–24: H8420X150 (ASPH–GRVD)  S–114, D–161, 2S–124,

2D–264  PCN 45 F/C/X/T  HIRL

RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 54º. RVR–TR Thld dsplcd 919´. Railroad.

RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 55º. RVR–TR Trees.

RWY 02–20: H3508X150 (ASPH)  S–50, D–60, 2D–150  MIRL

RWY 02: Thld dsplcd 817º. Railroad.

RWY 20: VASI(V4L)—GA 4.0º TCH 69º. Thld dsplcd 306º. Road.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  ABLE 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

LGT When twr clsd ACTIVATE

MALSR Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24, HIRL Rwy 06–24, VASI Rwy 20, MIRL Rwy 02–20 and twy lgts—CTAF. Rwy 06 MALSR unmonitored. Rwy 24 MALSR unmonitored. Lgtd supplemental windcone located at north side Rwy 24 1000´ west AER.

AIRPORT REMARKS: Attended Mon–Fri 1000–0400Z‡, Sat–Sun 1000–0300Z‡. Birds on and invof arpt. Class I, ARFF Index B. Index C avail upon request. Rwy 02–20 clsd to sked acr ops more than 9 px seats and non sked acr ops more than 30 px seats exc taxi. Extensive non–radio and ultralight acr opr 3.5–5 NM southwest of arpt at or blo 700’ AGL May 1–Oct 31 annually SR–SS. Ramp usage fee for acr wgt, ctc aprt for fee sked. Flight Notification Service (ADCU) available, prior reservation required, phone 814–833–1355.

AIRPORT MANAGER: 814-833-4258

WEATHER DATA SOURCES: ASOS 120.35 (814) 835–7112.

COMMUNICATIONS: CTAF 118.1 ATIS 120.35 UNICOM 122.95

BUFFALO APP/DEP CON 121.0 (1100–0500Z‡)

CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.

TOWER 118.1 (1100–0500Z‡) GND CON 126.8 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) N42º01.04´ W80º17.56´  059º 6.6 NM to fild. 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 (Ø3G)  3 W  UTC–5(–4DT)  N42°01.24´ W80°04.24´
1434  NOTAM FILE A00
RWY 07–25: 1264X110 (TURF)  1.0% up E
RWY 07: Rgt tfc.
AIRPORT REMARKS: Attended continuously. Glider ops on the arpt. Rwy 07–25 NSTD markings, rwy marked with white tires. Turf with topsoil base can be soft; call for condition. 945´ turf twy on east end of rwy. 1,000´ turf twy on west end of rwy. Circular hot air balloon launching pad radio controlled model airplane circle.
AIRPORT MANAGER: 814-866-1131
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

ERWINNA VANSANT (9N1)  2 SW  UTC–5(–4DT)  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: 54  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
FACTORYVILLE

SEAMANS FLD (9N3) 2 N UTC–5(–4DT)  N41°35.36´ W75°45.36´

1209  B NOTAM FILE IPT
RWY 04–22: H2500X50 (ASPH)  LIRL
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  N41°16.37´ W75°41.37´ 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)  N39°45.42´ W77°21.08´

573 NOTAM FILE IPT
RWY 15–33: H2700X50 (ASPH)  S–12.5, D–12.5
RWY 15: Tree.
AIRPORT MANAGER: 717-642-9886
COMMUNICATIONS: CTAF 123.3
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
COMM/NAV/WEATHER REMARKS: Multicom 123.3 used during glider activity.

FARMERS PRIDE (See FREDERICKSBURG on page 285)
FINLEYVILLE AIRPARK (G05) 1 SW UTC–5(–4DT) N40º14.73´ W80º00.59´ 1236 B TPA—See Remarks NOTAM FILE A00 RWY 14–32: H2497X50 (ASPH) LIRL 1.2% up NW SERVICE: 54 FUEL 100LL LGT ACTIVATE LIRL—CTAF. After 0500Z‡ ACTIVATE rotating bcn—CTAF. AIRPORT REMARKS: Attended irregularly. Deer on and invof 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 tfc pat. Rwy 14–32 ultralights fly rgt tfc. TPA ultralights 1736(500). Parl twy marked with reflectors. No acft parking on SE portion of parl twy next to hangars 16, 17, and 18. Rwy 14–32 ends not mutually vsb. AIRPORT MANAGER: (412) 580-8932 COMMUNICATIONS: CTAF/UNICOM 123.0 ® PITTSBURGH APP/DEP CON 119.35 CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591 RADIO AIDS TO NAVIGATION: NOTAM FILE AGC. ALLEGHENY (L) (L) VOR/DME 110.0 AGC Chan 37 N40º16.72´ W80º02.45´ 153º 2.4 NM to fld. 1285/9W. VOR unusable: 036º–059º byd 10 NM blo 7,000´ 071º–176º 226º–261º byd 10 NM 300º–310º FLYING DOLLAR (See CANADENSIS on page 272) FLYING M AERODROME (See GERMANSVILLE on page 285) FORT INDIANTOWN GAP (See MUIR AHP (FORT INDIANTOWN GAP) on page 300)
VENANGO RGNL (FKL)(KFKL) 2 SW UTC–6(–5–4DT) N41º22.65´ W79º51.64´
1540  B  Class II, ARFF Index A  NOTAM FILE FKL
RWY 03–21: H5200X150 (ASPH–GRVD) S–40, D–70, 2S–89
PCN 19 F/B/X/U HIRL
    RWY 03: PAPI(P4L)—GA 3.0º TCH 45º. Trees.
    RWY 21: MALSR. PAPI(P4L)—GA 3.0º TCH 55º. Trees.
RWY 12–30: H3593X100 (ASPH) S–67, D–105, 2S–133
    PCN 27 R/B/X/U MIRL
    RWY 12: Trees.
    RWY 30: PAPI(P4L)—GA 3.0º TCH 41º.
RUNWAY DECLARED DISTANCE INFORMATION
    RWY 03: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
    RWY 30: TORA–3593 TODA–3593 ASDA–3593 LDA–3593
SERVICE: FUEL
100LL, JET A
LGT
ACTIVATE HIRL Rwy 03–21,
MALSR Rwy 21, MIRL Rwy 12–30, PAPI Rwy 03, Rwy 21, and Rwy 30 and twy lgts—CTAF.
AIRPORT REMARKS: Attended Apr–Nov 1200–2300Z‡, Dec–Mar Mon–Fri
1230–2100Z‡, Dec–Mar Sat and Sun 1230–2100Z‡. Deer and birds
on and in vicinity of arpt. PPR 24 hrs for acr ops with more than 30
    Rwy 12–30 clsd to sked acr ops more than 9 pax and non sked acr ops more than 30 pax seats exc tax. Rwy cond unmon
outside hrs of opn. Ldg fee for acft over 6000 lbs gross weight.
AIRPORT MANAGER: 814-432-5333
WEATHER DATA SOURCES: AHOS–3PT 118.175 (814) 437–2066.
COMMUNICATIONS: CTAF/UNICOM 122.7
    RCO 122.1R 109.6T (ALTOONA RADIO)
    YOUNGSTOWN APP CON 126.25 (1100–0500Zt) or ctc 330–856–4806.
    YOUNGSTOWN DEP CON 133.95 (1100–0500Zt) CLNC DEL 126.25
    CLEVELAND CENTER APP/DEP CON 126.725 (0500–1100Zt) 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 273)
FREDERICKSBURG  
FARMERS PRIDE  (9N7)  0 W  UTC–5(–4DT)  N40°26.57′ W76°26.50′  
495  B  NOTAM FILE IPT  
Rwy 10–28: 3410X150 (Turf)  RWY LGTS (STD)  
Rwy 10: Thld dsplcd 504′. Tree.  
Rwy 28: Thld dsplcd 590′. Tree.  
AIRPORT MANAGER: (717) 507-0303  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.  

FREEPORT  
MCVILLE  (6P7)  7 NE  UTC–5(–4DT)  N40°44.07′ W79°35.74′  
1105  B  NOTAM FILE AOO  
Rwy 14–32: H2800X60 (ASPH)  MIRL  
Rwy 14: Trees.  
AIRPORT MANAGER: 724-335-0390  
COMMUNICATIONS: CTAF/UNICOM 123.0  
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.  
RADIO AIDS TO NAVIGATION: NOTAM FILE JST.  
JOHNSTOWN (L) (L) VORW/DME 113.0  JST  Chan 77  N40°19.00′ W78°50.05′ 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.  

NEW YORK
GETTYSBURG RGNL (W05) 2 W UTC–5(–4DT) N39°50.48′ W77°16.48′ 553 B NOTAM FILE IPT

RWY 06–24: H3100X60 (ASPH) MIRL 0.4% up NE
- RWY 06: Thld dsplcd 165′. Road.
- RWY 24: Thld dsplcd 539′. Pole.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 06–24—CTAF.

AIRPORT REMARKS: Unattended. Deer and birds invof arpt.

AIRPORT MANAGER: 717-948-3900

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 126.825

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.

RADIO AIDS TO NAVIGATION:
- WESTMINSTER (VH) (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.71′ 335º 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 323)

GREATER BREEZEWOOD RGNL (See BREEZEWOOD on page 270)

GREENE CO (See WAYNESBURG on page 323)

GREENSBURG JEANNETTE RGNL (See JEANNETTE on page 291)

GREENVILLE MUNI (4G1) 3 N UTC–5(–4DT) N41°26.81′ W80°23.47′ 1206 B NOTAM FILE AOO

RWY 15–33: H3006X75 (ASPH) S–12.5 MIRL 1.4% up SE
- RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 40′.
- RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 44′. Trees.

RWY 05–23: 2551X118 (TURF) 0.5% up SW
- RWY 05: Thld dsplcd 984′. Trees.

SERVICE: S4 FUEL 100LL. LGT ACTIVATE MIRL Rwy 15–33; REIL Rwy 15 and Rwy 33 and PAPI Rwy 15 and Rwy 33—CTAF.


AIRPORT MANAGER: 724-588-1665

COMMUNICATIONS: CTAF/UNICOM 122.8

YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡) or ctc Cleveland ARTCC at 440–774–0227.

CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apch at 330-856-4806, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

RADIO AIDS TO NAVIGATION:
- WESTMINSTER (VH) (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.71′ 335º 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′

GRIMES (See BETHEL on page 269)
PENNSYLVANIA 287

GROVE CITY (29D) 3 W UTC–5(–4DT) N41º08.76´ W80º10.07´
1371 B NOTAM FILE AOO

RWY 10–28: H4500X75 (ASPH) S–12.5 MIRL 1.6% up W
RWY 10: REIL PAPI(P2L)—GA 3.8º TCH 37´. Trees.
RWY 28: REIL PAPI(P2L)—GA 3.0º TCH 56°.

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
ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
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 AOO.

ELLWOOD CITY (VH) (H) VOR/DME 115.8 EWC Chan 105 N40º49.50´ W80º12.69´ 014º 19.4 NM to fld.
1227/8W.
VOR unusable:
285º–335º

NE, 16 MAY 2024 to 11 JUL 2024
HARRISBURG
CAPITAL CITY (CXY)(KCXY) 3 SE UTC–5(–4DT) N40º13.03´ W76º51.08´
347  B TPA—See Remarks NOTAM FILE CXY
RWY 08–26: H5000X150 (ASPH–GRVD) S–65, D–105, 2S–133,
2D–185  HIRL
RWY 08: MALSR. PAPI(P4R)—GA 3.0º TCH 55’. RVR–T Trees.
RWY 26: VASI(V4L)—GA 3.1º TCH 56’. Pole. Rgt tfc.
RWY 12–30: H3778X100 (ASPH) S–40, D–65, 2S–82, 2D–115  MIRL
0.3% up SE
RWY 30: REIL. VASI(V4L)—GA 4.0º TCH 56’.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 26  12–30  3450
SERVICES: S4  FUEL  100LL, JET A  GDT 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 tyme prior to
Rwy 12 relocated thld, no tbl or ldg on this sfc. High terrain south Rwy
12–30. TPA 1500(1153) conventional.
AIRPORT MANAGER: 717-774-8335
WEATHER DATA SOURCES: ASOS (717) 770–0880 LAWRS.
COMMUNICATIONS: CTAF 119.5 ATIS 134.95 UNICOM 122.95
CAPITAL CITY RCO 122.2 (WILLIAMSPORT RADIO)
HARRISBURG APP/DEP CON 124.1
TOWER 119.5  (1200–0200Z‡)  GND CON 121.9  CLNC DEL 124.1 (when twr clsd)
CLEARANCE DELIVERY PHONE: For CD when ATCT 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  N40º07.20´ W76º17.48´  292º 26.4 NM to fld. 399/9W.
VOR unusable:
195º–273º byd 21 NM bio 9,000´
DME unusable:
180º–190º
320º–330º byd 31 NM bio 8,000´
ILS 109.1  L–CXY  Rwy 08.  Class IB.  LOC unusbl 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:** ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 75´. RVR–TMR Thld dsplcd 993´. Pole.

**RWY 31:** REIL. PAPI(P4L)—GA 3.0º TCH 51´. RVR–TMR Thld dsplcd 993´. Trees. Rgt tfc.

**RUNWAY DECLAIMED DISTANCE INFORMATION**

**RWY 13:**

TORA–10001 TODA–10001 ASDA–9063 LDA–8070

**RWY 31:**

TORA–10001 TODA–10001 ASDA–9122 LDA–8129

**SERVICE:**

FUEL 100LL, JET A 0X 1, 2, 4 MILITARY—FUEL A, A+

(C717–944–4666) (NC–100LL)

FLUID LOX OIL O–128(Mil)

**AIRPORT REMARKS:**

Attended continuously. Bird flocks on and inv of arpt.

Cargo 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 Notification Service (ADCUS) avbl.

**AIRPORT MANAGER:** 717-948-3900

**WEATHER DATA SOURCES:** ASOS (717) 944–1372 WSP.

**COMMUNICATIONS:**

ATIS 118.8

HARRISBURG APP/DEP CON 118.25 (310º–079º) 124.1 (180º–309º) 126.45 (080º–179º)

**HARRISBURG INTL TOWER** 124.8

**GND CON** 121.7

**AIRSPACE:** CLASS D.

**TRSA svc ctc Apch Ctl 20 NM out**

**VOR TEST FACILITY (VOT)** 110.0

**VOR**

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–030º 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 IIIE. LOM ENOLA NDB. LOC unusable above 1,800´ at thld; above 4,800´ byd OM (6.4 NM).

**ILS 110.9 I–HQA** Rwy 31. Class IB. Unmonitored when ATCT clsd.

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**HARRISBURG**

N40°18.13′ W77°04.17′ NOTAM FILE CXY.

(L) (L) VORTAC 115.35 HAR Chan 100(Y) 225º 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)(KHZL) 2 NW UTC–5(–4DT) N40°59.21’ W75°59.68’
1603 B NOTAM FILE IPT
RWY 28: MALS. PAPI(P4L)—GA 3.17º TCH 40’. Thld dsplcd 103’.
Tree Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–5001 TODA–5001 ASDA–5001 LDA–4801
SERVICE: FUEL 100LL, JET A OX 3
AIRPORT REMARKS: Attended Mon–Wed 1100–2100Z‡, Thu–Sun 1230–2100Z‡. Parachute Jumping. 100LL svc aft hrs by prior req
570–468–2479. Rwy 28 VFR departure procedure right turn heading 300º at end of rwy. Type 1 deicing avbl. Ldg fee, Jet, Turboprop and Corporate acft only.
AIRPORT MANAGER: (484) 661-8994
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM
© WILKES–BARRE APP/DEP CON
CLNC DEL 121.7
RADIO AIDS TO NAVIGATION:
WILKES–BARRE (L) (L) VORTACW 111.6 LVZ Chan 53 N41°16.37’ W75°41.37’
LOC/DME 110.5 I–HZL Chan 42 Rwy 28. LOC unusable abv 5,000’.

HERITAGE FLD (See POTTSTOWN on page 310)

HONESDALE
CHERRY RIDGE (N30) 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: FUEL 100LL
AIRPORT REMARKS: Attended 1400–2200Z‡.
AIRPORT MANAGER: 570-253-5833
COMMUNICATIONS: CTAF/UNICOM
© 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 N41°16.37’ W75°41.37’
LOC/DME 122.8

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC–5(–4DT) N40°12.12’ W75°10.69’
250 NOTAM FILE IPT
HELIPAD H1: H60X60 (ASPH)
SERVICE: LGT Helipad H1: flood lgts fm bldgs. Avbl upon req.
AIRPORT MANAGER: 215-674-2100
COMMUNICATIONS: CTAF/UNICOM 123.075

INDIAN HEAD N39°58.45’ W79°21.50’ NOTAM FILE AOO.
(L) TACAN 108.2 IHD Chan 19 272º 13.8 NM to Joseph A Hardy Connellsville. 2820/6W.
TACAN AZIMUTH OTS indef

INDIAN HEAD

NE, 16 MAY 2024 to 11 JUL 2024
INDIANA CO/JIMMY STEWART FLD  (IDI)(KIDI)  2 E UTC–5(–4DT)  N40º37.86´ W79º06.09´

RWY 11–29: H5502X100 (ASPH)  HIRL  0.9% up E  Trees.
RWY 11: REIL. PAPI(P4L)—GA 3.0º TCH 42´. Trees.
RWY 29: PAPI(P4L)—GA 3.0º TCH 46´. Trees.

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


AIRPORT MANAGER: 724-463-3883

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

RADIO AIDS TO NAVIGATION:

ALLEGHENY  (L) (L) VOR/W/DME 110.0  AGC  Channel 37  N40º16.72´ W80º02.45´ 082º 20.7 NM to fld. 1285/9W.

DETROIT

JAKE ARNER MEML  (See LEIGHTON on page 295)

JEANNETTE

GREENSBURG JEANNETTE RGNL  (5G8)  3 N UTC–5(–4DT)  N40º22.58´ W79º36.53´

RWY 02–20: H2605X50 (ASPH)  MIRL  0.6% up S  Trees.
RWY 02: Hill. Rgt tflc.

SERVICE: LGT Arpt bcn opr dusk to 0600Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 no twy lgts. NSTD rwy lgt spacing. NSTD thld lgt spacing.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Parachute Jumping. Rwy 02 open for tkof and lndg SR to SS, CLOSED for lndg 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:

DETROIT

INTER CO

(See IRWIN on page 291)

IRWIN

INTER CO  (31D)  4 W UTC–5(–4DT)  N40º20.00´ W79º46.75´

RWY E:  Trees.
RWY W:  Trees.


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)  N40º22.58´ W79º36.53´

RWY 02–20: H2605X50 (ASPH)  MIRL  0.6% up S  Trees.
RWY 02: Hill. Rgt tflc.

SERVICE: LGT Arpt bcn opr dusk to 0600Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 no twy lgts. NSTD rwy lgt spacing. NSTD thld lgt spacing.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Parachute Jumping. 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:

NE, 16 MAY 2024 to 11 JUL 2024
JOHN MURTHA JOHNSTOWN/CAMBRIA CO  (See JOHNSTOWN on page 292)

JOHN MURTHA JOHNSTOWN/CAMBRIA CO  (JST)(KJST)  (ANG ARNG AR)  3 NE  UTC–5(–4DT)

N40°18.93′ W78º50.08′

2284  B  Class I, ARFF Index A  NOTAM FILE JST

RWY 15–33: H7504X100 (CONC–GRVD) S–93, D–183, 2D–357, 2D/2D–845 PCN 61 R/B/W/U HIRL

RWY 15: VASI(V4L)—GA 3.0º TCH 52´. Trees.

RWY 33: MALSR. PAPI(P4R)—GA 3.0º TCH 53´. Trees.


RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 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


SERVICE: FUEL 100LL, JET A

ACTIVATE MALSR Rwy 33, PAPI Rwy 33, HIRL Rwy 15–33, MIRL 05–23, and all twy lgts—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 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 usable:
088°–102° byd 25 NM
120°–135° byd 25 NM

ILS 110.1  J–JST  Rwy 33. Class IB. Glideslope unusable byd 5º left of course. Unmonitored when ATCT clsd.

COMM/NAV/WEATHER REMARKS: UNICOM frequency 122.95 avbl for ground svcs only. All tlc to ARNG ramp ctc Keystone Ops: 138.55, 241.35, 46.75, ramp deconfliction 46.75.
KELLER BROTHERS  (See LEBANON on page 294)

KRALLTOWN
BERMUDIAN VALLEY AIRPARK  (ø7N)  2 W  UTC–5(–4DT)  N40°00.23´ W77°00.23´

RLWY 16–34: 2200X100 (TURF)
RLWY 16: Thld dsplcd 802´. Trees.
RLWY 34: Thld dsplcd 264´. Trees.

AIRPORT REMARKS: Attended irregularly. Helicopter activity on and invof arpt. Fld soft after prolonged rain. Rw 16–34 rwy ends and edges mkd with w cones. Rw 16 and Rw 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

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

LAKE ERIE LANDING AREA SPB  (See ERIE on page 281)

LANCASTER  (LNS)(KLNS)  4 N  UTC–5(–4DT)  N40°07.34´ W76°17.66´

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  
LGT When ATCT clsd ACTVT MALS Rwy 08; REIL Rwy 31; HIRL Rwy 08–26; MIRL Rwy 13–31 and twy lgts—CTAF. Rwy 13 VGS1 and glidepath not coincident. Rwy lgts and MALS 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. Rw/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:
L) (L) VOR/DME 117.3  LRP  Chan 120  N40°07.20´  W76°17.48´ at fl. 399/9W.

VOR unusable: 195º–273º byd 21 NM b/o 9,000´
DME unusable: 180º–190º
320º–030º byd 31 NM b/o 8,000´

ILS 108.7  I–LNS Rwy 08. Class IE. Unmonitored when ATCT clsd.
LATROBE

ARNOLD PALMER RNGL  (LBE)(KLBE)  2 SW   UTC–5(–4DT)   N40°16.39´ W79°24.62´   PENNSYLVANIA

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

OX

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

OX

AIRPORT REMARKS:
Attended continuously. Deer and birds on and inv of arpt. Ldg fee. PPR 24 for unscheduled act 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

ATIS

®

JOHNSTOWN APP/DEP CON 121.9.  Rwy 07–25 nstd LIRL; rwy ends Identified by 2 strobe lgts and nstd thld lgts fixtures. Rwy 07–25 thlds and dsplcd thlds marked with lgts.

AIRPORT REMARKS:  Unattended. 100LL self serve.

AIRPORT MANAGER:  717-598-0057

COMMUNICATIONS:  CTAF

®

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/DME 117.3   LRP  Chan 120  N40°07.20´ W76°17.48´  360º 10.4 NM to fld. 399/9W.

VOR unusable:
195º–237º byd 21 NM b/o 9,000´

DME unusable:
180º–190º
320º–300º byd 31 NM b/o 8,000´

LEHIGH VALLEY INTL  (See ALLENTOWN on page 265)
LEHIGHTON

BELTZVILLE (14N) 3 E UTC–5(–4DT) N40º50.66´ W75º38.12´

899 NOTAM FILE IPT
RWY 08–26: 2018X100 (TURF) S–5
RWY 08: Thld dsplcd 360’. Road.
RWY 26: Thld dsplcd 230’. Fence.
SERVICE: S2


AIRPORT MANAGER: 610-377-1996

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

JAKe ARNER MEML (22N) 3 SW UTC–5(–4DT) N40º48.57´ W75º45.69´

534 B NOTAM FILE IPT
RWY 08–26: H3000X60 (ASPH) S–12.5 MIRL 0.8% up W
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0º 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 invof arpt. 24 hr self–serve 100LL and JET A.

AIRPORT MANAGER: 570-778-4783

WEATHER DATA SOURCES: AWOS–3PT 119.350 (570) 386–3423.

COMMUNICATIONS: CTAF/UNICOM 123.05

® ALLENTOWN APP/DEP CON 119.65 (3,000´ and blo) 124.45 (abv 3,000´)
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) (L) VOR/W/DME 110.2 ETX Chan 39 N40º34.86´ W75º41.04´ 355º 14.1 NM to fld. 741/9W.
VOR unusable: 255º–265º
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.


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 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: Local wx on CTAF (3 clicks).

MCVILLE  (See FREEPORT on page 285)
MEADVILLE

PORT MEADVILLE (GKJ/KGKJ) 3 W UTC–5(–4DT) N41º37.59´ W80º12.88´
1399 B NOTAM FILE GKJ
RWY 07–25: H5001X75 (ASPH) S–12, D–60 MIRL
RWY 25: MALS. PAPI(P4L)—GA 3.0º TCH 41´.
SERVICE: 54 FUEL 100LL, JET A LGT ACTVT MALS Rwy 25; PAPI Rwy 25; VASI Rwy 07; MIRL Rwy 07–25—CTAF.
AIRPORT MANAGER: 814-720-2261
WEATHER DATA SOURCES: ASOS 121.425 (814) 337–2590.
COMMUNICATIONS: CTAF/UNICOM 123.0
® YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)
® CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.
CLNC DEL 124.95
CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apch at 330-856-4806, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) (L) VORTACW 109.0 YNG Chan 27 N41º19.86´ W80º40.48´ 054º 27.3 NM to fld. 1159/5W.
VOR unusable:
015º–179º blo 5,000´
180º–014º byd 25 NM blo 5,000´
LOC 108.5 I–GKJ Rwy 25.

MID ATLANTIC SOARING CENTER (See FAIRFIELD on page 282)

MID–STATE (See PHILIPSBURG on page 306)

MIFFLIN CO (See REEVESVILLE on page 314)

MIFFLINTOWN (P34) 2 N UTC–5(–4DT) N40º35.94´ W77º24.34´
545 B NOTAM FILE IPT
RWY 08–26: H2627X50 (ASPH) LIRL
RWY 08: Thld dsplcd 232´. Trees.
RWY 26: Trees.
SERVICE: LGT ACTIVATE rotating bcn, LIRL Rwy 08–26 and wind indicator lgts—CTAF.
AIRPORT REMARKS: Unattended. Rwy 08–26 not mkd for NPI apch.
AIRPORT MANAGER: 717-436-2725
COMMUNICATIONS: CTAF/UNICOM 122.8
® NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SEILINGGROVE (L) (L) VOR/DME 110.4 SEG Chan 41 N40º47.45´ W76º53.04´ 252º 26.4 NM to fld. 610/8W.
VOR unusable:
098º–150º byd 20 NM blo 5,000´
106º–116º byd 20 NM blo 10,000´
151º–185º byd 19 NM
250º–285º byd 10 NM blo 14,000´
295º–300º byd 25 NM blo 4,500´
DME unusable:
098º–150º byd 20 NM blo 5,000´
151º–185º byd 19 NM
255º–265º blo 7,000´
295º–300º byd 25 NM blo 4,500´

MILTON N41º01.40´ W76º39.92´ NOTAM FILE IPT.
(L) (L) VORTACW 109.2 MIP Chan 29 107º 10.6 NM to Bloomsburg Muni. 1000/9W.
**MODENA**  
N39°55.08’ W75°40.25’  
(L) (L) VORTACW 113.2  
MXE Chan 79 052º 6.0 NM to Brandywine Rgnl. 473/9W.

VOR unusable:
- 036º–046º
- 047º–057º byd 10 NM
- 058º–085º
- 170º–248º byd 27 NM blo 7,500’
- 170º–248º byd 30 NM blo 9,500’
- 170º–248º byd 8 NM blo 6,000’
- 268º–278º byd 28 NM
- 278º–290º blo 10,000’
- 290º–326º

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**MONONGAHELA**

**ROSTRAVER**  
(FWQ)(KFWQ) 5 E UTC–5(–4DT)  
N40°12.58’ W79°49.89’

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
- LGT ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26—CTAF.

AIRPORT REMARKS:  

AIRPORT MANAGER: 724-379-6980

COMMUNICATIONS: CTAF/UNICOM 122.8

® PITTSBURGH APP/DEP CON 119.35

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) (L) VOR/DME 110.0 AGC Chan 37 N40°16.72’

W80°02.45’  122º 10.5 NM to fdl. 1285/9W.

VOR unusable:
- 036º–059º byd 10 NM blo 7,000’
- 071º–175º
- 226º–261º byd 10 NM
- 300º–310º

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**MONTOUR**  
N40°29.28’ W80°11.63’  
NOTAM FILE PIT.

(L) DME 112.0 MMJ Chan 57 277º 1.8 NM to Pittsburgh Intl. 1193.

DME unusable:
- 126º–165º byd 10 NM blo 5,000’
- 126º–165º byd 15 NM
- 350º–369º byd 30 NM
MOUNT JOY/MARIETTA
DONEGAL SPRINGS AIRPARK (N71)  3 SW  UTC–5(–4DT)  N40°05.53´ W76°34.46´
458  B  NOTAM FILE IPT
RWY 10–28: H3250X50 (ASPH)  S–12.5  MIRL
RWY 10: Thld dsplcd 300´. Pole.
SERVICE: 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 lgts 300´ from rwy end.
AIRPORT MANAGER: 717-928-4360
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEP CON 126.45 CLNC DEL 127.05
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (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.
RWY 32: Thld dsplcd 250´. Trees.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Attended irregularly. Wildlife on and invof rwys. Extensive helicopter activity at adjacent heliport. Ultralight activity on and invof arpt. Ultralight acct use 500´ AGL gtt tfc pat for all rwys. Rwy not monitored during winter months. Rwys unusable during spring thaw and wet periods. Both rwy sfcs are rolling. Rwy 14 road crosses centerline 90´ out, angling to the left side of thld. Rwy 06–24 marked with yellow cones. Rwy 14–32 marked with yellow cones. First 375´ AER 06 has 7% gradient. First 100´ AER 32 has 5.5% gradient. Seasonal crops located around rwys.
AIRPORT MANAGER: 814-442-1747
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

W P H S HELIPORT (P99)  3 S  UTC–5(–4DT)  N40°06.49´ W79°32.88´
1090  NOTAM FILE AOO
HELIPAD HL: H74X74 (ASPH–CONC)
SERVICE: FUEL JET A
AIRPORT MANAGER: 724-887-4410
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
POCONO MOUNTAINS RGNL (MPO)(KMPO) 2 NW UTC–5(–4DT) 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 53´. Road.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT Rwy 05, 13, 23; PAPI Rwy 05, 13, 23; MIRL Rwy 05–23 and 13–31—CTAF.

NOISE: Noise abatement procedures in effect, for details ctc arpt manager at 570–839–0258. Rwy 31 VFR departure: fly heading 310 till crossing Interstate 380, then proceed on course avoiding overflight of homes southwest of Rwy 13–31.

AIRPORT REMARKS: Attended 1200–2200Z. Birds, deer and other wildlife on and invof arpt. For svc after hrs call 570–807–8966. 24 hr self svc 100LL avbl.

AIRPORT MANAGER: (570) 839-0258

WEATHER DATA SOURCES: ASOS 120.275 (570) 839–1584.

WILKES–BARRE APP/DEP CON 126.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES–BARRE (L) (L) VORTACW 111.6 LVZ Chan 53 N41º16.37´ W75º41.37´ 130º 16.2 NM to fld. 2118/10W.

COMM/NAV/WEATHER REMARKS: UNICOM 1300Z–dusk daily.

MUIR AHP (FORT INDIANTOWN GAP) HELIPORT (MUI)(KMUI) ARNG 6 N UTC–5(–4DT)

N40°26.11´ W76º34.12´

HHPAD H1: H100X100 (CONC)

HHPAD H2: H100X100 (CONC)

HHPAD H3: H100X100 (CONC)

HHPAD 07–25: H3981X98 (ASPH) PCN 24 F/B/W/T MIRL 0.5% up E

HHPAD 07: REIL. Thld displaced 350´. Rgt tlc.

HHPAD 25: REIL. PAPI(P4L)—GA 3.0º TCH 69´. Thld displaced 121´.


MILITARY REMARKS: Opr 1200–0600Z Mon–Fri May–Aug exc wknd and hol; 1200–0400Z Mon–Fri Sep–Apr exc wknd 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 acft arriving or departing on wkends or hol requires prior aprvl. Access to airfield is rstd when clsd. 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 tlc. 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. Lght wtr twr 0.7 NM W and 0.5 NM S of afd. TFC PAT TPA rotary wing 1200(713). MISC Ltd prk. Wx 1200–0300Z excld wknd 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/FAQ-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 crew 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

WEATHER DATA SOURCES: ASOS 124.175 (717) 861–6493. AN/FMQ–19 owned by US Army.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.

CONTINUED ON NEXT PAGE
PENNSYLVANIA

CONTINUED FROM PRECEDING PAGE

AIRSPACE:  CLASS D svc 1300–0600Z‡ Mon–Fri May–Aug exc hol or NOTAM, 1300–0500Z‡ Mon–Fri Sep–Apr exc hol or NOTAM, 1300–2200Z‡ Sun exc hol or NOTAM; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.

BELLGROVE NDB (MMW) 328  BZJ  N40º26.14’ W76º33.18’ at fld. 480/10W.

NEW YORK L–30J, 34G, A IAP (See TOUGHKENAMON on page 320)

DETROIT L–30H IAP (See PHILADELPHIA on page 303)

AIRPORT MANAGER:

PENNSYLVANIA

301

MYERSTOWN

DECK (9D4) 1 SW UTC–5(–4DT) N40º21.13’ W76º19.78’

523  B NOTAM FILE IPT

RWY 01–19: H3786X50 (ASPH) S–12 MIRL 0.3% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 40’ Bldg.

RWY 19: REIL. PAPI(P2L)—GA 4.0º TCH 42’. Thld dsplcd 177’.

SERVICE:  FUEL 100LL, JET A 1X1, 3 LGT ACTVT REIL Rwy 01 and 19; MIRL Rwy 01–19, and rotating bcn—CTAF. Rwy 01 NSTD REIL, strobe lgt{s identify rwy ends. Rwy 19 NSTD REIL, strobe lgt{s identify rwy ends. Rwy 01–19 no amber caution lgt{s last half of rwy.

AIRPORT REMARKS:  Attended 1200–0000Z‡. Rwy 01–19 turn around area at dep end of Rwy 01 left side. Acft hangar 570’ behind Rwy 01 thld and 212’ left. Acft may be parked 57’ behind Rwy 01 thld and 132’ left. Hovering by large military helicopters not authorized.

AIRPORT MANAGER:  717-866-4388

COMMUNICATIONS: CTAF/UNICOM 122.8

RAVINE (L) (L) VORTACW 114.6 RAV Chan 93 N40º33.20’ W76º35.96’ 145º 17.3 NM to fld. 1750/11W.

NEW CASTLE MUNI (UCP/KUCP) 4 NW UTC–5(–4DT) N41º01.52’ W80º24.80’

1072  B NOTAM FILE AOO

RWY 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW

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

RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Trees.

RWY 13–31: H2855X100 (ASPH) S–12.5 2.0% up SE


RWY 31: Thld dsplcd 108’.

SERVICE:  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 invof arpt.

AIRPORT MANAGER:  (724) 651-2100

COMMUNICATIONS: CTAF/UNICOM 123.0

YOUNGSTOWN (L) (L) VORTACW 109.0 YNG Chan 27 N41º19.86’ W80º40.48’ 152º 21.8 NM to fld. 1159/5W.

VOR unusable:

015º–179º blo 5,000’

180º–014º byd 25 NM blo 5,000’

CASTLE NDB (MMW) 272 UCP N41º01.38’ W80º24.95’ at fld. 1023/9W. NOTAM FILE AOO.

NEW GARDEN

(NORTH PHILADELPHIA)

N40º04.92’ W75º00.64’

RO 122.2 (WILLIAMSPORT RADIO)

NORTHEAST PHILADELPHIA (See PHILADELPHIA on page 303)

NE, 16 MAY 2024 to 11 JUL 2024
PALMYRA

**REIGLE FLD** (58N)  2 S  UTC–5(–4DT)  N40º17.21´ W76º34.62´

489  B  NOTAM FILE IPT

**RWY 13–31:** H1955X40 (ASPH)  S–12.5  LIRL(NSTD)  0.4% up SE

**RWY 31:** Thld dpstdcld 300´. Crops.

**SERVICE:** S4  FUEL: 100LL  LGT ACTIVATE LIRL Rwy 13–31 and rotating bcn—CTAF.  NSTD LIRL, lgts located 125´ left and right of centerline.  Rwy 13; first 110´ unlgtd.  Rwy 31; first 60´ unlgtd.  1780´ of rwy lgtd.  Rwy 31 dpstdcld thld identified at ngt by one green lgt each side of rwy.

**AIRPORT REMARKS:** Attended 1400–2200Z.

**AIRPORT MANAGER:** 717-838-5519

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**HARRISBURG APP/DEP CON** 118.25 (001º–079º) 126.45 (080º–210º) 124.1 (211º–000º)

**CLEARANCE DELIVERY PHONE:** For CD ctc Harrisburg Apch at 800-932-0712.

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

**LANCASTER** (L) (L) VORW/DME 117.3  LRP Chan 120  N40º07.20´ W76º17.48´ 316º 16.5 NM to fld. 399/9W.

VOR unusable:

195º–273º byd 21 NM blo 9,000´

DME unusable:

180º–190º 320º–030º byd 31 NM blo 8,000´

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PENNS CAVE (See CENTRE HALL on page 273)

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PENRRIDGE (See PENRRIDGE on page 302)

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NE, 16 MAY 2024 to 11 JUL 2024
PHILADELPHIA

NORTHEAST PHILADELPHIA (PNE)(KPNE)  10 NE UTC–(–4DT)  N40°04.92’ W75°00.63’

120  B  TPA—See Remarks  LRA  NOTAM FILE PNE

RWY 06–24: H7000X100 (ASPH–GRVD)  S–120, D–250, 2S–114, 2D–550  PCN 80 F/A/X/T  HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 56’. Thld dsplcd 498’. Trees.

RWY 24: MALSR. PAPI(PAR)—GA 3.0º TCH 53’. 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  OX  1, 3, 4  LGT

HIRL RWY 06–24 preset med intst, to incrs intst and actvt MALSR Rwy 24—CTAF.

NOISE:  Rwy 15 is noise sensitive. Rwy 15 arrivals are requested to fly at or above glide path.

AIRPORT REMARKS:  Attended Sun–Thurs all; Fri–Sat 1500–0330Z‡. Deer and birds on and invof arpt. Be alert, 3 large brightly lit jumbotron signs apx 3 miles northeast of AER 24. These signs may cause visual illusions dur an apch or missed apch. Pilots be advised. Be alert for arpt vehicles when twr clsd. TPA actv less than 12,500 lbs 1119(999), actv 12,500 lbs or more and all turbojet and turbine powered actv 1619(1499), rotary wing actv 919(799). Turbojet actv are confined to full length Rwy 06–24 unless strong winds dictate otherwise. Twa L3 safety area non std. Twa J1 non movement area. Compass rose not for pub use. Twy J btm 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

TOWER  122.2  (WILLIAMSPORT RADIO)

APP/DEP CON  123.8

CLNC DEL  127.25

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

AIRSPACE:  CLASS D  svc 1100–0400Z‡; other times CLASS E.

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

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PENN’S LANDING HELIPORT  (P72)  0 N UTC–(–4DT)  N39°56.24’ W75°08.48’

15  B  NOTAM FILE IPT

HELIPAD H1: H68X68 (ASPH)

HELIPAD H1:  LGT

SERVICE:  FUEL  JET A  LGT


AIRPORT MANAGER:  215-937-7968

COMMUNICATIONS:  CTAF  122.9

PHILADELPHIA INTL  (PHL/KPHL)  5 SW UTC–(4 ADT)  N39º52.33´ W75º14.44´  
36  B  LRA  Class I, ARFF Index E  NOTAM FILE PHL

PCN 60 F/A/X/T HIRL CL

RWY 09L–27R: H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350
PCN 60 F/A/X/T HIRL CL
RWY 09L: MALSR. REIL. RVR–TMR Trees.
RWY 27R: MALSR. PAPI(P4L)—GA 3.0º TCH 81´. RVR–TMR Boat.

RWY 08–26: H5001X150 (ASPH–GRVD) D–145 PCN 27 F/A/X/T
HIRL CL 0.5% up E
RWY 26: MALSR. PAPI(P4R)—GA 3.15º TCH 50´. RVR–TR Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 09L: TORA–9500 TODA–9500 ASDA–9500 LDA–9500
RWY 09R: TORA–12000 TODA–12000 ASDA–12000 LDA–12000
RWY 17: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
RWY 26: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 27L: TORA–12000 TODA–12000 ASDA–11825 LDA–9912
RWY 27R: TORA–9500 TODA–9500 ASDA–9500 LDA–9854
RWY 35: TORA–6500 TODA–6500 ASDA–6500 LDA–6500

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT Rwy 26 PAPI unusable byd 8º right of cntrln.

NOISE: Arpt is lctd in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used.

AIRPORT REMARKS: Attended continuously. Birds on and inov arpt. Unligtd stack 288´ MSL (217´ AGL) 2.3 NM southwest of arpt. TCAS equipped acft, TCAS alert may be caused by transponder equipped ships lctd PHL Naval Base 3 NM east. Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189´. Rwy 26 ship channel (Schuykill) max height of ships 149´. Rwy 27R LDA 9500´ avbl O/R to ATC. Possible unmarked ship obst transiting east or westbound along the Delaware River reaching heights of 189´, be alert when apch PHL Rwy 35 and whenever circling or visually aph all other rwys. Pilots can exp to exit and re-enter the PHL Class B airspace dur moderate to heavy arrival periods. Rwy 09R rollout RVR used for Rwy 09L midpoint RVR. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Only nose–in parking permitted on North remote aprons. PPR from arpt ops for all acft parking on remote aprons, ctc 215–937–6914/6800. Land Rwy 26, tkf Rwy 08. Ldg fee. Flight Notification Service (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 Rwy 09L–27R, 17–35, 08–26 Rwy 26, Rwy 09R–27L GND CON 121.9 121.65

CLNC DEL 118.5
CPDLC (LOGON KUSA)
PDC

ARSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (NOT): 109.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT  (L) VORTAC 114.0  DQO  Chan 87  N39º40.69´ W75º36.43´ 065º 20.6 NM to fld. 70/10W.

VOR unusable: 230º–265º byd 20 NM
TACAN AZIMUTH unusable: 230º–265º byd 20 NM
DMC 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 109.3 I–PHL Chan 30 Rwy 09R. Class IIE. DME also serves Rwy 27L.

ILS/DME 108.75 I–MYY Chan 24(Y) Rwy 17. Class I. LOC unusable byd 15º left of course.

ILS/DME 111.55 I–LLH Chan 52(Y) Rwy 26.

ILS/DME 109.3 I–GLC Chan 30 Rwy 27L. Class IIE.

ILS/DME 108.95 I–PDP Chan 26(Y) Rwy 27R. Class IIE. DME installed on Rwy 09L serves Rwy 09L/27R.

NE, 16 MAY 2024 to 11 JUL 2024
WINGS FLD (LOM)(KLOM) 3 NW UTC–5(–4DT) N40º08.25´ W75º15.91´ 302 B NOTAM FILE LOM

RWY 06–24: H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW
RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Thld dspclcd 177´. Pole.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.

SERVICE: 54 FUEL 100LL, JET A OX 1, 2 LGT Dusk–Dawn, ACTVT
MIRL Rwys 06–24, PAPI and REIL Rwy 06 and 24—CTAF.

NOISE: Noise abatement Rwy 06 and 24, no turns after tkof before 1000´ AGL. Avoid overflight of schools east and west of arpt. Rwy 06–24 no touch and go landings.

AIRPORT REMARKS: Attended 1100–0300Z‡. Deer and large flocks of geese on and invol of 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.

PHILADELPHIA APP/DEP CON 126.85


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) (L) VORTACW 113.2 MKE Chan 79 N39º55.08´ W75º40.25´ 064º 22.9 NM to fld. 473/9W.

VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM blo 7,500´
170º–248º byd 30 NM blo 9,500´
170º–248º byd 8 NM blo 6,000´
268º–278º byd 26 NM
278º–290º blo 16,000´
290º–326º

PHILADELPHIA SPB (See ESSINGTON on page 281)

PHILIPSBURG

ALBERT (1N3) 5 N UTC–5(–4DT) N40º58.30´ W78º14.58´ 1784 NOTAM FILE AOO

RWY 11–29: 3350X125 (TURF–GRVL) 0.5% up W

RWY 11: Thld dspclcd 750´. Trees.

RWY 29: Thld dspclcd 200´. Road.


AIRPORT MANAGER: (814) 553-4693

COMMUNICATIONS: CTAF 122.9

MID–STATE (PSB)(KPSB) 8 E UTC–5(–4DT) N40°53.06´ W78°05.24´

1948 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 rsys causing potholes
and FOD. Rwy 16–34 asph crumbling at intxn of rsys 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
PHILIPSBURG RCO 122.5 (ALTOONA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

PHILIPSBURG (VH) (H) VORTAC 115.5 PSB Chan 102 N40°54.98´ W77°59.56´ 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´
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: Ctc NG Ops 30.5, 122.85, 242.4.
PENNSYLVANIA 307
PITTSBURGH

ALLEGHENY CO
1252 B NOTAM FILE AGC
RWY 10: REIL, VASI(V4L)—GA 3.0º TCH 47º, RVR–R
RWY 20: MALSR, RVR–T Trees.
RWY 31: H3825X100 (CONC–GRVD) S–20, D–22 HI RLR
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.

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.

HELIPAD H1: H47X45 (CONC)
HELIPORT REMARKS: Heliport H1 located on general aviation apron E of Twy C.

NOTAM FILE AGC
RWY 10: REIL, VASI(V4L)—GA 3.0º TCH 47º, RVR–R
RWY 20: MALSR, RVR–T Trees.
RWY 31: H3825X100 (CONC–GRVD) S–20, D–22 HI RLR
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.

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 N40º16.72´ W80º02.45´ 057º 6.9 NM to fld. 1285/9W.
VOR unusable:
036º–059º byd 10 NM blo 7,000´
071º–175º 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)(K PIT) (AFRC ANG) 12 NW UTC–5(–4DT) N40º29.49´ W80º13.96´


PCR 980 R/A/X/T HIRL CL

Rwy 10R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR Trees.

Rwy 28L: MALS. TDZL. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TMR Trees. 0.3% up.


Rwy 10C: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TMR Thld dsplcd 465´.

Rwy 28C: TDZL. PAPI(P4L)—GA 3.0º TCH 43´. RVR–TMR Thld dsplcd 602´.


Rwy 10L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 83´. RVR–TMR Pole. 0.5% down.

Rwy 28R: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR Antenna.

Rwy 14–32: H8101X150 (CONC–GRVD) S–100, D–225, 2D–410 PCR 835 R/A/X/T HIRL CL

Rwy 14: PAPI(P4L)—GA 3.0º TCH 67´. RVR–TMR Pole. 0.5% down.

Rwy 32: MALS. TDZL. PAPI(P4L)—GA 3.0º TCH 72´. RVR–TMR Thld dsplcd 335´. 0.3% up.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 10C: TORA–10775 TODA–10775 ASDA–10173 LDA–9708


Rwy 10R: TORA–11500 TODA–11500 ASDA–11492 LDA–11492

Rwy 14: TORA–8101 TODA–8101 ASDA–7366 LDA–7366

Rwy 28C: TORA–10775 TODA–10775 ASDA–10310 LDA–9708

Rwy 28L: TORA–11500 TODA–11500 ASDA–11500 LDA–11500


Rwy 32: TORA–8101 TODA–8101 ASDA–7801 LDA–7466

SERVICE: S2 FUEL 100LL, JET A

LtG Rwy 10L ALSF2 and SSALR is a dual mode sys and ctl by twr and remote monitored.

MILITARY— JASU (ANG) – (A/M32A–86) (AM32–95); (AFRC) – 2(A/M32A–86) (AM32–95) FUEL A, A+ (C412–472–6700, 1000–0400Z‡; After hr, 2 hr PPR and call out fee of $250 per occurrence for any delivery in excess of 5000 gal; Call C412–906–8772.) A++ Provided by ANG and AFRC.(Mil) (NC–100LL) FLUID LPOX LHNIT OIL 0–156 TRAN ALERT No priority basis.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Twr is authorized to have acft line up and wait on Rwy 28L at Twp 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 act and smaller. Twp G int at Rwy 10L–28R rgt turn not allowed. Twp AA no turn–off onto Twp A for acft wingspan 171´ or greater exc PPR 412–472–5630. ASSC in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Pushback clnc required fr gates A100 and A101 at Cargo A. Ctc GC. Pushback fr these gates enters Twp N. Trml apn uncontrolled. Pushback pilot descrtion. Do not exit trml apn at Twp C1, C4, V3, V4, D1, W. Ctc GC when hldg at Twp C2, C3, V1, V2, D2, D3. Ldg fee.

MILITARY REMARKS: ANG –Opr 1130–2030Z‡ Mon–Fri exc hol. (CLOSED every other Mon). Official business only. PPR 48 hr hr prior notice rqr. Call DSN 294–7374/7428, C412–776–7374/7428. 20 min prior to ETA, ctc STEEL CON. ANG acft must ctc Tanker 303.0/Ftr opns 293.7 before crossing Rwy 28L to obtain clnc to enter.

AFRC–PPR/offl bus min 48 hr ctc afld mgmt DSN 277–8163, C412–474–8163. Ltd tran svc. Afld mgt nml duty hrs 1300–0100Z‡ Mon, Wed, Fri, 1300–0500Z‡ Tue, Thu, exc hol. Unit training assembly 1300–2100Z‡ Sat. Tran acft must have appvl of 911OG/CC for PPR dur–off–duty hr. No svc avbl for space avbl dur–off–duty hr. Call Piff Comd Post (Iron City) by RDO 15 min prior to arrival. Afld mgmt does not issue or stor COMSEC. COMSEC stor ctc cmd post DSN 277–8146. CSTMS/AG/IMG/Coord with 171 ARW cmd 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 acrrew should req bird watch cond fr AFRC (Pitt ops) on 252.1 or ANG ops (Steel) on 311.0. Acrrew will be informed by Steel control or Pitt ops (as applicable) if current BWC is other than low regardless of BASH phase.

AIRPORT MANAGER: (412) 472–3509

WEATHER DATA SOURCES: ASOS (412) 472–0145 TDWR.

CONTINUED ON NEXT PAGE
PENNSYLVANIA

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: D–ATIS ARR 127.25 B–ATIS DEP 135.9 UNICOM 122.95
APP CON 124.15 (001º–090º) 123.95 (091º–180º) 133.7 (181º–270º) 121.25 (271º–360º)
TOWER 128.3
CLNC DEL 126.75 PRE–TAXI CLNC 126.75 GND CON 121.9 (South) 127.8 (North)
DEP CON 119.35 (South) 124.75 (North) 125.275
CPDLC (LOGON KUSA)

POcono Mountains RGNL (See MOUNT POCONO on page 300)
Port Meadville (See MEADVILLE on page 297)

Pittsburgh/Northeast (9G1) 12 NNE UTC–(–4DT)
1063 NOTAM FILE A00
RWY 17–35: H3550X100 (ASPH)
RWY 17: Trees.
RWY 35: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z. Unatnd Federal hols. Arpt CLOSED for night ops. PAEW indef; operation of construction equipment 519´ from Rwy 35 thld, construction training site. Tie down ropes not supplied.
AIRPORT MANAGER: 724-504-3717
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION:
MONTour (L) DME 112.0 MMJ Chan 57 N40º29.28´ W80º11.63´ 277º 1.8 NM to fld. 1193.
DME unusable: 126º–165º byd 10 NM b.lo 5,000´
126º–165º byd 15 NM
35º–360º byd 30 NM
ILS 111.7 I–LXB Rwy 10L. Class IIIE.
ILS 108.9 I–GUT Rwy 10R. Class IIIE.
ILS 108.9 I–PFS Rwy 28L. Class IT.
ILS 111.7 I–HFE Rwy 28R. Class IIIE.
ILS/DME 111.3 I–TQW Chan 50 Rwy 32. Class IE.

Pittsfield (P15) 1 E UTC–(–4DT)
1230 B NOTAM FILE AOO
RWY 09–27: 3650X100 (TURF) LIRL 0.3% up W
RWY 09: Thld dsplcd 510´. Pole.
SERVICE: 52 FUEL 100LL LGT ACTIVATE LIRL Rwy 09–27—122.8. For rotating bcn call 814–563–3166 or 4949.
AIRPORT MANAGER: 814-563-3166
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

Pittsburgh/Butler RGNL (See BUTLER on page 271)
POTTSTOWN

HERITAGE FLD (PTW)(KPTW) 3 E UTC−5(−4DT) N40°14.37’ W75°33.40’

308 B NOTAM FILE PTW

RWY 10–28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 45’. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 45’. Thld dsplcd 190’. 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. Lgtd and marked 507’ AGL (769’ MSL) stack 6000’ west of Rwy 10. Ldg fee.

AIRPORT MANAGER: (610) 495-7000

WEATHER DATA SOURCES: ASOS 119.425 (610) 495–0823.

COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA APP/DEP CON 126.85 (800–354–9884)

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

POTTSTOWN (L) (L) VORTACW 116.5 PTW Chan 112 N40º13.33’ W75º33.62’ 018º. 1.1 NM to fld. 285/9W.

VOR unusable:
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 3,000’
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.

NE, 16 MAY 2024 to 11 JUL 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 dsplcd 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 in/of arpt.
AIRPORT MANAGER: 267-643-9958
COMMUNICATIONS: CTAF/UNICOM 122.8
PHILADELPHIA APP/DEP CON 126.85
CLNC DEL 118.55
RADIO AIDS TO NAVIGATION:
(L) (L) VORTACW 116.5 PTW Chan 112 N40°13.33´ W75°33.62´ 303º 5.6 NM to fld. 285/9W.
VOR unusable:
  071°–104º byd 6,900´
  071°–104º byd 30 NM
  105°–120º byd 14 NM blo 3,000´
  120°–140º blo 3,000´
  120°–140º byd 20 NM
  141°–159º byd 15 NM blo 6,000´
  160°–179º
  180°–205º byd 10 NM blo 5,500´
  206°–220º byd 10 NM blo 4,500´
  241°–269º byd 23 NM blo 5,500´
  241°–285º byd 15 NM blo 4,500´
  270°–285º byd 18 NM
  270°–285º byd 6 NM blo 3,500´
  286°–287º byd 28 NM blo 3,000´
  288°–320º byd 25 NM
  320°–339º byd 17 NM
  340°–070º byd 14 NM blo 6,000´
  340°–070º byd 36 NM
TACAN AZIMUTH unusable:
  241°–286º byd 30 NM blo 5,500´
DME unusable:
  268°–278º 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 HeritageFld. 285/9W.
VOR unusable:
  071°–104º blo 6,900´
  071°–104º byd 30 NM
  105°–120º byd 14 NM blo 3,000´
  120°–140º blo 3,000´
  120°–140º byd 20 NM
  141°–159º byd 15 NM blo 6,000´
  160°–179º
  180°–205º byd 10 NM blo 5,500´
  206°–220º byd 10 NM blo 4,500´
  241°–269º byd 23 NM blo 5,500´
  241°–285º byd 15 NM blo 4,500´
  270°–285º byd 18 NM
  270°–285º byd 6 NM blo 3,500´
  286°–287º byd 28 NM blo 3,000´
  288°–320º byd 25 NM
  320°–339º byd 17 NM
  340°–070º byd 14 NM blo 6,000´
  340°–070º byd 36 NM
TACAN AZIMUTH unusable:
  241°–286º byd 30 NM blo 5,500´
DME unusable:
  268°–278º blo 4,000´
PENNYSYLVANIA

POTTSVILLE

SCHUYLKILL CO/JOE ZERBELY  (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 12:30–22:00Z‡, 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 invot 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.
QUAKERTOWN (UKT)(KUKT) 2 W UTC–5(–4DT) N40°26.11’ W75°22.92’
525 B NOTAM FILE UKT
RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.6% up W
RWY 11: REIL. PAPI(P2L)—GA 4.0º TCH 44’. 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 invof 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
CLNC DEL 118.55
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) (L) VOR/DME 110.2 ETX Chan 39 N40º34.86’ W75º41.04’ 131º 16.4 NM to fld. 741/9W.
VOR unusable: 255º–265º
RAVINE N40°33.20’ W76°35.96’ NOTAM FILE IPT.
(R) (L) VORTACW 114.6 RAV Chan 93 059º 13.8 NM to Schuylkill Co/Joel Zerbey. 1750/11W.
READING RGNL/CARL A SPAATZ FLD (RDG)(KRDG) 3 NW UTC–5(–4DT) N40°22.71’
W75º57.91’
343 B Class IV, ARFF Index A NOTAM FILE RDG
RWY 13–31: H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 PCN 60 F/C/X/U HIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Trees.
RWY 31: REIL.
RWY 18–36: H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 PCN 60 F/C/X/U HIRL 1.0% up S
RWY 18: PAPI(P4L)—GA 3.0º TCH 56’. Trees.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 13 18–36 5200
RWY 18 13–31 3050
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–5151 TODA–5151 ASDA–5151 LDA–5151
RWY 31: TORA–6350 TODA–6350 ASDA–6350 LDA–6350
RWY 36: TORA–5151 TODA–5151 ASDA–5151 LDA–5151
ARRESTING GEAR/SYSTEM
RWY 13: EMAS
SERVICE: S4 FUEL 100LL, JET A OK 1, 2, 3, 4 LGT When ATCT clsd actvt MALSF Rwy 36; REIL Rwy 13, 31; PAPI Rwy 13 and 18; HIRL Rwy 13–31 and 18–36; twy lgts—CTAF. Rwy 13 PAPI unusbl byd 3 degs left of cntrln.
AIRPORT MANAGER: 610-372-4666
COMMUNICATIONS: CTAF 119.9 ATIS 127.1 UNICOM 122.95
READING APP/DEP CON 125.15 (1100–0500Z‡)
HARRISBURG APP/DEP CON 124.1 (0500–1100Z‡)
TOWER 119.9 (1100–0500Z‡) GND CON 121.9
CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.
AIRSPACE: CLASS D svc 1100–0500Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) VOR/DME 110.2 ETX Chan 39 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 19° right of course; byd 8° left of course byd 18 NM. Glideslope unusable byd 004° left of course.
ILS 109.5 I–RDG Rwy 36. Class IB. Unmonitored when ATCT closed.

REEDSVILLE

MIFFLIN CO  (RVL)(KRVL) 5 NW UTC–5(–4DT) N40º40.64´ W77º37.61´
Rwy 06–24: H5001X75 (ASPH) S–60 MIRL
Rwy 06: REIL, PAPI(P2L)—QA 4.0º TCH 48’. Trees.
Rwy 24: REIL, PAPI(P4L)—QA 3.0º TCH 42’.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 06 and Rwy 24; PAPI Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF.
AIRPORT MANAGER: 717-667-6829
WEATHER DATA SOURCES: AWOS–3PT 123.85 (717) 667–3993.
COMMUNICATIONS: CTAF/UNICOM 122.7

REIGLE FLD  (See PALMYRA on page 302)

REVLOC N40º32.79’ W78º44.82’ NOTAM FILE AOO. (L) DME 110.6 REC Chan 43 194° 5.3 NM to Ebensburg. 2340.

RIDGE SOARING  (See UNIONVILLE on page 322)

ROCK SPRINGS FLF N40º47.40’ W77º51.60’/1230 ASOS (814) 237–5778

ROCKY HILL  (See CRESCO on page 277)

ROSTRAVER  (See MONONGAHELA on page 298)
PENN SYLVANIA 315

ST MARYS MUNI (OYM)(KOYM) 3 SE UTC–5(–4DT) N41°24.75’ W78°30.16’
1934 B NOTAM FILE AOO
RWY 10–28: H4300X75 (ASPH–GRVD) S–33 MIRL 0.7% up E
RWY 10: PAPI(P4L)—GA 3.0° TCH 41’. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MAL Sry 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. PAPI Rwy 10 unusbl byd 5° right of cntrln. Rwy 28 PAPI unusbl byd 8° right of cntrln.
AIRPORT REMARKS: Attended Mon–Fri 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´ 264º 24.8 NM to fld. 2310/8W.
KEATING (H) (H) VORTACW 116.0 ETG Chan 107 N41º12.90´ W78º08.57´ 316º 20.1 NM to fld. 2250/10W.

ST THOMAS N39º55.99´ W77º57.06´ NOTAM FILE AOO. (L) TACAN 115.0 THS Chan 97 087º 14.4 NM to Franklin Co Rgnl. 2338/7W.
SAYRE N41º56.25´ W76º37.87´ RCO 122.3 (BUFFALO RADIO)
SCHUYLLKILL CO/OE ZERBEY (See POTTsville on page 312)
SEAMANS FLD (See FACTORYVILLE on page 282)

SELINSGROVE PENN VALLEY (SEG)(KSEG) 1 N UTC–5(–4DT) N40º49.27´ W76º51.85´
464 B NOTAM FILE SEG
RWY 17–35: H4760X75 (ASPH) S–27, D–27 MIRL 0.5% up N
RWY 17: REIL. Thld dspcl 388’. Tree.
RWY 35: REIL. PAPI(P4L)—GA 3.5° TCH 45’. Thld dspcl 250’. Trees.
SERVICE: S2 FUEL 100LL, JET A LGT ACTVT RLY 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 lrgr acft unless fuel purchased. Cold temperature airport. Altitude correction required at or below –15C.
AIRPORT MANAGER: 570-809-4701
WEATHER DATA SOURCES: ASOS 123.975 (570) 374–4099.
COMMUNICATIONS: CTAF/UNICOM 122.7 ® HARRISBURG APP/DEP CON 118.25 CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELINSGROVE (L) (L) VOR/DME 110.4 SEG Chan 41 N40º47.45´ W76º53.04´ 034º 2.0 NM to fld. 610/8W.
VOR unusable: 098º–150º byd 20 NM blo 5,000’
106º–116º byd 20 NM blo 10,000’
151º–185º byd 19 NM
250º–285º byd 10 NM blo 14,000’
295º–300º byd 25 NM blo 4,500’
DME unusable: 098º–150º byd 20 NM blo 5,000’
151º–185º byd 19 NM
255º–265º blo 7,000’
295º–300º byd 25 NM blo 4,500’
SELINSGROVE  N40°47.45′ W76°53.04′ NOTAM FILE SEG.
(L) (L) VOR/DME 110.4 SEG Chan 41 034° 2.0 NM to Penn Valley. 610/8W.
VOR unusable:
098°–150° byd 20 NM bfo 5,000′
106°–116° byd 20 NM bfo 10,000′
151°–185° byd 19 NM
250°–285° byd 10 NM bfo 14,000′
295°–300° byd 25 NM bfo 4,500′
DME unusable:
098°–150° byd 20 NM bfo 5,000′
151°–185° byd 19 NM
255°–265° bfo 7,000′
295°–300° byd 25 NM bfo 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: 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 (670) 672–0389.
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEP CON
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELINSGROVE (L) (L) VORW/DME 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 088° 15.4 NM to fld. 610/8W.
VOR unusable:
098°–150° byd 20 NM bfo 5,000′
106°–116° byd 20 NM bfo 10,000′
151°–185° byd 19 NM
250°–285° byd 10 NM bfo 14,000′
295°–300° byd 25 NM bfo 4,500′
DME unusable:
098°–150° byd 20 NM bfo 5,000′
151°–185° byd 19 NM
255°–265° bfo 7,000′
295°–300° byd 25 NM bfo 4,500′

SHOESTRING AVIATION AIRFIELD (See STEWARTSTOWN on page 318)
SKYHAVEN (See TUNKHANNOCK on page 321)
SLATE RUN N41°30.77′ W77°58.21′ NOTAM FILE AOO.
(H) (H) VORTACW 113.9 SLT Chan 86 264° 24.8 NM to St Marys Muni. 2310/8W.
SLATINGTON (69N) 1 N UTC–5(–4DT) N40°45.82′ W75°36.29′
380 B NOTAM FILE IPT
RWY 01–19: H2455X50 (ASPH) Rwy LGTS(NSTD)
RWY 01: Thld dsplcd 352’. Trees.
RWY 19: Brush.
SERVICE: FUEL 100LL LGT Actvl LGRL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 Non standard LGRL located 10’ outboard fr 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.

NE, 16 MAY 2024 to 11 JUL 2024
SMOKETOWN (S37)  0 N UTC–5(–4DT)  N40º02.50´ W76º12.11´
370  B NOTAM FILE IPT
RWY 10–28: H2750X50 (ASPH) S–12.5, D–12.5 LIRL 1.3% up W
RWY 10: Thld dispd 517´. Road.
RWY 28: Thld dispd 110´.
SERVICE: S4 FUEL 100LL, UL94
AIRPORT MANAGER: 717-394-6476
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

SOMERSET CO (2G9)  3 NE UTC–5(–4DT)  N40º02.31´ W79º00.92´
2275  B NOTAM FILE AOO
RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up W
RWY 07: REIL PAPI(P2L)—GA 3.0º TCH 56´.
RWY 25: REIL PVASI(PSIL)—GA 3.0º TCH 29´. Pole.
RWY 14–32: 2729X150 (TURF)  1.0% up SE
RWY 14: Thld dispd 335´. Road.
RWY 32: Trees.
SERVICE: FUEL 100LL, JET A, A+ LGT MIRL Rw 07–25 and twy lgts on dusk–0500Z‡; ACTVT REIL Rw 07–25, PAPI Rw 07; PVASI Rw 25—CTAF.
AIRPORT MANAGER: 814-445-1599
WEATHER DATA SOURCES: AWOS–3P 133.8 (814) 443–2114.
COMMUNICATIONS: CTAF/UNICOM 122.8
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡ or ctc 814–532–5960), other times ctc.
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) TACAN Chan 19 IHD (108.2) N39º58.45´ W79º21.50´ 082º 16.3 NM to fld. 2820/6W.
STOYSTOWN NDB (MHW) 209 SYS N40º05.14´ W78º54.99´ 248º 5.4 NM to fld. 2130/10W.
LOC 108.7 I–SOZ Rw 25. LOC unusable byd 18º left and right of course.
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: MALSР. PAPI(P4R)—GA 3.0º TCH 55 ′. RVR–T Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6701 TODA–6701 ASDA–6701 LDA–6701

SERVICE: S3  FUEL
100LL, JET A
LGT  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. Acft on either end Rwy
06–24 cannot be seen on other end due to rwy grade. Rwy 06–24
gvd portion of rwy center 80 ′. PPR 24 hrs for unsked ACR ops with
more than 9 pax seats btn 0400–0900Z‡ call AMGR. TPA
2192(961) single engine acft, 2692(1461) multi engine acft. Deicing
equip avbl on apn adj to Twy B btn Twys D and B3. 35 ′ AGL lgt poles
on the north edge of de–ice apron. Air cgo aprn rstd to acft less than
12500 lbs. Spl event fee for sngl en
engine, multi eng act and helicopters
on university home football games wknds. Lndg fee for sngl eng,
multi eng act and helicopters.

AIRPORT MANAGER: 814-865-4042

WEATHER DATA SOURCES: AWOS–3 127.65 (814) 865–8799. SAWRS.

COMMUNICATIONS: CTAF 128.475  D–ATIS
127.65
UNICOM 122.95

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (VR) (H) VOR/TAC 115.5  PSB
Chan 102  N40°54.98′ W77°59.56′  131º 7.7 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 bto 18,000′
116º–145º byd 40 NM
146º–156º byd 40 NM bto 5,000′
146º–156º 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 (QP2) 3 NW UTC–5(–4DT) N39°47.78′ W76°38.78′
1000  NOTAM FILE IPT
RWY 06U–24U: 1000X100 (TURF)
RWY 06U: Tree.
RWY 24U: Rgt tfc.
RWY 15–33: 1000X100 (TURF)
RWY 15: Rgt tfc.
RWY 33: Thld dsplcd 500 ′. Tree.

AIRPORT REMARKS: Attended irregularly. Extensive ultralgt activity on and invof arpt. Rwy 15–33 and Rwy 06–24 used for
ultralight ops. Major airplane and powerplant repair for light sport acft only. Rwy 06U–24U & Rwy 15–33 mkd with
orange patio blocks. Dsplcd thlds marked with three white paver each side. Rwy 24U dsplcd 183 ft.

AIRPORT MANAGER: 717-235-6724

COMMUNICATIONS: CTAF 122.9

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

STONYFORK
N41°41.72′ W77°25.19′  NOTAM FILE IPT.
(L) (L) VOR/W/DM 108.6  SFK
Chan 23  037º. 23 NM to Grand Canyon Rgnl. 1985/8W.

NE, 16 MAY 2024 to 11 JUL 2024
STOYSTOWN
N40°05.14´ W78°54.99´ NOTAM FILE AOO.
NDB (MHW) 209º SYS 248º 5.4 NM to Somerset Co. 2130/10W.
NDB unusable:
090º–150º 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 281)

TIDIOUTE
N41°42.78´ W79°25.04´ NOTAM FILE AOO.
(L) DME 117.6 TDT Chan 123 247º 15.9 NM to Titusville. 1710.
DME unusable:
041º–051º byd 30 NM blo 4,000´
305º–340º byd 24 NM blo 3,500´
340º–005º byd 24 NM blo 5,000´
TITUSVILLE  (6G1)  3 W  UTC–5(–4DT)  N41°36.53’  W79°44.48’
1600  B  NOTAM FILE AOO
RWY 01–19: H4902X75 (ASPH)    S–12.5  MIRL  1.4% up N
    RWY 01: Trees.
    RWY 19: Tree.
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 inof arpt. Radio
    controlled acft inof arpt. Fuel avbl 24/7 with credit card. Gyro ops
    inof 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
® YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)
® CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at
    440-774-0232.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
    TIDIOUTE  (L) DME 117.6  TDT Chan 123  N41°42.78’
        W79°25.04’  247° 15.9 NM to fld. 1710.
    DME unusable:
        041°–051° byd 30 NM blo 4,000’
        306°–340° byd 24 NM blo 3,500’
        340°–005° byd 24 NM blo 5,000’
    FRANKLIN  (L) VOR 109.6  FKL  N41°26.31’  W79°51.40’
        033° 11.5 NM to fld. 1528/6W. NOTAM FILE FKL.
    VOR unusable:
        140°–207° byd 20 NM blo 9,000’
        248°–291° blo 4,000’
        355°–005° blo 4,000’
TOTAL RF HELIPORT  (See BENSALEM on page 269)

TOUGHKENAMON  (N57)  1 W  UTC–5(–4DT)  N39°49.83’  W75°46.19’
435  B  NOTAM FILE IPT
RWY 06–24: H3693X60 (ASPH)  MIRL
    RWY 06: Trees.
    RWY 24: Trees.
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 REMARKS: Attended 1300–2200Zt. For assistance after hrs ctc
    610–476–1702. Deer and other wildlife on and inof arpt. Glider ops
    weekends. Turf sfc south of rwy for glider recovery only. Overnight
    parking $10.
AIRPORT MANAGER: 610-268-2619
COMMUNICATIONS: CTAF/UNICOM 123.05
® PHILADELPHIA APP/DEP CON 124.35
CLNC DEL 125.6
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at
    800-354-9884.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
    MODENA  (L) (L) VORTACW 113.2  MXE Chan 79  N39°55.08’
        W75°40.25’  230° 7.0 NM to fld. 473/9W.
    VOR unusable:
        036°–046°
        047°–057° byd 10 NM
        058°–085°
        170°–248° byd 27 NM blo 7,500’
        170°–248° byd 30 NM blo 9,500’
        170°–248° byd 8 NM blo 6,000’
        268°–278° byd 28 NM
        278°–290° blo 10,000’
        290°–326°
TOWANDA  

BRADFORD CO  (N27)  2 S  UTC–5(–4DT)  N41º44.40´ W76º26.83´  
730  B  NOTAM FILE IPT  
RWY 05–23:  H4301X75 (ASPH)  S–12  MIRL  0.4% up SW  
RWY 05:  REIL. PAPI(P2L)—GA 3.0º TCH 37´.  
RWY 23:  REIL. PAPI(P2L)—GA 3.0º TCH 37´.  
SERVICE:  S4  FUEL  100LL, JET A  
AIRPORT MANAGER:  570-265-4900  
WEATHER DATA SOURCES:  AWOS–3  119.925 (570) 265–1024.  
COMMUNICATIONS:  CTAF/UNICOM 123.0  
NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)  
RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.  
BINGHAMTON (L) (L) VOR/DME 112.2  CFB Chan 59  N42º09.45´ W76º08.19´ 219º 28.6 NM to fld. 1583/10W.  
VOR unusable:  023º–033º byd 15 NM blo 6,000´  
TOWER CITY  

BENDIGO  (74N)  2 S  UTC–5(–4DT)  N40º33.54´ W76º33.58´  
791  B  NOTAM FILE IPT  
RWY 05–23:  H2325X60 (ASPH–CONC)  S–12.5  MIRL  
RWY 05:  Tree.  
SERVICE:  LGT 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 Apch at 800-932-0712.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.  
RAVINE (L) (L) VORTACW 114.6  RAV Chan 93  N40º33.20´ W76º35.96´ 090º 1.8 NM to fld. 1750/11W.  
TUNKHANNOCK  

SKYHAVEN  (76N)  1 S  UTC–5(–4DT)  N41º31.69´ W75º56.75´  
639  NOTAM FILE IPT  
RWY 01–19:  H2007X50 (ASPH)  S–12.5  1.0% up S  
SERVICE:  S4  FUEL  100LL  
AIRPORT MANAGER:  570-466-0697  
COMMUNICATIONS:  CTAF/UNICOM 122.8  
WILKES–BARRE APP/DEP CON 120.95  
CLEARANCE DELIVERY PHONE:  For CD ctc Wilkes-Barre Apch at 570-655-2084.  

NEW YORK  L–30J  IAP  
NE, 16 MAY 2024 to 11 JUL 2024
UNIONVILLE

RIDGE SOARING (79N) 2 SW UTC–5(–4DT) N40°53.04' W77°54.43'
815 NOTAM FILE AOO
RWY 07–25: H3322X150 (ASPH–TURF)
RWY 07: Thld dsplcd 725’. Trees.
AIRPORT MANAGER: 814-883-8045
COMMUNICATIONS: CTAF

VANSANT (See ERWINNA on page 281)

VENANGO RGNL (See FRANKLIN on page 284)

W P H S HELIPORT (See MOUNT PLEASANT on page 299)

WASHINGTON CO (AFJ)(KAFJ) 3 SW UTC–5(–4DT) N40°08.19’ W80°17.41’
1184 B NOTAM FILE AFJ
RWY 09–27: H5004X100 (ASPH) S–40, D–60, 2D–90 HIWL
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 obrst lit pole approx 3389 ft fm thld Rwy end 09. 159 ft obrst 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/W/DME 110.0 AGC Chan 37 N40°16.72’ W80°02.45’ 242º 14.3 NM to fld. 1285/9W. VOR unusable:
036º–059º byd 10 NM bi 7000´
071º–175º
226º–261º byd 10 NM
300º–310º
WHEELING (L) (L) VOR/W/DME 114.25 HLG Chan 89(Y) N40°15.59’ W80°34.12’ 127º 14.8 NM to fld. 1269/7W. NOTAM FILE HLG. VOR unusable:
005º–045º
105º–190º byd 7 NM
315º–320º bi 3000´
ILS/DME 110.3 I–AFJ Chan 40 Rwy 27. Glideslope unusable byd 5º left of course.
WAYNESBURG

GREENE CO (WAY)(KWAY) 2 E UTC–5(–4DT) N39º54.07´ W80º07.84´

1069 NOTAM FILE AOO

RWY 09–27: H3500X75 (ASPH) S–12

RWY 09: Trees.

RWY 27: Trees.

SERVICE: S4 FUEL 100LL


AIRPORT MANAGER: 724-998-5042

COMMUNICATIONS: CTAF/UNICOM 122.8

© CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

© CLEVELAND CENTER APP/DEP CON 126.950 (0400–1200Z‡)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40º16.72´ W80º02.45´ 199º 23.0 NM to fld. 1285/9W.

VOR unusable:
300º–310º

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: PAPI(P2L)—GA 3.0º TCH 40´. Trees.

RWY 11–29: 1576X80 (TURF) 0.6% up W

SERVICE: FUEL 100LL, JET A

LTG 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 (1100–0500Z‡)

NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

STONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41º41.72´ W77º25.19´ 037º 2.3 NM to fld. 1985/8W.

WELLSVILLE

KAMPEL (2N5) 2 W UTC–5(–4DT) N40º02.97´ W76º58.63´

611 NOTAM FILE IPT

RWY 05–23: 2550X100 (TURF) 0.7% up NE

RWY 05: Thld dsplcd 303´. Stack.


SERVICE: S3 FUEL 100LL


AIRPORT MANAGER: 717-432-9688

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
WEST CHESTER

**BRANDYWINE RGNL (OQN/KOQN)** 3 NE UTC–5(–4DT) N39º59.41′ W75º34.91′

465  B  NOTAM FILE IPT

**RWY 09–27:** H347X50 (ASPH) S–10 LIRL

**RWY 09:** PAPI(2L)—GA 4.2′ TCH 23° Thld dsplcd 125′. Trees. Rgt tcf.

**RWY 27:** PAPI(2L)—GA 3.0′ TCH 20′ Thld dsplcd 249′.

**SERVICE:** S4 FUEL 100LL, JET A LGT Rwy 09 PAPI ops continuous. Rwy 27 PAPI ops continuous.

**NOISE:** Tcf dep Rwy 27 climb out straight ahd til rchg 1300′ MSL, then turn on crs for noise abatement.


**AIRPORT MANAGER:** 610-692-6100

**WEATHER DATA SOURCES:** AWOS–3T 121.4 (610) 692–6190.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

**PHILADELPHIA APP/DEP CON 124.35**

**CLNC DEL 125.6**

**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 N39º55.08′ W75º40.25′ 052º 6.0 NM to fld. 473/9W.**

**VOR unusable:**
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM blo 7,500′
170º–248º byd 30 NM blo 9,500′
170º–248º byd 8 NM blo 6,000′
268º–278º byd 28 NM
278º–290º blo 10,000′
290º–326º

WILKES–BARRE WYOMING VALLEY (WBW/KWBW) 3 N UTC–5(–4DT) N41º17.84′ W75º51.13′

544  B  NOTAM FILE IPT

**RWY 07–25:** H337X75 (ASPH) MIRL

**RWY 07:** PAPI(2L)—GA 4.0′ TCH 40′.

**RWY 25:** PAPI(2L)—GA 3.75′ TCH 40′. Tree.

**RWY 09–27:** H2193X100 (ASPH–TURF)

**RWY 09:** Thld dsplcd 672′. Trees.

**SERVICE:** S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07, Rwy 25 and rotating bcn—CTAF. Rwy 07–25 preset low ints to ACTIVATE higher ints—CTAF.

**AIRPORT REMARKS:** Attended 1300–2200Z1. Rwy 09–27 clsd winter months. +152′ transmission lines 6,000′ from Rwy 25 thld 585′ left marked with red spheres. Rwy 09–27 marked with 3′ white cones. Rwy 09 dsplcd thld marked with three white cones each side. Rwy 09–27 first 544 ft Rwy 27 asph, rmdr turf.

**AIRPORT MANAGER:** 570-288-3257

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**APP/DEP CON 126.3**

**CLEARANCE DELIVERY PHONE:** For CD ctc Wilkes-Barre Apch at 570-655-2084.

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

**(L) (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75º41.37′ 291º 7.5 NM to fld. 2118/10W.**

**VOR unusable:**
290º–305º byd 15 NM blo 6,000′
WILKES–BARRE/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.
RWY 10–22 DECLARED DISTANCE INFORMATION
TORA–7502  TODA–7502  ASDA–7502  LDA–7502
RWY 10–28 DECLARED DISTANCE INFORMATION
TORA–4300  TODA–4300  ASDA–4300  LDA–4300
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 1463’ MSL 1.7 miles east AER 28, 1155’ MSL 0.91 miles east AER 28, 1167’ MSL 1.49 miles east–southeast AER 28, 1463’ MSL 2.25 miles east AER 28. For FBO svcs 0500–1000Z‡ local Mon–Fri and 0200–0500Z‡ local Sat–Sun call (570) 457–4485. Ldg fee. Flight Notification Service (ADCUS) avbl.
AIRPORT MANAGER:  570-602-2000
WEATHER DATA SOURCES: ASOS  (570) 655–0748
COMMUNICATIONS: CTAF 122.9
APP/DEP CON 120.95 (280º–100º)  126.3 (101º–279º)
TOWER 120.1 GND CON 121.9
AIRSPACE: CLASS D.
TRA SVC CTAF  APP CON within 20 NM
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
(L) (L) VORTAC 111.6  LVZ  Channel 53  N41º16.37´ W75º41.37´ 349º 4.2 NM to fld. 2118/10W.
VOR unusable:
290º–305º byd 15 NM blo 6,000´
ILS/DME 109.9 I–AVP  Channel 36  Rwy 04.  LOC unusable byd 20° right of course.
ILS/DME 109.9 I–IZK  Channel 36  Rwy 22.  Class IT.

WILLIAM T PIPER MEML (See LOCK HAVEN on page 296)

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.
WILLIAMSPORT RGNL  (IPT)(KIPT)  4 E  UTC–S(–4DT)  N41°14.50′ W76°55.31′

528  B  ARFF Index—See Remarks  NOTAM FILE IPT
  RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Trees.
RWY 12–30: H4273X150 (ASPH)  S–200, D–200, 2S–175, 2D–400 PCN 46 F/A/X/T MIRL
  RWY 12: PAPI(P2L)—GA 3.75° TCH 45′. Trees.
  RWY 30: PAPI(P2L)—GA 4.0° TCH 41′. Trees. Rgt tcf.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6825  TODA–6825  ASDA–6073  LDA–6073
RWY 27: TORA–6825  TODA–6825  ASDA–6318  LDA–6063
RWY 30: TORA–4273  TODA–4273  ASDA–4273  LDA–4273

SERVICE:  S4  FUEL  100LL, JET A  OX

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 uns
   lge 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. Fo
   r 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

NEW YORK CENTER APP/DEP CON 124.9

COMMUNICATIONS: CTAF 119.1  UNICOM  122.25  (WILLIAMSPORT RADIO)

RCO 122.2 (WILLIAMSPORT RADIO)

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.

COMM/NAV/WEATHER REMARKS: When twr clsd New York Center provides Clnc Del on 124.9.

WINGS FLD  (See PHILADELPHIA on page 305)

YARDLEY  N40°15.20′ W74°54.46′  NOTAM FILE IPT,
  L) L) VOR/DME 108.2  ARD  Chan 19  082° 4.5 NM to Trenton Mercer. 294/10W.
  VOR unusable:
   020°–040°
   195°–225° byd 25 NM blo 5,000′
   250°–265° blo 3,500′
   266°–280° byd 20 NM blo 5,000′
   281°–300° byd 14 NM blo 6,000′
   DME unusable:
   225°–275° byd 25 NM blo 5,000′

NEW YORK H–10I, L–34G, A

NE, 16 MAY 2024 to 11 JUL 2024
YW (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 displcd 794 ′. Pole.
RWY 35: REIL. PAPI(P4L)—GA 3.67º TCH 28 ′. Thld displcd 739 ′.
Trees.
SERVICE: S4 FUEL 100LL, JET A OX 3
AIRPORT REMARKS: Attended Mon–Fri 1100–2300Z‡, Sat–Sun
1300–2200Z‡. Thwy 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 thwy 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) VORTACW
115.35 HAR Chan 100(Y) N40º18.13′ W77º04.17′ 169º 24.8 NM to fld.
1301/10W.
VOR usable:
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) N40º48.12′ W80º09.65′
898 B NOTAM FILE AOO
RWY 17–35: H4933X75 (ASPH) MIRL
RWY 17: REIL. Thld displcd 551 ′. Trees.
RWY 35: REIL. PAPI(P2L)—GA 3.48º TCH 28 ′. Thld displcd 282 ′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4932 TODA–4932 ASDA–4932 LDA–4381
RWY 35: TORA–4932 TODA–4932 ASDA–4932 LDA–4650
SERVICE: S4 FUEL 100LL, JET A, A+ OX 2, 3 LGT ACTIVATE REIL
Rwy 17 and Rwy 35; MIRL Rwy 17–35 after 0300Z‡—CTAF. PAPI
continuous and MIRL opr dusk–0300Z‡. Rwy 35 PAPI unusable byd 5º
left of centerline.
AIRPORT REMARKS: Attended Mon–Fri 1100–0300Z‡, Sat–Sun on call. For
attendant Sat–Sun call 724–452–4719. Deer and geese on and invof
rwy. Parallel thwy marked with reflectors. Rwy 35 68 ft lgt pole 720 ft
fm thld, 291 ft rt. 56 ft lgt pole 480 ft fm thld, 267 ft lt. Poles lgt fm
the bottom.
AIRPORT MANAGER: 724-452-4719
WEATHER DATA SOURCES: AWO–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 N40º49.50′ W80º12.69′ 129º 2.7 NM to fld. 1227/8W.
VOR usable:
285º–335º
BLOCK ISLAND STATE (BID)(KBID)  1 W UTC–5(–4DT)  N41º10.09´ W71º34.67´

108     B NOTAM FILE BID

RWY 10–28: H2502X100 (ASPH) S–30  MIRL  0.3% up W

RWY 10:  REIL. PAPI(P4R)—GA 3.0º TCH 40´. Trees.

RWY 28:  REIL. PAPI(P4L)—GA 3.0º TCH 35´.

SERVICE.   LGT ACTVT REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF.


AIRPORT MANAGER: (401) 691-2265

WEATHER DATA SOURCES: AWOS–3PT 134.775 (401) 466–5495.

COMMUNICATIONS: CTAF/UNICOM 123.0

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

BOSTON CENTER APP/DEP CON 124.85

CLNC DEL 120.1

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BID.

SANDY POINT (VL) (L) VOR/W/DEME 117.8 SEY Chan 125  N41º10.05´ W71º34.57´ at fld. 100/15W.

DME unusable:
160º–164º byd 15 NM blo 2,000’
240º–270º byd 25 NM blo 3,000’

VOR unusable:
061º–073º byd 40 NM
074º–082º byd 40 NM
339º–346º byd 40 NM
NEWPORT STATE (UUU)(UUU) 2 NE UTC–5(–4DT) N41º31.95´ W71º16.89´

172  B  LRA  NOTAM FILE UUU
RWY 04–22: H2999X75 (ASPH) S–30 MIRL 0.8% up NE
    RWY 04: VASI(V4L)—GA 4.0º TCH 51´. Trees.
    RWY 22: REIL. PAPI(P4L)—GA 4.0º TCH 30´. Trees.
RWY 16–34: H2623X75 (ASPH) S–30 MIRL 0.6% up S
    RWY 16: VASI(V4L)—GA 3.75º TCH 40´. Trees.
    RWY 34: Thld dpzclcd 250´. Trees.
SERVICE: S4 FUEL 100LL, JET A LTG ACTVT REIL Rwy 22; PAPI Rwy 22, VASI Rwy 04 and Rwy 16; MIRL Rwys 04–22 & 16–34; Twys A, B, C & ramp area—CTAF. Rwy end 04: VASI OTS UFN.


AIRPORT MANAGER: 401-691-2000
WEATHER DATA SOURCES: ASOS 132.075 (401) 846–5910.
COMMUNICATIONS: CTAF/UNICOM 123.05
PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER APP/DEP CON 124.85
CLNC DEL 127.25
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:

PROVIDENCE (H) (DH) VOR/DME 115.6 PVD Chan 103 N41º43.46´ W71º25.78´ 164º 13.3 NM to fdl. 49/14W.

VOR unusable:
085º–105º byd 12 NM b/o 5,500´
085º–105º byd 8 NM b/o 3,000´
106º–294º byd 30 NM b/o 6,000´
331º–084º byd 30 NM b/o 3,000´

DME unusable:
085º–105º byd 12 NM b/o 5,500´
085º–105º byd 8 NM b/o 3,000´
106º–152º byd 11 NM b/o 2,000´
106º–152º byd 20 NM b/o 4,000´
153º–294º byd 30 NM b/o 3,000´
295º–330º byd 30 NM b/o 6,000´
331º–084º 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 331)
BOOKMARKS INDEX

330 RHODE ISLAND

NORTH KINGSTOWN

QUONSET STATE (OQU)(KOQU) P (ARNG ANG) 3 NE UTC–5 (–4DT) N41º35.83´

18 RHODE ISLAND

B TPA—See Remarks LRA NOTAM FILE OQU

RWW 16–34: H7504X150 (ASPH–GRVD) D–175, 2S–175 HIRL

RWW 16: MALSR. PAPI(P4L)–GA 3.0º TCH 58´. Trees.

RWW 34: PAPI(P4L)–GA 3.0º TCH 50´. Thld dplcd 403´.

RWW 05–23: H4000X75 (ASPH) S–12.5 MIRL

RWW 05: REIL. PAPI(P4L)–GA 3.0º TCH 40´. Pole.

RWW 23: REIL. PAPI(P4R)–GA 3.0º TCH 40´.

RUNWAY DECLARED DISTANCE INFORMATION

RWW 16: TORA–7100 TODA–7100 ASDA–7100 LDA–7100

RWW 34: TORA–7500 TODA–7500 ASDA–7500 LDA–7100

SERVICE: FUEL

100LL, JET A

LGT ACTVT MALSR Rwy 16; REIL Rwy 05 and 23; PAPI Rwy 05 and 23; MIRL Rwy 05–23, HIRL Rwy 16–34; twy lgts—CTAF.

MILITARY— FUEL

J8(Mil), A+ (FBO opr 1100–0200Z‡. PPR mandatory dur non–duty hr. Ctc C401–295–5020) (NC–100LL, A)

AIRPORT REMARKS:


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 TPA— Rotary/Wing 700´, Fixed/Wing 1000´ AGL, ANG PPR for svg and use of ANG prkg ramp only. AMOPS ops 1200–2302Z‡ Tue–Fri, excp holidays, DNS 476–3404/3405, Tsnf actf inbd to ANG prkg ramp ctc Quahog, comd post, 15 min prior to ldg. BASH program in eff. 1 Jul–31 Oct are dsgnd BASH Phase II periods for migratory bird act. Incrd haz fm Canadian geese flying east to west over rwy. Inbd acft ctc Quahog/Rhody Ops for latest bird watch conds. Tempy storage of classified mtrls up to secret at comd post. Acft req cust/ag ctc AMOPS 7 days prior to arr. ARNG Opr 1200–2230Z‡ Tue–Fri, exc hol. PPR for tsnt Mil acft ldg, prkg ARNG Ramp and fuel ctc DSN 247–4539, C401–275–4539. Ltd prkg, fuel and maint avbl, prkg pad 3 clsd UFN. Call Hope Ops 233.15 (PRI), 36.80 (ALTN). PPR to use lcl trg area. Tran Mil acft ctc ARNG opns 138.95 252.4 if ldg ARNG ramp.

AIRPORT MANAGER:

401-691-2000

COMMUNICATIONS: CTAF 126.350

ATIS 118.6 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡, Sun 1500–2300Z‡, clsd Mon and hols)

UNICOM 122.950

® PROVIDENCE APP/DEP CON 123.675 244.875 (Sun–Fri 1030–0530Z‡, Sat 1400–2200Z‡, Sun 1500–2300Z‡, clsd Mon and hols)

CLNC DEL 134.5

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

AIRSPACE: CLASS D

svc 1300–0400Z‡ Tue–Fri, 1400–2200Z‡ Sat, 1500–2300Z‡ Sun, 1600–2300Z‡ Mon and hols; other times CLASS G.

RADIO AIDS TO NAVIGATION:

NOTAM FILE PVD.

PROVIDENCE (H) (DH) VOR/DME 115.6 PVD Chan 103 N41º43.46´ W71º25.78´ 188º 7.7 NM to fld. 49/14W.

ROR unusable:

085º–105º byd 12 NM b m 5,500´

085º–105º byd 8 NM b m 3,000´

106º–294º byd 30 NM b m 6,000´

295º–330º byd 30 NM b m 6,000´

331º–084º byd 30 NM b m 3,000´

DME unusable:

085º–105º byd 12 NM b m 5,500´

085º–105º byd 8 NM b m 3,000´

106º–152º byd 11 NM b m 2,000´

106º–152º byd 20 NM b m 4,000´

153º–294º byd 30 NM b m 3,000´

295º–330º byd 30 NM b m 6,000´

331º–084º byd 30 NM b m 3,000´


NE, 16 MAY 2024 to 11 JUL 2024
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+ LGT ACTVT MALS Rwy 05; REIL Rwy 15, 23 and 33; PAPI Rwy 05, 15 and 23; HIRL Rwy 05–23; MIRL Rwy 15–33; twy lgts —CTAF.

NOISE: Noise abatement procedures in effect, contact airport manager.


Birds and wildlife on and inof arpt. App wildlife haz deer act increased hn. Seasonal skydiving northeast side of airfield. Seasonal glider ops inof arpt SR–SS. Rwy conds may not be mnt or rptrd when ap is unattended. Ctc Rp corporation ops 401–691–2265. Lgtl 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 obsn up to 150 ft AGL smcgh 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H (DH) VOR/DME 115.6 PV D Chan 103 N41º43.46´ W71º25.78´ 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 N41º57.33´ W71º50.65´ 111º 15.9 NM to fld. 652/14W. NOTAM FILE BDR.

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

LOC/DME 111.9 I–SFZ Chan 56 Rwy 05. LOC unmonitored.
PROVIDENCE

PROVIDENCE TF GREEN INTL (PVD)(KPVD) 6 S UTC–5(–4DT) N41°43.34´

54 B LRA Class I, ARFF Index C NOTAM FILE PVD

RWY 05–23: H8700X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D–1120 PCN 75 F/A/W/T HIRL CL

RWY 05: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 69´. RVR–TMR Trees.

RWY 23: MALSR. VASI(V4L)—GA 3.0º TCH 41´. RVR–TMR Trees.

RWY 16–34: H6081X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–423, 2D/2D2–1093 PCN 75 F/A/W/T HIRL 0.3% up N


RWY 34: MALSR. PAPI(P4L)—GA 3.0º TCH 60´. RVR–T Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–8700 TODA–8700 ASDA–8700 LDA–8700

RWY 16: TORA–6081 TODA–6081 ASDA–6081 LDA–5516


RWY 34: TORA–6081 TODA–6081 ASDA–6081 LDA–6081

ARRESTING GEAR/SYSTEM

RWY 05: EMAS

RWY 16: EMAS

RWY 34: EMAS

SERVICE: S4 FUEL 100LL, JET A, LGT When ATCT clsd, ALSF–2 bcms SSALS preset med instt only. When ATCT clsd, ACTVT MALSR Rwy 23 and 34; REIL Rwy 16; PAPI Rwy 05, 16 and 34; VASI Rwy 23; TDZ Rwy 05; cntln Rwy 05–23; HIRL Rwy 05–23 and 16–34—CTAF.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. 110´ unmarked lgt poles 2700´ from thld Rwy 34; 900´ left of cntrln. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Terminal ramp prohibited for use to general aviation. Parked actvt on the northeast ramp west of Twy A, be alert. Freq flt school, tran jet actvt, and vertical activty. Northwest ramp actvt with wingspan greater than 150´ req gnd crew assistance for thru taxi and parking. Northeast ramp actvt with wingspan greater than 150´ req ground crew assistance for thru taxi and parking. Run up pad for Twy F clsd to actvt with wingspan over 118´. Twy V clsd daily 0100–1300Z‡, btn Rwy 16–34 and Twy C. Gnd vehicles monitor CTAF when twr clsd. Ldg fee. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 401-691-2000
WEATHER DATA SOURCES: ASOS 124.2 (401) 734–2818. LLWAS.
COMMUNICATIONS: CTAF 120.7 D–ATIS 124.2  (401) 737–3215

® 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‡) other times CLASS E.

AIRSPACE: CLASS C svc ctc Boston ARTCC at 603-879-6859.
VOR TEST FACILITY (VOT) 108.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (DH) VOR/DME 115.6 PVD Chan 103 N41°43.46´ W71°25.78´ at fld. 49/14W.

VOR unusable:
085º–105º byd 12 NM bly 5,500´
085º–105º byd 8 NM bly 3,000´
106º–294º bly 30 NM bly 3,000´
295º–330º byd 30 NM bly 6,000´
331º–084º byd 30 NM bly 3,000´

DME unusable:
085º–105º byd 12 NM bly 5,500´
085º–105º byd 8 NM bly 3,000´
106º–152º byd 11 NM bly 2,000´
106º–152º byd 20 NM bly 4,000´
153º–294º byd 30 NM bly 3,000´
295º–330º byd 30 NM bly 6,000´
331º–084º byd 30 NM bly 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 bly 10 NM bly 1,000´.

ILS/DME 111.5 I–UNQ Chan 52 Rwy 34. Class IE. Glideslope unusable bly 4º right of course. Glideslope autopilot cpd apch NA bly 300´.

NEW YORK

H–101, 11D, 12K, L–33C, 34J
IAP, AD

NE, 16 MAY 2024 to 11 JUL 2024
RHODE ISLAND

PROVIDENCE N41°43.46´ W71°25.78´ NOTAM FILE PVD. H–10I, 11D, L–33C, 34J
(H) (DH) VOR/DME 115.6 PVD Chan 103 at Rhode Island Tf Green Intl. 49/14W.

VOR unusable:
085°–105° byd 12 NM blo 5,500´
085°–105° byd 8 NM blo 3,000´
106°–294° byd 30 NM blo 3,000´
295°–330° byd 30 NM blo 6,000´
331°–084° byd 30 NM blo 3,000´

DME unusable:
085°–105° byd 12 NM blo 5,500´
085°–105° byd 8 NM blo 3,000´
106°–152° byd 11 NM blo 2,000´
106°–152° byd 20 NM blo 4,000´
153°–294° byd 30 NM blo 3,000´
295°–330° byd 30 NM blo 6,000´
331°–084° byd 30 NM blo 3,000´

RCO 122.6 (BRIDGEPORT RADIO)

QUONSET STATE (See NORTH KINGSTOWN on page 330)

RHODE ISLAND TF GREEN INTL (See PROVIDENCE on page 332)

RICHMOND (See WEST KINGSTON on page 333)

SANDY POINT N41°10.05´ W71°34.57´ NOTAM FILE BID. H–10I, L–33C
(VL) (L) VOR/DME 117.8 SEY Chan 125 at Block Island State. 100/15W.

DME unusable:
160°–164° byd 15 NM blo 2,000´
240°–270° byd 25 NM blo 3,000´

VOR unusable:
061°–073° byd 40 NM
074°–082° byd 40 NM
339°–346° byd 40 NM

WEST KINGSTON

RICHMOND (08R) 3 W GMT–5(–4DT) N41°29.37´ W71°37.24´

130 NOTAM FILE BDR

RWY 11–29: H2129X30 (ASPH) LIRL(NSTD)

RWY 11:
Trees.

RWY 29: TRCV(TRIL)—GA 5.5º TCH 21´. Thld dsplcd 130´. Tree.

SERVICE: S4

FUEL 100LL


AIRPORT MANAGER: 401-783-1498

COMMUNICATIONS: CTAF/UNICOM 122.8 Clnc del thru Bridgeport Radio (BDR) 1–866–293–5149.

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.
WESTERLY STATE  (WST)(KWST)  2 SE  UTC–5(–4DT)  N41º20.98´  W71º48.21´

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 dspcl 750´. Trees.

SERVICE: S4  FUEL  100LL, JET A

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 eft ctc amgr at 401–691–2265. Arpt lctd in noise sensitive area. Populated areas to the S & W should be avoided.


AIRPORT MANAGER: 401-691-2265

WEATHER DATA SOURCES: ASOS 132.375 (401) 596–9543.

COMMUNICATIONS: CTAF/UNICOM 123.0

PROVIDENCE APP/DEP CON 119.45 (South of ORW) (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc

BOSTON CENTER APP/DEP CON 124.85

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

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

GROTON (T) (T) VOR/DME 110.85  GON  Chan 45(Y) N41º19.82´  W72º03.12´  098º 11.3 NM to fld. 9/14W.

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

DME unusable:
355º–019º blo 3,000´

LOC/DME 108.9  I–RLS  Chan 26  Rwy 07. LOC unmonitored.
**BARRE/MONTPELIER**

**EDWARD F KNAPP STATE (MPV)(KMPV) 3 W UTC–5(–4DT) N44º12.21´ W72º33.73´**

1166 B NOTAM FILE MPV MON Airport

**RWY 17–35:** H5000X100 (ASPH) S–31, D–70, 25–88 MIRL 1.5% up S

**RWY 17:** MALSР, 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:** S4 FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 17–35 and MALSR Rwy 17—CTAF.

**AIRPORT REMARKS:** Attended 1300–2200Z‡. Fld condition report may not be avbl and/or current at ngt. Rwy conditions may not be monitored or reported when the arpt is unattended. 70´ tree, 393´ right of centerline and 1545´ from Rwy 35 end. 50´ tree, 332´ left of centerline and 393´ from Rwy 17 end. Cold temperature airport. Altitude correction required at or below −20C.

**AIRPORT MANAGER:** 802-585-5586

**WEATHER DATA SOURCES:** ASOS 132.675 (802) 229-2037.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MONTPELIER RCO 122.2 (BURLINGTON RADIO)

MONTPELIER RCO 122.6 (BURLINGTON RADIO)

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

**AIRSPACE:** CLASS E.

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

MONTPELIER (VL) (DH) VOR/DME 116.9 MPV Chan 116 N44º05.13´ W72º26.96´ 342º 8.6 NM to fld.

2086/16W.

VOR unusable:

010º–020º byd 25 NM blo 7,500´

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.

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**BASIN HARBOR** (See VERGENNES on page 345)
WILLIAM H MORSE STATE (DDH)(KDDH) 3 W UTC–5 (–4DT) N42º53.48´ W73º14.78´

RWY 13–31: H3704X75 (ASPH) S–12.5 MIRL 0.9% up SE
RWY 13: REIL. PAPI(P4L)—GA 4.0º TCH 45’. Hill.
RWY 31: REIL. PAPI(P4R)—GA 4.0º TCH 45’. Ground. Rgt tcf.

SERVICE: S4 FUEL 100LL, JET A OX LGT ACTVT REIL Rwy 13 and 31; PAPI Rwy 13 and 13; MIRL Rwy 13–31—CTAF.


AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Sat–Sun on call.
Geese on and infl of arpt. Rwy 13 thld hazardous bird activity. For arpt attendance call 1–802–442–5503 or 1–802–595–5830 for on-call svc only. Rwy conditions may not be monitored or reported when the arpt is unattended. 100LL self-svc avbl 24 hrs. Mountains all quadrants. Tcf pat ops prohibited S of Rwy 13 and Rwy 31. Cold temperature airport. Altitude correction required at or below –14C.

AIRPORT MANAGER: 802-585-5586

WEATHER DATA SOURCES: ASOS 135.925 (802) 442–6059.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALBANY APP/DEP CON 132.825

GCO 121.725 (BTV CD and FLIGHT SERVICES. OTS INDEFLY)

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42º59.66´ W73º20.64´ 159º 7.5 NM to fld. 1490/14W.

DME unusable:
040º–130º blo 9,000’
128º–144º
161º–182º
195º–205º
VERMONT 337

BURLINGTON

PATRICK LEAHY BURLINGTON INTL  (BTV)(KBTV) P (ANG ARNG)  3 E UTC–5(–4DT)  N44°28.32’

W73°09.20’
335  B AOE  Class I, ARFF Index B  NOTAM FILE BTV

RWY 15–33: H8319X150 (ASPH–CONC–GRVD)  S–100, D–175, 2S–175, 2D–355 PCN 39 F/A/X/T  HIRL

RWY 15: MALSR. PAPI(P4R)—GA 3.0º TCH 51’. RVR–TR Trees. 0.6% up.


RWY 01–19: H4112X75 (ASPH)  S–30, D–40, 2D–60 PCN 23 F/A/X/T MIRL

RWY 01: PAPI(P4L)—GA 4.0º TCH 27’. Thld dsplcd 225’. Tree.

RWY 19: PAPI(P4R)—GA 3.5º TCH 47’. Thld dsplcd 500’.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST

RWY 01  15–33  2600
RWY 15  TXY A  3600
RWY 33  01–19  2900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–3611 TODA–3611 ASDA–3611 LDA–3386
RWY 15: TORA–7820 TODA–7820 ASDA–7820 LDA–7820
RWY 19: TORA–4111 TODA–4111 ASDA–4111 LDA–3386
RWY 33: TORA–8320 TODA–8320 ASDA–8320 LDA–7820

ARRESTING GEAR/SYSTEM

RWY 15 TYPE H/BAK–12A (B) 1499 FT.

SERVICES:  FUEL  100LL, JET A  OX 3  LGT  Dusk–Dawn. ACTVT MALSR Rwy 15; MALSF Rwy 33; PAPI Rwy 01 and 15; MIRL Rwy 01–19; HIWL Rwy 15–33; all twys—CTAF. PAPI Rwy 19 and 33 opr consly. NSTD twy lghts on Twy E.

MILITARY— A–GEAR — Type H/BAK–12A(B) AER 33 lctd 1000 ft dthr. Rwy 15 & Rwy 33 A–G housings are non–frangible (26 in abv grd level) lctd 250 ft fm rwy cntrl.

AIRPORT REMARKS: Attended continuously. Birds & deer on & inv of arpt. FBO clsd 0700–1400Z‡ dly, exc 1 hr PPR 802–863–3626. Fighter actv rstd to t lw ndw 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 actv during migration, Mar–May and Aug 15–Nov 15. Acc ramp not avbl for pvt & chtr actv. Twy A bdn Twy G and Twy C clsd to actv wingspan more than 118 ft exc 1 hr PPR 802–316–6014 dly. Twy L CLSD to actv over 60,000 lbs. Twy K CLSD to actv wingspan more than 49’ and actv more than 12,500 lbs. Twys D, E, F and N CLSD to civilian ops. Twys D, E, F, N, ANG and RNG ramps have unctl vehicle and actv. Twy M avbl for seasonal use, clsd drg winter months. ANG: Opr 1030–2100Z‡ weekdays, exc hol, clsd Sat–Mon. PPR for fuel/prkg, etc ANG ops DSN 220–5213/5920/5267 C802–660–5213. All tnt actv on Ethan Allen trng site and R6501A must stop at AASF for rqr safety brief. ARFF avbl 24 hrs a day. A–Gear Type H/BAK–12A(B) AER 33 lctd 1000 ft fm dthr. Type H/BAK 12A(B) cable raised by twr on pilot req only. Fighter actv no low apchs. All other mil actv 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 Tw 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 actv greater than 6000 lbs. Beta Helipad pvt use only. Twy G btdn J and valley ramp clsd to actv wingspan grt than 156’.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 802-863-2874
WEATHER DATA SOURCES: ASOS 123.8 (802) 657-4490.
COMMUNICATIONS: ATIS 123.8 (802–657–4424) CTAF 118.3 UNICOM 122.95
RCO 122.2 (BURLINGTON RADIO)
® APP/DEP CON 121.1 (1030–0500Z‡)
® BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z‡)
TOWER 118.3 (1030–0500Z‡) GND CON 126.3 CLNC DEL 119.15 ANG OPS 134.1 41.2
CLEARANCE DELIVERY PHONE: For CD if twr clsd & una to ctc FSS freq, ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS C svc ctc APP CON svc 1030–0500Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

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 bio 9,000´
087º–097º byd 40 NM bio 9,000´ 087º–097º byd 49 NM
098º–169º byd 40 NM
133º–165º byd 30 NM bio 8,000´ 170º–180º byd 40 NM bio 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 bio 9,000´ 133º–165º byd 30 NM bio 8,000´

BURLINGTON (L) TACAN Chan 71 BJA (112.4) N44º28.62´ W73º09.41´ at fld. 308/15W.
TACAN AZIMUTH unusable:
010º–139º 140º–160º byd 29 NM
205º–208º DME unusable:
010º–139º 140º–160º byd 29 NM
161º–227º 350º–009º
HERRO NDB (LOMW) 382 BT N44º31.94´ W73º14.97´ 146º 5.5 NM to fld. 130/15W.
ILS/DME 110.3 I–BTV Chan 40 Rwy 15. Class IB. LOM HERRO NDB. Unmonitored when ATCT clsd. LOC unusable byd 28º right of course.
ILS/DME 110.3 I–VOE Chan 40 Rwy 33. Class IA. LOC unusable byd 10 NM bio 2,700´ LOC unusable byd 13 NM bio 4,700´ Unmonitored when ATCT clsd.

CALEDONIA CO (See LYNDONVILLE on page 340)
DEERFIELD VALLEY RGNL (See WEST DOVER on page 345)
EDWARD F KNAPP STATE (See BARRE/MONTPELIER on page 335)
FRANKLIN CO STATE (See HIGHGATE on page 339)
HARTNESS STATE (SPRINGFIELD) (See SPRINGFIELD on page 344)

HERRO N44º31.94´ W73º14.97´ NOTAM FILE BTV.
NDB (LOMW) 382 BT 146º 5.5 NM to Patrick Leahy Burlington Intl. 130/15W.
HIGHGATE
FRANKLIN CO STATE  (FSO)(KFSO)  3 W  UTC–5(–4DT)  N44º56.42´ W73º05.85´
228  B  LRA  NOTAM FILE BTV
RWY 01–19: H3001X60  (ASPH)  S–12.5  MIRL
RWY 01: REIL. PAPI(P2L)—GA 4.0º TCH 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 APP/DEP CON 121.1 (1030–0500Z‡)
BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4413, when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
 BURLINGTON (VL) (L) VOR/DME 117.5  BTV Chan 122  N44º23.83´ W73º10.96´ 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)  N44º47.40´ W71º49.59´
1194  NOTAM FILE BTV
RWY 14–32: 2650X120  (TURF)  0.8% up NW
RWY 14: Trees.
RWY 32: Trees.
AIRPORT MANAGER: 802-585-5586
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 339)
LYNDONVILLE CO (CDA/KCDA) 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–serve 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.

MONTREAL
L–32H
IAP

NE, 16 MAY 2024 to 11 JUL 2024
MIDDLEBURY STATE (6B0) 3 SE UTC–5(–4DT) N43°59.19’ W73°05.73’

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 invoľ 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 btn rwy ends. Rwy conds may not be mnt or rptrd when the arpt is unatndd. 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) (DH) VOR/W/DME 117.5 BTV Chan 122 N44°23.83’ W73°10.96’ 186º 24.9 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’

RCO 122.2 (BURLINGTON RADIO)

MONTPELIER N44°05.13’ W72°26.96’ NOTAM FILE MPV.

(VL) (DH) VOR/W/DME 116.9 MPV Chan 116 342º 8.6 NM to Edward F Knapp State. 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’

RCO 122.6 (BURLINGTON RADIO)
MORRISVILLE–STOWE STATE (MVL)(KMVL) 2 SW UTC–5(–4DT) N44°32.06’ W72°36.84’

733 B NOTAM FILE MVL
RWY 01–19: H3700X75 (ASPH) S–25 PCN 12 F/A/X/T HIRL
0.5% up N
RWY 01: REIL, P–line.
RWY 19: REIL, PAPI(P2L)—GA 3.5º TCH 31’.
SERVICE: 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 rprt 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

NEWPORT

NORTHEAST KINGDOM INTL (EFK)(KEFK) 3 SW UTC–5(–4DT) N44°53.29’ W72°13.72’

934 B LRA NOTAM FILE BTV
RWY 18–36: H5301X100 (ASPH) S–30, D–44 PCN 33 F/D/X/T MIRL
RWY 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.

DME unusable:
075°–132° byd 30 NM blo 9,000’
133°–165° byd 30 NM blo 8,000’

BURLINGTON (VL) (L) VOR/W/DME 117.5 BTV Chan 122 N44°23.83’ W73º10.96´ 086º 25.8 NM to fld. 417/15W.

DME unusable:
075°–132° byd 30 NM blo 9,000’
133°–165° byd 30 NM blo 8,000’

BURLINGTON: 135.7

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.

DME unusable:
075°–132° byd 30 NM blo 9,000’
133°–165° byd 30 NM blo 8,000’

BERLIN (H) DME 116.55 BML Chan 112(Y) N44°38.01’ W71º11.17’ 289º 47.1 NM to fld. 1730.

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

NORTHEAST KINGDOM INTL (See NEWPORT on page 342)
**VERMONT 343**

**PATRICK LEAHY BURLINGTON INTL**  (See BURLINGTON on page 337)

**POST MILLS**  (289)  0 E  UTC–5(–4DT)  N43º53.02´ W72º15.13´

| 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 REMARKS:** Attended irregularly. Ultralights; gliders and hot air balloons on and inv of arpt. Trees 200’ from end of Rwys 22 and 23. 60’ trees directly adjacent to runway edge, left. Uniform width and length of Runways 05–23 is 2,200’ 80’. Non–std turf cones placement–do not use delineate actual thld–all rwys. Acft ops counts unavailable. No snow removal. Arpt open to ski acft only when snow covered. Call 802–333–9254 for info. Propane avbl for hot air balloons.

**AIRPORT MANAGER:** 802-333-9254

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

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**RUTLAND/SOUTHERN VERMONT RGNL**  (RUT)(KRUT)  5 S  UTC–5(–4DT)  N43º31.78´

| RWY 01: | PVASI(PSIR)—GA 3.5º TCH 17’. Thld spcld 300’. Hill. |
| RWY 19: | MALSR. PAPI(P4L)—GA 3.2º TCH 55’. Rgt tfc. |
| RWY 13–31: | H3169X75 (ASPH) S–30 PCN 5 F/D/X/U MIRL |
| RWY 13: | REIL. Road. |
| RWY 31: | Trees. |

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWY 01: | TORA–5303 TODA–5303 ASDA–5303 LDA–5003 |
| RWY 19: | TORA–5003 TODA–5003 ASDA–5003 LDA–5003 |

**SERVICE:** S4  FUEL 100LL, JET A  LGT ACTVT MALSR Rwy 19; REIL. Rwy 13; MIRL Rwy 01–19 and 13–31—CTAF. Rwy end 01: VGSI OTS UFN.

**NOISE:** Noise sensitive area SE of arpt ctc amgr.

**AIRPORT REMARKS:** Attended 1200–0100Z‡. Birds on and inv of arpt. For aft hrs svc call 802–773–3348. Rwy conditions may not be monitored or reported when the arpt is unattended. Rwy 13–31 not avbl for sked acr ops (ldgs and tkof) more than 9 pax seats or unsked acr ops at least 31 pax seats. Avbl for acr ops taxi only. Cld to unsked acr ops with more than 9 pax seats exc 48 hr PPR, call amgr 802–786–8881. Use Twy A to taxi to or from AER 01 or 19. Twy C connects main apn with Twy A. Acft with wing spans exceeding 79 ft auld to use Twy H & Twy B east of Rwy 01–19 & Rwy 13–31 for tax & Rwy 01 & 19 for tkof & ldg. Type I and type IV deicing avbl. Cold 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

**RCO** 122.3 (BURLINGTON RADIO)

**BOSTON CENTER APP/DEP CON** 135.7

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

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

| SMUTO NDB (MHW) 221 | DYO N43º42.37´ W72º57.40´ 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)  (V SF)(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.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5483  TODA–5483  ASDA–5301  LDA–5101
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 invol arpt. Gliders on and invol 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 blo 10,000′
091°–119° byd 30 NM blo 7,500′
161°–304° byd 30 NM blo 6,300′
LOC/DME 111.3  I–VSF  Chan 50  Rwy 05. LOC/DME unmonitored. DME unusable byd 11 NM blo 3,500′; byd 20° r of course.
VERMONT

VERGENNES (B06)  4 NW  UTC–5(–4DT)  N44°11.50′ W73°21.52′  MONTREAL

124  NOTAM FILE BTV
RWY 02–20: 3000X90 (TURF)
RWY 02:  Trees.
RWY 20:  Trees.


AIRPORT MANAGER: 802-475-2311

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4414, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WARREN–SUGARBUSH (B07)  2 E  UTC–5(–4DT)  N44°07.04′ W72°49.62′  MONTREAL

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 (AV8)  1 SW  UTC–5(–4DT)  N42°55.63′ W72°51.94′  NEW YORK

1953  NOTAM FILE BTV
RWY 01–19: H2650X75 (ASPH) MIRL(NSTD)
RWY 01:  Trees.
RWY 19:  Trees.

SERVICE: LGT Rwy 01–19 MIRL, NSTD alnmt.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ldg fee.

AIRPORT MANAGER: (802) 490-0775

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 123.75

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) (L) VOR/DME 115.0  CAM Chan 97  N42°59.66′ W73°20.64′  115° 21.5 NM to fld. 1490/14W.

DME unusable: 040°–130° blo 9,000′
VOR unusable:
128°–144°
161°–182°
195°–205°

WILLIAM H MORSE STATE (See BENNINGTON on page 336)
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: H47J1X75 (ASPH) S–30  MIRL  0.6% up NE
RWY 06: Tree.
   RWY 24: ODALS. REIL. PAPI(P0L)—GA 4.0º TCH 32´. Tree.
SERVICE: S4  FUEL 100LL, JET A  LGT
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) VORTACW 114.6  HMV Chan 93
N36º26.22´ W82º07.78´ 021º 15.7 NM to fdl. 4321/4W.
   VOR unusable: 076º–126º byd 17 NM bio 8,500´
   171º–178º byd 27 NM bio 10,000´
   171º–178º within 27 NM bio 8,500´
   260º–265º byd 36 NM bio 8,500´
   LOC/DME 108.3 I–VJI Chan 20  Rwy 24. LOC unmonitored when arpt unatndd. LOC unusable byd 30º r of course.
   LOC unusable byd 20º left of course.

ACCOMACK CO (See MELFA on page 373)

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)(KBKT) MIL/CIV A  2 E UTC–5(–4DT)  N37º04.48´
W77º57.11´
437 B NOTAM FILE DCA
RWY 04–22: H5333X150 (CONC)  PCN 51 R/B/W/T  MIRL
0.7% up NE
RWY 04: Tree.
RWY 22: Thld dsplcd 700´. Tree.
SERVICE: FUEL 100LL, JET A  LGT
AIRPORT MANAGER: 434-292-2193
COMMUNICATIONS: CTAF 134.7
WASHINGTON CENTER APP/DEP CON 118.75 377.1
BLACKSTONE TOWER 134.7 292.7 (Mon–Fri 1300–2300Z‡; 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.

CONTINUED ON NEXT PAGE
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) VORTACW 112.9 LVL Chan 76 N36°49.08’ W77°54.18’ 359° 15.6 NM to fld. 350/8W.

VOR unusable:
090 blo 7,000’
090 byd 20 NM
091°–105°
106 blo 7,500’
106 byd 27 NM
107°–170°
171°–280° blo 6,000’
201°–325° byd 17 NM blo 9,000’
326°–089°

TACAN AZIMUTH unusable:
Blw 3,000’
VOR OTS indef

DME unusable:
Blw 3,000’

BLACKSTONE NDB (MHW) 326 BKT N37°07.65’ W78°02.67’ 134° 5.5 NM to fld. 418/9W.

APOLLO SOUCEK FLD (See OCEANA NAS (APOLLO SOUCEK FLD) on page 381)

ARMEl (L) (L) VOR/DME 113.5 AML Chan 82 at Washington Dulles Intl. 296/8W.

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

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

WASHINGTON COPTER H–10H, L–29E, 34E, 36I, A

BALES N36°35.41’ W79°55.05’ NOTAM FILE MTV.

NDB (MHW/LOM) 396 UV 304° 5.4 NM to Blue Ridge. 1089/7W. NDB unmonitored when arpt unatndd.

CINCINNATI L–26J, 36F
BLACKSBURG

VIRGINIA TECH/MONTGOMERY EXEC (BCB)(KBCB) 3 S UTC–5(–4DT) N37º12.56´

W80º24.73´

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

LGT

RWY 13: Actvl ODALS Rwy 13; REIL Rwy 31; PAPI Rwy 13 and 31; MIRL Rwy 13–31—CTAF. MIRL Rwy 13–31 preset low intst.

NOISE: Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL.


AIRPORT MANAGER: 540-231-4444

WEATHER DATA SOURCES: AWOS–3 133.325 (540) 231–4837.

COMMUNICATIONS: CTAF/UNICOM 123.05

Roanoke APP/DEP CON 126.9

CLNC DEL 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION:

NOTAM FILE PSK.

PULASKI (H) (H) VORTAC W 116.8 PSK Chan 115 N37º05.26´ W80º42.77´ 069º 16.2 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´

TECH NDB (MHW) 368 TEC N37º12.52´ W80º24.21´ at fld. 2126/8W. NOTAM FILE BCB.


BLUE RIDGE (See MARTINSVILLE on page 372)

BOJAR N37º15.75´ W79º14.59´ NOTAM FILE LYH.

NDB (MHW/LOM) 385 L–26I, 36G

LY 036º 4.3 NM to Lynchburg Rgnl/Preston Glenn Fld. 804/8W. NDB unmonitored when ATCT closed.
VIRGINIA 349

BRIDGEWATER AIR PARK  (VBW)(KVBW)  1 SE UTC–5(–4DT) N38°21.92´ W78°57.54´
1165  B NOTAM FILE DCA
RWY 15–33: H4034X60 (ASPH) S–22 MIRL
RWY 15: Thld dsplcd 145´.
RWY 33: Pole.
SERVICE: FUEL  JET A+  LGT ACTIVATE MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1400–2100Z‡, and Sun 1700–2100Z‡. 1300´ twy in line with rwy prior to Rwy 33 in addition to the displacement. PPR for US Gov ops call 540–828–6070.
AIRPORT MANAGER: 540-828-6070
COMMUNICATIONS: CTA/UNICOM 122.7
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 28.7 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  237º 6.2 NM to Shannon. 145/9W.
DME unusable:
011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–360º
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–360º
RCO 122.1R 114.5T (LEESBURG RADIO)

BROOKNEAL/CAMPBELL CO  (ØV4)  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: CTA/UNICOM 122.7
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:
020º–025º
200º–210º
301º–360º

BRUNSWICK CO  (See LAWRENCEVILLE on page 367)
BUCK'S ELBOW MOUNTAIN  
N38°06.25’ W78°44.62’ 
RCD 122.2 (LEESBURG RADIO) 

BUMPASS  
LAKE ANNA  (7W4)  0 NW UTC–5(–4DT)  N37°57.95’ W77°44.75’ 
351 B NOTAM FILE DCA 
RWY 08–26: H2558X50 (ASPH)  S–6  MIRL 
RWY 08: Trees. 
RWY 26: Trees. 
SERVICE: LGT ACTIVATE MIRL Rwy 08–26—CTAF. 
AIRPORT REMARKS: Unattended. Deer on and invof arpt. 
AIRPORT MANAGER: 804-550-5794 
WEATHER DATA SOURCES: AWOS–3 120.775 (540) 872–0303. 
COMMUNICATIONS: CTAF 122.9 
POTOMAC APP/DEP CON 126.75 
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124. 

CAMP PEARLY LNDG STRIP  (W94) A  3 NE UTC–5(–4DT)  N37°18.77’ W76°38.29’ 
41 NOTAM FILE DCA Not insp. 
RWY 05–23: H5018X151 (ASPH)  LIRL 
RWY 05: PAPI(PAL). 
RWY 23: PAPI(PAL). 
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. 
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA. 
HARCUM (L) (L) VORTACW 108.8 HCM Chan 25 N37°26.92’ W76°42.68’ 164º 8.9 NM to fld. 8/7W. 
VOR unusable: 056º–095º blo 2,000’ 
174’ 
275º–300º blo 2,000’ 

CAMPBELL FLD  (See WEIRWOOD on page 396) 

CAPE CHARLES  N37°20.85’ W75°59.86’ NOTAM FILE DCA. 
(L) (L) VORTACW 112.2 CCV Chan 59 042º 21.2 NM to Accomack Co. 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’ 

CASANOVA  N38°38.47’ W77°51.93’ NOTAM FILE DCA. 
(H) (H) VORTACW 116.3 CSN Chan 110 184º 6.9 NM to Culpeper Rgnl. 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’
CHAMBERS FLD (See NORFOLK NS (CHAMBERS FLD) on page 379)

CHARLOTTESVILLE–ALBEMARLE (CHO) (KCHO)

W38°08.38’
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 02: MALSRS. PAPI(PAL)—GA 3.0º TCH 53º.

RWY 21: REIL. PAPI(P4R)—GA 3.0º TCH 50º.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03:
TORA–6801
TODA–6801
ASDA–6801
LDA–6801

RWY 21:
TORA–6801
TODA–6801
ASDA–6801
LDA–6801

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

GORDONSVILLE (VH) (H) VORTAC 115.6
GVE Chan 103
N38º00.82’ W78º09.18’
304º 16.1 NM to fld. 383/6W.

TACAN AZIMUTH unusable:
250º–260º byd 25 NM blo 7,000’

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

ILS/DME 111.7 I–CHO Chan 54 Rwry 03.
Class IA.

WASHINGTON
H–10H, 12L, L–26J, 36H
IAP, AD

AIRSPACE: CLASS D
svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:
NOTAM FILE DCA.

WASHINGTON
L–29G

NE, 16 MAY 2024 to 11 JUL 2024
CHASE CITY MUNI  (CXE)(KCXE)  2 W  UTC–5(–4DT)  N36º47.30´  W78º30.09´
503  TPA—1303(800)  NOTAM FILE DCA
RWY 18–36: H3400X50 (ASPH)  S–12.5  0.5% up N
RWY 18: Road.
RWY 36: Brush.
AIRPORT MANAGER: 434-372-5136
COMMUNICATIONS: CTAF 122.9
WASHINGTON CENTER APP/DEP CON 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) (L) VORTAC 110.4  SBV  Chan 41  N36º40.50´
W79º00.87´  080º 25.7 NM to fld. 520/5W.

CHESAPEAKE RGNL  (See NORFOLK on page 376)

CHESTER
MC LAUGHLIN SPB  (2G6)  6 E  UTC–5(–4DT)  N37º19.23´  W77º20.75´
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
WASHINGTON CENTER APP/DEP CON 118.75
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

CLARKSVILLE
LAKE COUNTRY RGNL  (W63)  2 S  UTC–5(–4DT)  N36º35.78´  W78º33.58´
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: Thld dsplcd 480´. Road.
SERVICE: FUEL 100LL
AIRPORT MANAGER: 434-374-8028
WEATHER DATA SOURCES: AWOS–3 118.225 (434) 374–2431.
COMMUNICATIONS: CTAF 122.9
WASHINGTON CENTER APP/DEP CON 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) (L) VORTAC 110.4  SBV  Chan 41  N36º40.50´
W79º00.87´  080º 22.5 NM to fld. 520/5W.
CREWE MUNI (W81) 1 E UTC–5(–4DT) N37°10.86′ W78°05.91′
422 B NOTAM FILE DCA
RWY 15–33: H3300X60 (ASPH) S–12 MI RL 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 MI RL 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 dspclcd thld markigs in poor
condition. Old markings showing thru. Rwy 15–33 has lrg cracks. Rwy
33 mrkgs 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
CULPEPER RGNL (CJ)(KCJR) 7 NE UTC–5(–4DT) N38°31.53′ W77°51.58′
316 B NOTAM FILE CJR
RWY 04–22: H5000X100 (ASPH–GRVD) S–40 PCN 28 F/B/X/U MI RL
RWY 04: REIL. PAPI(4L)—GA 3.0º TCH 40′. Trees.
RWY 22: REIL. PAPI(4L)—GA 3.0º TCH 40′. Trees.
SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT REIL Rwy 04 and 22;
PAPI Rwy 04 and 22; MI RL Rwy 04–22; twy lgts—CTAF.
AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt.
Med–flight: Ireg dep pat. Call out svc avbl; fees apply.
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 N38°38.47′
W77°51.93′ 184° 6.9 NM to fld. 442/6W.
VOR unusable:
310°–350° byd 10 NM blo 11,000′
TACAN AZIMUTH unusable:
310°–350° byd 10 NM blo 11,000′
DME unusable:
310°–350° byd 10 NM blo 11,000′
LOC 109.95 I–DZH Rwy 04.
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
RWY 02: TORA–5600  TODA–5900  ASDA–5600  LDA–5600

SERVICE: S4  FUEL  100LL, JET A+
     LGT  ACTIVATE HIRL Rwy 02–20, 
     MALSR Rwy 13–31, REIL Rwy 13, Rwy 31, and Rwy 20, MALSR Rwy 02, VASI Rwy 13 and PAPI Rwy 02, Rwy 20 and Rwy 31—CTAF.

AIRPORT REMARKS: Attended 1200–0000Z‡. Arpt unattended Christmas Day. Birds and deer on and in vof 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
COMMUNICATIONS: CTAF/UNICOM  123.05
     RCO  122.2 (LEESBURG RADIO)
     WASHINGTON CENTER APP/DEP CON  124.05

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: 
     SOUTH BOSTON (L) VORTAC  110.4  SBV  Chan 41  N36º40.50´ W79º00.87´  254º 16.7 NM to fld. 520/5W.
     (L) VORW  113.1  DAN  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)(KDAA) A (ARNG) 3 NW UTC–5(–4DT) N38º42.90´ W77º10.85´

74 B TPA—See Remarks NOTAM FILE DCA Not insp.

RWY 14–32: H5421X75 (ASPH) PCN 52 F/A/W/T HIRL
RWY 14: PAPI(P4L)—GA 3.0º TCH 68´. RVR–R Thld dsplcd 491´.
RWY 32: MALSF. PAPI(P4R)—GA 3.0º TCH 35´. RVR–T Thld dsplcd 892´.


NOISE: Noise Abatement twr will advise of restriction to engine run up, tkf and ldg btn Mon–Sat 0300–1300Z‡, Sun and hol 2200–1700Z‡. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z‡, Sun and hol 1700–0300Z‡.


AIRPORT MANAGER: 703-664-1601
COMMUNICATIONS: CTAF 124.275 ATIS 128.175 (1100–0230Z‡ Mon–Fri, excl hol) PTD 139.4 (VIP rct Base OPS 15 min prior to ldg)

POTOMAC APP/DEP CON 118.95 124.7 257.2 338.2
TOWER 124.275 229.4 241.0 (1100–0230Z‡ Mon–Fri excl hol) GND CON 121.9 351.8 CLNC DEL 351.8
METRO PMSV 139.4 BASE OPS 139.4 ARNG OPS 52.75
CLEARANCE DELIVERY PHONE: For C when ATCT is clsd ctc Potomac Apch at 866-599-3874.
AINSPEAR: CLASS D svc 1100–0230Z‡ Mon–Fri excl hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEI (Q) (L) WVR/DME 113.5 AML Chan B2 N38º56.08´ W77º28.00´ 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 N38º59.70´ W77º06.61´ 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.

HELIPAD H1: H50X50 (CONC)
**NEW RIVER VALLEY** (PSK)(KPSK)  2 N  UTC–5(–4DT)  N37°08.24’ W80°40.71’

Rwy 06–24: H6201X150 (ASPH–GRVD)  D–60  HIRL  0.5% up SW

Rwy 06: MALS R. PAPI(P4L)—GA 3.0º TCH 58’. Trees.

Rwy 24: REIL  PAPI(P4L)—GA 3.0º TCH 44’.

**SERVICE**: S4  FUEL  100LL, JET A+


**AIRPORT MANAGER**: 540-674-4141

**WEATHER DATA SOURCES**: AWOS–3 127.375 (540) 674–2731.

**COMMUNICATIONS**: CTAF/UNICOM 122.7

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

**ILS** 110.9  I–PSK  Rwy 06. Class IA. Unmonitored when FBO clsd.

**COMM/NAV/WEATHER REMARKS**: ROA twr svcs avbl at 540–563–1307.
EMPORIA–GREENSVILLE RGNL (EMV)(KEMV) 3 E UTC–5(–4DT) N36°41.21’ W77°28.96’

127 B TPA—See Remarks NOTAM FILE EMV
RWY 16–34: HS010X100 (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 ususbld byd 7 deg left & right of cntrln. Rwy 34 PAPI unususbld byd 8 deg right of cntrln.
AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and invof arpt. TPA—1127(1000) ltg 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

FALWELL (See LYNCHBURG on page 370)

FARMVILLE RGNL (FVX)(KFVX) 4 NW UTC–5(–4DT) N37°21.45’ W78°26.27’

416 B NOTAM FILE FVX
RWY 03–21: H4400X75 (ASPH–GRVD) S–12.5 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 44’. Hill.
RWY 21: REIL. PAPI(P2L)—GA 3.0º TCH 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
CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

WASHINGTON
H–9C, 10H, L–36G
IAP

WASHINGTON
L–36H
IAP

NE, 16 MAY 2024 to 11 JUL 2024
FELKER AAF  (FAF)(KFAF) A UTC–5(–4DT) N37º07.96´ W76º36.54´  WASHINGTON  L–34E, 35D, 36H
12 B TPA—See Remarks NOTAM FILE DCA Not insp.

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 VGSI unusbl byd 9 degrees right and 7 degrees left of ctrln. JASU 2(AGPU) FUEL J8 TRAN ALERT Svc avbl 1230–2130Z‡ Mon–Fri exc hol.

AIRPORT MANAGER: 757-878-2865

COMMUNICATIONS: CTAF 126.3
F NORFOLK APP/DEP CON 127.3 335.625
TOWER 126.3 269.25 (1200–0400Z‡ Mon–Fri exc federal hol) GND CON 121.35 229.4
PMGV METRO 134.1 (Monitored Mon–Fri 1000–2200Z‡ exc hol. Maximum range 30 NM) BASE OPS 38.7 134.1 142.2 255.7

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Norfolk Apch at c757-363-5864.

AIRSPACE CLASS D svc 1200–0400Z‡ Mon–Fri exc fed hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) (L) VORTACW 110.6 CHAN 43 110.6 FKN N36º42.85´ W77º00.74´ 047º 31.7 NM to fld. 84/9W.

VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º DME unusable:
090º–139º

HELIPAD H1: H100X100 (ASPH) PERIMETER LGTS

FLAT ROCK  N37º31.71´ W77º49.69´  WASHINGTON  H–10H, L–36H
(H) (H) VORTACW 113.3 FAK CHAN 80 113.3 FAX 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

NE, 16 MAY 2024 to 11 JUL 2024
FOREST

NEW LONDON (W98)  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 acft on and invof arpt. Rwy 18–36
CLOSED daily SS–SR. Stand, fence and tower in prim and/or trnsl sfcs
with guardrail both sides of Rwy 36. Rwy used as drag strip on certain
Sundays summer months. NOTAMed when arpt closed.
AIRPORT MANAGER: 434-582-3028
COMMUNICATIONS: CTAF/UNICOM 122.8
® ROANOKE APP/DEP CON 135.0
CLEARANCE DELIVERY PHONE: For CD ctc Roanoke 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´ 287º 4.9 NM to fld.
VOR unusable:
020º–025º 200º–210º 301º–360º

FORT GREGG–ADAMS AHP HELIPORT (VA39) A  0 S UTC–5(–4DT) N37º15.28´ W77º19.63´  100  NOTAM FILE FAF  Not insp.
HELPAD HL: H40X40 (CONC) PERIMETER LGTS
MILITARY REMARKS: RSTD 24 HR PPR DSN 687–6421. CAUTION Parachute jumping 2 NM NW. Small arms range 1
NM NW. Avoid overflight of ashp compound 1 NM WNW. MISC Avoid overflight of national park and base housing areas
adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.
COMMUNICATIONS: ® POTOMAC APP/DEP CON 126.75 307.2 MEDIVAC 32.5 (KENNER)
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) (L) VORTACW 114.35 HPW Chan 90(Y) N37º19.73´ W77º06.96´ 252º 11.0 NM to fld.
VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º
FRANKLIN  N36°42.85´ W77º00.74´  NOTAM FILE FKN.
(L) (L) VORTAC 110.6  FKN Chan 43  108º 5.4 NM to Franklin Rgnl. 84/9W.
VOR unusable:
090º–119º byd 18 NM bio 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–119º
DME unusable:
090º–119º

FREDERICKSBURG
SHANNON (EZF)(KEZF)  2 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: S4  FUEL  100LL, JET A+  LGT ACTVT MIRL Rwy 06–24—CTAF. Rwy 06 PVASI OTS indefly.
AIRPORT REMARKS: Attended 1300–2200Z. Unattended New Year’s, Easter, Independence, Thanksgiving and Christmas Days. Rwy 33 CLOSED daily SS–SR. 24 hr self-svc avbl, fuel truck avbl dur 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 suffly high to cross Rt. 2 (Rwy 24) for the railroad tracks (Rwy 06) at or abv 135´ MSL (50´ AGL). Tran acft park on ramp NE side of trml. Req R/W acft not taxi next to trml.
AIRPORT MANAGER: 540-373-4431
COMMUNICATIONS: CTAF/UNICOM 122.8
Brooke RCO 122.1R 114.5T (LEESBURG RADIO)
Quantico APP/DEP CON 127.05 (Mon and Fri 1300–2200Z, Tue, Wed and Thu 1300–0200Z exc Sat, Sun and holidays)
other times ctc
Potomac APP/DEP CON 128.525 (When NYG twr clsd)
CLEARANCE DELIVERY PHONE: Clearance delivery phone: GCO avbl on freq 135.075; Quantico CD during opr hrs - 6 clicks, Potomac CD all otr times - 4 clicks. If una, for CD ctc Quantico CD during opr 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–360º
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–360º
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)  N38º55.05´ W78º15.20´

704 B NOTAM FILE DCA
RWY 10–28: H3008X75 (ASPH) S–12.5 MIRL 0.4% up E
RWY 10: APAP(PNIR)—GA 3.0º TCH 16´. Road.
SERVICE: S2 FUEL 100LL LGT Actv MIRL Rwy 10–28—CTAF.
NOISE: Noise abatement procedures in effect, ctc arpt mgr for details at 540-635-3570.
AIRPORT MANAGER: 540-635-3570
WEATHER DATA SOURCES: AWOS–3 121.85 (540) 635–5377.
COMMUNICATIONS: CTAF/UNICOM 123.0
® POTOMAC APP/DEP CON 120.45
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN (L) (L) VORTAC 114.3 LDN Chan 90 N38º51.26´ W78º12.33´ 335º 4.4 NM to fld. 2435/6W.
DME portion unusable:
115º–150º byd 20 NM blo 3,500´
150º–155º byd 20 NM blo 4,000´
155º–175º byd 20 NM blo 4,500´
175º–200º byd 20 NM blo 5,000´
200º–225º byd 20 NM blo 5,500´
TACAN AZIMUTH unusable:
115º–225º byd 20 NM
GALAX HILLSVILLE
TWIN CO (HLX)(KHLX)  7 NE  UTC–5(–4DT)  N36°45.97´ W80°49.41´
2694 B  NOTAM FILE HLX
RWY 01–19:  H4204X75 (ASPH)  S–12.5  MIRL  1.2% up S
RWY 01:  REIL. PAPI(P2L)—GA 3.0º TCH 21´. Trees.
SERVICE:  S4  FUEL  100LL, JET A+  LGT ACTVT MIRL RWY 01–19—CTAF.
AIRPORT MANAGER:  276-728-4504
WEATHER DATA SOURCES:  AWOS–3 118.375 (276) 728–5897.
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Roanoke Apch at 540-563-1307.
RADIO AIDS TO NAVIGATION:  NOTAM FILE PSK.
PULASKI (H) (H) VORTAC 116.8  PSK  Chan 115  N37º05.26´
W80º42.77´  201º 20.0 NM to fld. 2127/6W.
DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM b/o 10,000´
200º–225º byd 10 NM
250º–350º byd 25 NM b/o 10,000´
284º–286º byd 10 NM b/o 10,000´
287º–316º byd 25 NM b/o 10,000´
315º–335º byd 10 NM b/o 10,000´
334º–033º byd 25 NM b/o 10,000´
TACAN AZIMUTH unusable:
034º–038º byd 25 NM
053º–100º
135º–175º byd 25 NM b/o 10,000´
200º–225º byd 10 NM
234º–283º
284º–286º byd 10 NM b/o 10,000´
287º–316º byd 25 NM b/o 10,000´
315º–335º byd 10 NM b/o 10,000´
334º–033º byd 25 NM b/o 10,000´

GLADE SPRING
N36º49.51´ W82º04.74´  NOTAM FILE DCA.
(L) (L) VOR/DME 115.55  GZG  Chan 102(Y)  045º 19.7 NM to Tazewell Co. 4200/2W.
VOR unusable:
010º–095º
115º–120º byd 20 NM b/o 10,000´
351º–004º byd 15 NM b/o 8,000´
RCO 122.1R 115.55T (LEESBURG RADIO)
GORDONSVILLE MUNI  (GVE)(KGVE)  3 NE  UTC–5 (–4DT)  N38º09.36’ W78º09.95’

454 B NOTAM FILE DCA
RWY 05–23: H2300X40 (ASPH) S–12.5 MIRL 0.5% up SW
RWY 05: APAPI(PNIR), Tree.
RWY 23: APAPI(PNIR), Thld dsplcd 440’. Tree.
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) VOR
tac 115.6 GVE Chan 103 N38º00.82’
W78º09.18’  002º 8.6 NM to fld. 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

NE, 16 MAY 2024 to 11 JUL 2024
GORDONSVILLE  N38°00.82’ W78°09.18’ NOTAM FILE DCA.
(VH) (H) VORTAC 115.6 GVE Chan 103 002° 8.6 NM to Gordonsville Muni. 383/6W.
TACAN AZIMUTH unusable:
250°–260° byd 25 NM blo 7,000’
VOR unusable:
005°–050° byd 40 NM
180°–207° byd 50 NM
208°–218° byd 50 NM
219°–225° byd 40 NM
260°–301° byd 40 NM
302°–312° byd 40 NM
313°–332° byd 40 NM
332°–342° byd 40 NM
343°–360° byd 40 NM
RCO 122.1R 115.6T (LEESBURG RADIO)

HAMPTON ROADS EXEC  (See NORFOLK on page 377)

HANOVER CO MUNI  (See RICHMOND/ASHLAND on page 387)

HARCUM  N37°26.92’ W76°42.68’ NOTAM FILE DCA.
(L) (L) VORTACW 108.8 HCM Chan 25 338° 5.0 NM to Middle Peninsula Rgnl. 8/7W.
VOR unusable:
056°–095° blo 2,000’
174
275°–300° blo 2,000’

HOPEWELL  N37°19.73’ W77°06.96’ NOTAM FILE DCA.
(L) (L) VORTACW 114.35 HPW Chan 90(Y) 003° 10.5 NM to New Kent Co. 70/6W.

HOT SPRINGS
INGALLS FLD  (HSP)(KHSP)  B NOTAM FILE HSP
         HIRL 0.5% up SW
         RWY 07: PAPI(P4R)—GA 3.0° TCH 45’. Trees.
         RWY 25: REIL. PAPI(P4L)—GA 3.0° 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 inv of arpt. Be advised low pass to check/clear wildlife when arpt unattended. ARNG call out svc during business hrs. Fee for call out svc. Ldg fee (Multi–engine acft) waived with fuel purchase.
        AIRPORT MANAGER: 540-839-5326
        WEATHER DATA SOURCES: AWOS–3 118.8 (540) 839–5974.
        COMMUNICATIONS: CTAF/UNICOM 123.0
        ©WASHINGTON CENTER APP/DEP CON 134.4
        AIRSPACE: CLASS E svc 1500–2300Z‡; other times CLASS G.
        RADIO AIDS TO NAVIGATION: NOTAM FILE DCA,
        MONTEBELLO  (VL) (L) VOR/DME 115.3 MOL Chan 100 N37°54.03’ W79°06.41’ 280° 34.6 NM to fld. 3455/5W.
        DME unusable:
        158°–168° byd 30 NM blo 6,000’
        ILS 108.7 I–HSP Rwy 25. Class IT. Unmonitored when FBO clsd.

HUMMEL FLD  (See SALUDA on page 388)

INGALLS FLD  (See HOT SPRINGS on page 364)
JONESVILLE

LEE CO  (0VG)  5 SW  UTC–5(–4DT)  N36°39.25´ W83°13.07´

1411  B  NOTAM FILE DCA

RWY 07–25: H5003X75 (ASPH)  S–30  MIRL  0.9% up NE
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
RWY 25: REIL. PAPI(P2L)—GA 3.25º TCH 44´. Tree.

SERVICE:  FUEL  100LL, JET A+

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

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  AIZQ Chan 49  N37º23.48´ W83º15.78´ 177º 44.2 NM to fld. 1243.

monitored by AOCC 24 hrs

DME portion unusable:

Byd 25 NM bio 4,500´

KENBROOK

LUNENBURG CO  (W31)  3 W  UTC–5(–4DT)  N36º57.62´ W78º11.11´

526  B  NOTAM FILE DCA

RWY 02–20: H3000X50 (ASPH–AFSC) S–12.5  LIRL  0.4% up N
RWY 02: APAP(PNIL)—GA 5.0º TCH 26´. Tree.
RWY 20: APAP(PNIL)—GA 5.0º TCH 26´. Tree.

SERVICE:  FUEL  100LL


AIRPORT MANAGER:  434-262-3750

WEATHER DATA SOURCES: AWOS–3 123.875 (434) 676–1078.

COMMUNICATIONS:  CTAF/UNICOM

WASHINGTON CENTER APP/DEP CON 118.75


RADIO AIDS TO NAVIGATION:

LAWRENCEVILLE  (L)  (L) VORTACW  112.9  LVL Chan 76 N36º49.08´ W77º54.18´ 310º 16.0 NM to fld. 350/8W.

VOR unusable:

090 blo 7,000´
090 byd 20 NM
091º–105º
106 blo 7,500´
106 byd 27 NM
107º–170º
171º–280º blo 6,000´
201º–325º byd 17 NM blo 9,000´
326º–089º

TACAN AZIMUTH unusable:

Blw 3,000´

VOR OTS indef

DME unusable:

Blw 3,000´

LAKE ANNA  (See BUMPASS on page 350)

LAKE COUNTRY RGNL  (See CLARKSVILLE on page 352)
A NOTAM for the NASA Langley Research Center (KLFI) is provided below:

**NOTAM LFI (LFI)AF (NASA A) 3 N UTC-5(-4DT) N37°04'9.7" W76°21'6.3" 8 N**

**ARRESTING GEAR/SYSTEM**

**RWY 08 BAK–15(NI) (60 FT OVRN) HOOK BAK–12B(B) (1100 FT).**

**SERVICE**

- **S4**
- **OX 2**
- **MILITARY— LGT**

**MILITARY REMARKS**

- **NOISE:**
  - Noise abatement: quiet hr wkdays 0330–1100Z‡, wkends and hol 0330–1300Z‡, waivers ctc command post DSN 574–5411.

**TRAN ALERT**

- **Opr 1100–0300Z‡ Mon–Fri, 1300–2100Z‡ weekends, clsd 0330–1300Z‡, waivers ctc command post DSN 574–5411.**

**FUEL**

- **A++ (Mil). Exp up to 30 min delay.**

**AIRPLANES**

- **BAK–12B extn. A–G O/S for**
- **OIL**

**Towers**

- **ACC ftr acft exp reduced rwy separation: da descending to 1500 ft by 3 DME, rgt break Rwy 26, left break Rwy 26.**

**Class D Airspace:**

- **extv unctl general avn tfc blw 3000 ft over 37º 06.3´N 76º 23.1´W. Strong caution is advised. Use extreme caution for UAS ops at NASA Langley research center from sfc 400´ to 8000 ft on climbout til dep end of rwy. Laser lgt beam has source. Check NOTAM for date/time/du.**

**ARFF Index:**

- **ARFF is CAT 8 with 8100 gallon of capability. Steady ARFF cond for Langley AFB is optimum level of svc (OLS) for CAT 1–10. RSTD PPR ctc BASE OPS 1030–0430Z‡ DSN 574–2504, C757–764–2504. PPR valid +/– 1 hr of approval time during afld operating hours. If outside of approval time slot ctc BASE OPS to update PPR. Only 1 fixed wing acft authorized from 1300–1400Z‡. Transport/DV acft ctc Base Ops 20 min prior ldg. ACC RSRS applied to ACC ctc only. Transport/DV acft ctc base ops 20 min prior ldg. CAUTION BASH Phase I in eff 16 Nov–14 Feb and 01 Apr–14 Sep. BASH Phase II in eff 15 Feb–31 Mar and Sep–15 Nov. Ctc Base Ops for current BASH cond. Inst IFR and VFR hi performance frt ctc within the Class D Airspace: extv unctl general avn tfc 3000 ft over James River and Chesapeake Bay. Dep ftc do not exceed 1000 ft on climbout til dep end of rwy. Laser lgt beam has to direct visual obsn will be conducted at NASA Langley Research Center within 1/2 NM radius of 37º 06.3´N 76º 22.7´W. Strong caution is advised. Use extreme caution for UAS ops at NASA Langley research center from sfc 400´ to 8000 ft on climbout til dep end of rwy. Laser lgt beam has to direct visual obsn will be conducted at NASA Langley Research Center within 1/2 NM radius of 37º 06.3´N 76º 22.7´W. Strong caution is advised. Use extreme caution for UAS ops at NASA Langley research center from sfc 400´ to 8000 ft on climbout til dep end of rwy. Laser lgt beam has source. Check NOTAM for date/time/du/affected alt. Wx obsn site ltd 080º–250º due to bldg. ATC will relay twr prevailing vis, sector vis, lcl preps or an occurrence of prev unreported wx cond that could affect ops to wx frt. Wind shear cond may exist on Rwy 26 thru short final and td, that are prevalent, undetectable and often unpt. Increased potential for hydroplaning due to excessive rubber build-up. ALS non-frangible. Afld grass cutting conducted fr Mar–Nov, exp increased bird act in vcnty of mowers. TFC PAT Overhead 3000 ft at 5 DME descending to 1500 ft by 3 DME, rgt break Rwy 26, left break Rwy 26. Rectangular 1000 ft rgt tcf Rwy 26, left tcf Rwy 08. MISC Afld ctns DSN 574–2504, C757–764–2504. Afld mgm DSN 574–2508. DD Form 1801 rqr 90 min prior to etd. Rwy 08–26 grooved. ACC ctc ctc ctc reduced wry separation: day/VFR, similar acft 3000 ft, dissimilar type acft 6000 ft. Ngt 6000 ft all acft. Tran acft notify twr on initial ctc; if reduced wry separation is not desired. Afld ops does not have COMSEC or facility to store for tran crews; tran crews should plan to arr with appropriate amount of COMSEC to complete msn. COMSEC can be stored at 1FW Comd Post; DSN 574–5411 C757–764–2504. Towing capabilities limited to universal towbar only. A Park, refuel and maintenance avbl on AF ramp. NASA Acft intending to operate from NASA ramp shall contact NASA Flight Operations at larc–dl–fltops@mail.nasa.gov to arrange for approval and support prior to arrival. Additionally obtain PPR from 1 OSS/OSA at C757–764–2504 for landing at KLFI. Svc not avbl for non–NASA acft. No organic support for large transport category aircraft (power, fuel, lav, steps). However USAF elements may be able to provide support with sufficient advance notice. Taxiway Juliet increased FOD hazard and reduced PCD due to degrading pavement conditions. Acft with ACN greater than 24 or wingspan greater than 80 ft use Taxiway H. Taxiway J limited for night and IFR conditions due to lack of taxiway edge lighting system. Control of perimeter road street lights to stop vehicular traffic is three clicks on 123.375 for Taxiway J and five clicks for Taxiway H. Only NASA BE200, T38, OV10 and T34 can opr on Twy J. Twy J is restricted to acft with total wingspan of 80 ft or less and 100,000 lbs or less gross weight. Weight bearing waivers ctc afld mgm DSN 574–2508.

**AIRPORT MANAGER:**

- **757-764-2508**

**CONTINUED ON NEXT PAGE**
COMMUNICATIONS: SFA ATIS 270.1 PTD 142.3 376.2

NORFOLK APP/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

COMDO POST (Raymond 16) 251.25 (Have quick timing avbl 287.45)

PMSV METRO 239.8 (Alternate PMSV is McGuire AFB on 239.8 wx svc avbl H24 at DSN 574–5908/5907, C757–764–5908/5907. AN/FMQ–19 automated observing sys in use; augmented by human obsn when nec. Dur wx flt closure or evac, remote briefing svc avbl from 15 OP WX SQ (Scott AFB) DSN 576–9755 or 576–9701 thru 9704, C618–256–9755 or 618–256–9701 thru 9704.)


RADIO AIDS TO NAVIGATION:
NOTAM FILE LFI.

(L) TACAN Chan 70 LFI (112.3) N37°05.13´ W76º21.56´ 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.

WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WASHINGTON (L) (L) VORTACW 112.9 LVL Chan 76 N36°49.08´ W77º54.18´ 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´

LEE CO (See JONESVILLE on page 365)
LEESBURG EXEC (JYO)(KJYO) 3S UTC–(5–(4DT)) N39º04.68´ W77º33.45´
390 B TPA—1200(810) LRA NOTAM FILE JYO
Rwy 17–35: H5500X100 (ASPH–GRVD) S–30, D–70
PCN 63 F/A/W/U HIRL
Rwy 17: ODALS, REIL, PAPI(P4L)—GA 3.0º TCH 45´, Tree.
Rwy 35: REIL, PAPI(P4L)—GA 3.0º TCH 37´, Tree.
SERVICE: S4 FUEL 100LL, JET A OX 4 LGT 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 lgts configuration.
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.
ARME L(L) VORW/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´ 342º 9.6 NM to fld. 296/8W.
VOR unusable: 055º–092º blo 4,500´ 093º–115º 116º–210º blo 4,500´
DME unusable: 055º–210º byd 28 NM blo 2,500´ 211º–230º byd 30 NM blo 3,000´
ILS/DME 111.75 I–JYO Chan 54(Y) Rwy 17. Class IE.
LINDEN N38º51.26´ W78º12.33´ NOTAM FILE DCA.
(L) 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–228º byd 20 NM
LONESOME PINE (See WISE on page 398)
LOUISA CO/FREEMAN FLD  (LKU)(KLKU)  2 SE UTC–5(–4DT)  N38º00.59´ W77º58.21´

RWY 09–27: H4300X100 (ASPH)  S–12.5  MIRL  0.6% up E
RWY 09: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees. Rgt tfc.
RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.

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

AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. Sat & Sun clsd. Deer and birds on involf arpt.

AIRPORT MANAGER:  540-967-0050


COMMUNICATIONS: CTAF/UNICOM  122.975

® POTOMAC APP/DEP CON  132.85 120.525

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 540-349-9697

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

TACAN AZIMUTH unusable:
250º–260º byd 25 NM blo 7,000´

VOR unusable:
005º–050º byd 40 NM
e–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´
313º–331º byd 65 NM
332º–342º byd 40 NM blo 6,100´
343º–360º byd 40 NM

LOC/DME 108.55 I–LKU Chan 22(Y) Rwy 27.

LUNENBURG CO (See KENBRIDGE on page 365)

LURAY CAVERNS  (LUA)(KLUA)  2 W UTC–5(–4DT)  N38º40.00´ W78º30.05´

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; PAPI 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: NOTAM FILE DCA.

DME portion unusable:
115º–150º byd 20 NM blo 3,500´
150º–155º byd 20 NM blo 4,000´
155º–175º byd 20 NM blo 4,500´
175º–200º byd 20 NM blo 5,000´
200º–225º byd 20 NM blo 5,500´

TACAN AZIMUTH unusable:
115º–225º byd 20 NM

CAVERNS NDB (MHW)  245 LUA  N38º41.96´ W78º28.34´  223º 2.4 NM to fld. 834/9W. NDB unmonitored when arpt unattd.

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:  Trees.
SERVICE:  FUEL 100LL  LGT
AIRPORT MANAGER:  434-845-8769
COMMUNICATIONS:  CTAF/UNICOM 123.0
® ROANOKE APP/DEP CON 125.475 135.0
CLEARANCE DELIVERY PHONE:  For CD ctc Roanoke Apch at 540–563-1307.
AIRPORT REMARKS:  Attended 1000–0459Z‡. Birds and other wildlife on and inof arpt. Rwy 17–35 CLOSED to air carrier acft. All sfcs work in progress mowing/maintenance. Extensive flight training on and inof arpt. Class I, ARFF Index A. PPR 12 hrs for unscheduled air ca. Call ARFF 434–582–1157. Index "B" coverage provided. Twy G uncontrolled not visible from twr. Twy G clsd to air carrier and acft over 12,500 lbs. Rwy 17–35 PPR for acft over 12,500 lbs.
AIRPORT MANAGER:  434-455-6090
WEATHER DATA SOURCES:  ASOS (434) 237–0749 LAWRS.
COMMUNICATIONS:  CTAF 127.65 ATIS 119.8 UNICOM 122.95
® 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′ 036º 4.3 NM to fld. 804/8W. NDB unmonitored when ATCT closed.
(L) VOR/DME 109.2 LYH Chan 29 N37°15.27′ W79°14.18′ 027º 4.6 NM to fld. 871/5W.
VOR unusable:
020º–025º
200º–210º
301º–360º
ILS 110.1  I–LYH  Rwy 04.  Class IE.  LOM BOJAR NDB. ILS mon 24 hr at AOCC.
MARION/WYTHERVILLE
MOUNTAIN EMPIRE (MKJ/KMKJ) 9 NE UTC–5(–4DT) N36º53.69´ W81º21.00´

2558 B NOTAM FILE MKJ

RWY 08–26: H5252X75 (ASPH) S–20 MIRL 1.1% up W

RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.75º TCH 47´. Road.

SERVICE: S4 FUEL 100LL, JET A+ LGT MIRL Rwy 08–26 preset low intst; actv higher intst—CTAF.


AIRPORT MANAGER: 276-783-8805

COMMUNICATIONS: CTAF/UNICOM 122.7

ATLANTA CENTER APP/DEP CON 127.85

CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.


RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) VORTAC 116.8 PSK Chan 115 N37º05.26´ W80º42.77´ 256º 32.7 NM to fld. 2127/6W.

DME unusable:

034º–038º byd 25 NM
135º–175º byd 25 NM 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
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
234º–283º
284º–286º byd 10 NM blo 10,000´
287º–316º byd 25 NM blo 10,000´
315º–335º byd 10 NM blo 10,000´
334º–033º byd 25 NM blo 10,000´

LOC/DME 110.5 I–MKJ Chan 42 Rwy 26. LOC unmonitored when arpt unatndd. LOC unusable byd 15º left and right of course.
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 tfc.


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) 377 EZF N38º15.98´ W77º27.03´ 162º 13.4 NM to fld. Attended/advisory service from range control Mon–Fri.

LOC/DME 111.3 I–UVM Chan 50 Rwy 31. LOM SHANNON NDB. Unmonitored when ATCT clsd.

COMM/NAV/WEATHER REMARKS: Ctc NOMAD Advisory/Range Control on 126.2.
MELFA

ACCOMACK CO (MFV)(KMVF) 1 W UTC–5(–4DT) N37º38.81´ W75º45.66´
48 B TPA—See Remarks NOTAM FILE MFV
RWY 03–21: H5000X100 (ASPH) S–26 MIRL
 RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
 RWY 21: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
SERVICE: FUEL 100LL, JET A LGT MIRL Rwy 03–21 preset low inst;
incr inst & actvt REIL Rwys 03 & 21—CTAF.
AIRPORT REMARKS: Attended 1330–2230Z‡. Deer on and invof arpt.
Self-serve fuel (100LL and Jet A) avbl 24hrs. TPA—898(850) lgt acft,
1548(1500) hvy acft. After hours access to restrooms.
AIRPORT MANAGER: 757-693-5831
WEATHER DATA SOURCES: AWOS–3 118.175 (757) 787–5660.
COMMUNICATIONS: CTAF/UNICOM 122.8
® PATUXENT APP/DEP CON 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 I–MFV Chan 38(Y) Rwy 03.

MIDDLE PENINSULA RGNL (See WEST POINT on page 396)

MONETA

SMITH MOUNTAIN LAKE (W91) 4 SE UTC–5(–4DT) N37º06.46´ W79º35.55´
892 B NOTAM FILE DCA
RWY 05–23: H3058X50 (ASPH) MIRL 1.2% up NE
 RWY 05: Thld dsplcd 250´. Trees.
 RWY 23: REIL. Tree.
SERVICE: S4 FUEL 100LL
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Deer on and
invof arpt. 24 hr self–serve fuel available with credit card. Clsd to
transient practice landings. Rwy 05–23 clsd to transient acft
performing TGL and PLA. Rwy 05 mrkgs wrong size arrows. Rwy 23
mrkgs wrong rwy width. Ldg fee for all acft over 5500 lbs published
max GW.
AIRPORT MANAGER: 540-297-4859
COMMUNICATIONS: CTAF/UNICOM 122.975
® ROANOKE APP/DEP CON 135.0
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) (L) VOR/DME 109.2 LYH Chan 29 N37º15.27´
W79º14.18´ 248º 19.2 NM to fld. 871/5W.
VOR unusable:
  020º–025º
  200º–210º
  301º–360º
MONTEBELLO  N37°54.03’ W79°06.41’ NOTAM FILE DCA.
(VL) (L) VOR/DME 115.3  MOL  Chan 100  030° 23.9 NM to Shenandoah Valley Rgnl. 3455/5W.
DME unusable: 158°–168° byd 30 NM bly 6,000’
RCO 122.1R 115.3T (LEESBURG RADIO)

MOUNTAIN EMPIRE  (See MARION/WYTHEVILLE on page 371)

NAILR  N38°27.26’ W77°54.32’ NOTAM FILE CJR.
NDB (MHW) 351  MSQ 037° 4.8 NM to Culpeper Rgnl. 289/10W.
NDB unusable: 260°–355° byd 15 NM

NEW KENT CO  (See QUINTON on page 384)

NEW LONDON  (See FOREST on page 359)

NEW MARKET  (8W2)  2 W UTC–5(–4DT)  N38°39.36’ W78°42.51’
963  B  TPA—1788(825) NOTAM FILE DCA
RWY 06–24: H2920X60 (ASPH)  LIRL(NSTD)
RWY 06: Trees. Rgt tfc.
RWY 24: Thld dspcld 918’. Pole.
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’ W78°12.33’ 249° 26.4 NM to fld. 2435/6W.
DME portion unusable: 115°–150° byd 20 NM blo 3,500’
150°–155° byd 20 NM blo 4,000’
155°–175° byd 20 NM blo 4,500’
175°–200° byd 20 NM blo 5,000’
200°–225° byd 20 NM blo 5,500’
TACAN AZIMUTH unusable: 115°–225° byd 20 NM

NEW RIVER VALLEY  (See DUBLIN on page 356)
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)(KPHF) 9 NW UTC–5(–4DT) N37°07.91´
W76°29.58´

42  B  LRA  Class I, ARFF Index B  NOTAM FILE PHF
RWY 07–25: H8003X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 73 R/B/W/T  HIRL
RWY 07: MALSR. RVR–T Trees.
RWY 02–20: H6526X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 68 R/C/W/T  HIRL
RWY 02: PAPI(P4L)—GA 3.0º TCH 53´. RVR–R Trees.
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
\(^\text{\textregistered}\) NORFOLK APP CON 125.7 CLNC DEL 124.9 (when twr clsd)
\(^\text{\textregistered}\) NORFOLK DEP CON 124.9

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:

NORFOLK (VH) (H) 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) N36º39.94´ W76º19.24´

19 B TPA—See Remarks NOTAM FILE CPK

RWY 05–23: H5500X100 (ASPH–GRVD) S–30 HIRL

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

RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 42´. Tree. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A LOT ACTVT HIRL Rwy 05–23, MALSRS

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

COMMUNICATIONS 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 (VH) (H) VORTAC 116.9 ORF Chan 116 N36º53.51´ W76º12.02´ 210º 14.7 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´
326º–336º 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 111.7 I–EYK Chan 54 Rwy 05. Class IA.
HAMPTON ROADS EXEC  (PVG)(KPVG)  7 SW UTC–5(–4DT)  N36°46.85´ W76°27.08´

RWY 10–28: H5350X100 (ASPH–GRVD) D–75 HIRL
   RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 45º. Tree. Rgt tfc.
   RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 45º. Tree.
RWY 02–20: H3525X70 (ASPH) S–12.5 MIIRL
   RWY 02: Thld dsplcd 898´. Road.

SERVICE: S4 FUEL 100LL, JET A+ LGT Actvt REIL Rwy 10 & 28; PAPI Rwy 10 & 28; MIIRL 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:

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 cdp apchs NA blw 800´ MSL. Unmonitored.

NE, 16 MAY 2024 to 11 JUL 2024
NORFOLK INTL (ORF)(KORF) 3 NE UTC–5 (–4DT) N36º53.68´ W76º12.07´

26  B  LRA  Class I, ARFF Index C  NOTAM FILE ORF

RWY 05–23: H9001X150 (ASPH–CONC–GRVD) S–150, D–200,
2S–175, 2D–350, 2D/2D2–475 PCN 53 R/CW/T HIRL CL
RWY 05: MALS. PAPI(P4L)—GA 3.0º TCH 71´. RVR–T Thld dsplcd
RWY 23: MALS. PAPI(P4L)—GA 3.0º TCH 55´. RVR–R Pole.
RWY 14–32: H4876X150 (ASPH–GRVD) S–75, D–100, 2S–127
PCN 27 F/A/W/T MIRL
Rgt tfc.
RWY 32: REIL. PAPI(P2L)—GA 3.0º TCH 34´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–9001 TODA–9001 ASDA–8809 LDA–7809
RWY 14: TORA–4876 TODA–4876 ASDA–4876 LDA–4301
RWY 32: TORA–4876 TODA–4876 ASDA–3901 LDA–3901

SERVICE: S2 FUEL 100LL, JET A
OX 1, 2, 4

NOISE: Noise abatement procedures in effect.

AIRPORT REMARKS: Attended continuously. Parachute Jumping. Flocks of
birds on and invof arpt. Intmt aflf mowing ops Mar–Nov. Rwy 05–23
grdv 7300´ X 130´ standard grooving beginning 200´ from AER 05.
Rwy 05–23 longi cracks & spalling. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 757-857-3344
WEATHER DATA SOURCES: ASOS (757) 460–9348 WSP.

COMMUNICATIONS: ATIS 127.15  (757) 464–1390
RCO 122.1R  116.9T (LEESBURG RADIO)
® APP CON 118.9 (010º–080º) (180º–310º) 125.7(311º–009º)
TOWER 120.8  GND CON 121.9 CNCL DEL 118.5
® DEP CON 125.2

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

(WH) (H) VORTAC 116.9 ORF Chan 116 N36º53.51´ W76º12.02´ at 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–360º 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 109.1 I–ORF Chan 28 Rwy 05.  Class IB.  Glideslope unusable for coupled apch blw 1,180´ MSL.
ILS/DME 109.1 I–JZQ Chan 28 Rwy 23.  Class IA.
NORFOLK NS (CHAMBERS FLD) (NGU)(KNGU) N 0 NW UTC–5(–4DT) N36°56.25´

15 B NOTAM FILE NGU Not insp.

RWY 10–28: H8370X200 (ASPH–GRVD) PCN 56 R/B/W/T HIRL CL

RWY 10: ALSF2. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0º TCH 35´. Thld dsplcd 299´.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–8370 LDA–8071

RWY 28: TORA–8370 LDA–7375

ARRESTING GEAR/SYSTEM

RWY 10 HOOK E28(B) (1500 FT). HOOK E28 (B) (1062 FT). RWY 28


MILITARY REMARKS: CLSD 0400Z‡ fourth THU NOV–1200Z‡ fourth FRI NOV, CLSD 1900Z‡ 26 DEC–1200Z‡ 26 DEC, CLSD 1900Z‡ 31 DEC–1200Z‡ 2 JAN. See FLIP AP/1 Supplementary Arpt Information. RSTD PPR for non Chambers fld based acft. DSN 262–3419/3429. C757–322–3419/3429. AMC/ATOC DSN 341–9926/7/8, C757–341–9926/7/8. Acft utilizing AMC tmnl ctc ATOC/AMC tmnl 15 min prior ar or load rpt. Acft overseas ctc AMC/ATOC via phone patch 2 hr prior ar for cstm. All other acft, ctc Base Ops 15 min prior ar. CAUTION Extv fish spotted acft activity (single engine general aviation acft) upwards from 1500´ over Chesapeake Bay and adjacent coastal waters. Do not mistake Norfolk Intl 5 NM SE for Chambers Field, while inb on TACAN/RNAV Rwy 28 apchs. Chambers Field has a single rwy; Norfolk Intl has intersecting rwys. Arr/dep TCAS equipped acft should expect numerous TCAS alerts from ships or transmitting into/out of the Chesapeake and coastal waters. Extv FVR tfc ctc ctcwest of Chambers Class D and Norfolk Class C airspace. Bird hazard. 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 emailed to W_CNI_Nrfl 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 Indg permit (CALP) info ctc afld mgr C757–322–3419/3429.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: SFA ATIS 118.425 338.225

**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‡, clsd Sat, Sun, and hol)

**NAVY NORFOLK HELI GND CON** 298.95

**AMC/ATOC** 130.65 349.5

**METRO** 271.6

**BASE OPS** 271.6

**AIRSPACE: CLASS D.**

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

**NOTAM FILE ORF.**

(VH) (H) VORTAC 116.9 ORF Chan 116 N36º53.51´ W76º12.02´ 310º 5.1 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´

**CHAMBERS (L) TACAN** Chan 86(Y) NGU (113.95) N36º56.40´ W76º16.64´ at fld. 10/10W. NOTAM FILE NGU.

TACAN AZIMUTH unusable:
- 261º–269º 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**

**COMM/NAV/WEATHER REMARKS:** Radar svc avbl Mon 1200Z‡ thru Fri 0400Z‡. ILS/TACAN/Radar—ILS or LOC/DME Rwy 10—BC unused. ILS and TACAN no NOTAM MP Wed 1230–1630Z‡. Radar—See Terminal Flip for Radar Minima.

NE, 16 MAY 2024 to 11 JUL 2024
OCEANA NAS (APOLLO SOUCEK FLD)  (NTU)(KNTU)  N  3 SW  UTC–5(–4DT)  N36°49.36’
W76°01.91’
22  B  NOTAM FILE NTU  Not insp.

RWY 05R–23L: H12001X200 (PEM)  PCN 79 R/C/W/T  HIRL  CL
RWY 05R: ALSF1. OLS.
RWY 23L: ALSF1. OLS.

RWY 14L–32R: H8001X150 (PEM)  PCN 76 R/C/W/T  HIRL
RWY 14L: OLS.
RWY 32R: OLS.

RWY 05L–23R: H8000X150 (PEM)  PCN 90 R/B/W/T  HIRL
RWY 05L: OLS.
RWY 23R: OLS.

ARRESTING GEAR/SYSTEM
RWY 05R: HOOK E28(B) (1412 FT).
RWY 14L: HOOK E28(B) (1461 FT).
RWY 05L: HOOK E28(B) (1476 FT).
RWY 14R: HOOK E28(B) (1414 FT).

SERVICE:  OX 1, 2, 3, 4

MILITARY—A–GEAR
A–G nm1 rigged all rwy except inboard rwy shortfield A–G.

JASU (NC–10C)

FUEL

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 svc. JO SAC/NALO have priority. No LAV svc or potable water avbl. No on/off base tmsp avbl.

NOISE:
Noise abtmt: Strict compliance rqr with program outlined in FLIP AP/1 Suppl arpt rmk.

WEATHER DATA SOURCES: ASOS 433–3619
COMMUNICATIONS: SFA 288.3  346.4  328.4  310.8  363.1  352.1  348.75  ATIS 317.6 (DSN–433–2377  C757–433–2377)

® OCEANA APP/DEP CON 266.8  123.9
TOWER 127.075  360.2 GND CON 119.6  336.4 CLNC DEL 254.4
PMSY 387.4  BASE OPS 284.9  (not avbl 0700–1200Z‡)
ATCOM 6723

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
ORANGE CO  (OMH)(KOMH)  3 E  UTC–5(–4DT)  N38º14.83´ W78º02.74´

464  B  NOTAM FILE OMH

RWY 08–26:  H3200X75  (ASPH–AFSC)  S–12  MIRL  0.6% up NE

RWY 08:  REIL. PAPI(P2L)—GA 4.0º TCH 42´. Tree.

RWY 26:  REIL. PAPI(P2L)—GA 4.0º TCH 44´. Pole.

SERVICE:  FUEL  100LL, JET A+  LGT ACTVT 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

®

PETERSBURG  TRI CITIES EXEC/DINWIDDLE CO  (PTB)(KPTB)  5 SW  UTC–5(–4DT)  N37º11.06´ W77º30.37´

193  B  TPA—993(B00)  NOTAM FILE PTB

RWY 05–23:  H5002X100  (ASPH–GRVD)  S–25, 2S–83  MIRL

RWY 05:  ODALS. PAPI(P4L)—GA 3.0º TCH 42´. Tree.

RWY 23:  REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree.

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


AIRPORT MANAGER:  804-861-0218

WEATHER DATA SOURCES:  AWOS–3 133.325 (804) 861–5551.

COMMUNICATIONS:  CTAF/UNICOM 122.7

®

WASHINGTON  L–34E, 36H, A

WASHINGTON  H–10H, 12I, L–36H

IAP

IAP

NE, 16 MAY 2024 to 11 JUL 2024
**PULASKI**  
N37º05.26´ W80º42.77´ NOTAM FILE PSK. 
(H) (H) VORTACW 116.8 PSK Chan 115 035º 3.4 NM to New River Valley. 2127/6W. 
DME unusable: 
034º–038º byd 25 NM 
135º–175º byd 25 NM blo 10,000´ 
200º–225º byd 10 NM 
250º–350º byd 25 NM blo 10,000´ 
284º–286º byd 10 NM blo 10,000´ 
287º–316º byd 25 NM blo 10,000´ 
315º–335º byd 10 NM blo 10,000´ 
334º–033º byd 25 NM blo 10,000´ 

**QUANTICO MCAF (TURNER FLD)**  
(NYG)(KNYG) MC 1 S UTC–5(–4DT) N38º30.22´ W77º18.30´  
10 B NOTAM FILE DCA Not instp.  
RWY 02–20: H4250X184 (PEM–GRVD) PCN 63 R/C/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; lghts—CTAF. To actvt & incr ints cmnsd 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 acct 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 acct and light civil acct opr at other than published hr SR–SS only. Clsd fdr opr not authorized for tran acct. CAUTION Bird hav vcnty Rwy 02–20 SR–SS. Hvy migratory bird act Oct–Mar, hvy Osprey act Mar–Jul, heavy Eagle act Dec–Jul. No mandatory rwy VFR hold position signs co–located w/markings on Twys A, B, and D. Rwy 02 ovrn 100´. Rwy 20 no ovrn. Twy D sfc consists of AM–2 aluminum matting with non–skid all wx coating; no edge lghtng on Twy D. Lt lghtng on N edge of Twy B btm rwy and int of parl twy. Twy C clsd. Marked and lighted 4´ deep x 4´ diameter hole 10´ from rwy edge west side, 280´ south of Rwy 20 thld. CSTMS/AG/IMG Avbl with 72 hr PN PPR only. MISC MCAF Quantico and R–6608 lie within the Washington ADIZ. Pilots must adhere to ADIZ reporting procedures in both these areas. Twy A limited to R/W dalgt VFR only. C–17 landing zone marked but not certfied. Assualt ldgs not authorized. Cat II crash/fire rescue svc. Rwy 02–20 grooved full length. MCAF Quantico has no provisions for Space A passengers. Space A passengers cannot be on–loaded or off–loaded due to security issues. No 180 deg turns on rwy asphalt. 180º turns only on conc EOR. No staggered acft devs from RCL. 

**AIRPORT MANAGER:** 703-784-2084

**CONTINUED ON NEXT PAGE**
COMMUNICATIONS: SFA CTAF 118.6 ATIS 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–Thu 1300–2200Z‡)
® POTOMAC APP/DEP CON 128.525 306.925 (When twr clsd)
TOWER 118.6 360.2 (1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and hol by NOTAM only)
GND CON 121.75 340.2 PMSV METRO 355

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

AIRSPACE: CLASS D svc 1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun, and hol by NOTAM only; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE  (L) (L) VORTAC 114.5 BRV Chan 92 N38°20.18´ W77º21.17´ 022º 10.3 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

ILS/DME 108.3 I–NYG Chan 20 Rwy 02. LOC unusable wi 0.5 NM. LOC unusable byd 20º 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) N37º30.21´ W77º07.59´
121 B TPA—921(800) NOTAM FILE DCA
RWY 11–29: H3602X75 (ASPH) S–12.5 MIRL 0.4% up W
RWY 11: REIL PAPI(P2R)—GA 4.0º TCH 45º. Road.
RWY 29: REIL PAPI(P2L)—GA 4.0º TCH 45º. Trees.

SERVICE: S2 FUEL 100LL LGT Activ 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) (L) VORTACW 114.35 HPW Chan 90(Y)
N37º19.73´ W77º06.96´ 003º 10.5 NM to fld. 70/6W.
VALENCIA 385
RICHLANDS
TAZEWELL CO (JFZ)(KJFZ) 2 S UTC–5(–4DT) N37º03.82´ W81º47.90´
2653 B NOTAM FILE JFZ
RWY 07–25: H4299X75 (ASPH) S–12.5, D–18 MIRL
RWY 07: REIL. PAPI(P2L)—GA 3.5º TCH 47.º. Trees.
RWY 25: REIL. PAPI(P2L)—GA 3.5º TCH 47.º. Tree.
SERVICE: FUEL 100LL, JET A+
LGT MIRL Rwy 07–25 preset low inst.
To increase inst and ACTVT REIL Rwy 07 and 25; PAPI Rwy
07–25–CTAF.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. Unattended New
Year’s Day, Thanksgiving, and Christmas. For Sunday svc call arpt
during regular business hrs to arrange. Rwy 07 markings covered by
algae. Rwy 25 markings covered by algae.
AIRPORT MANAGER: 276-963-4509
WEATHER DATA SOURCES: AWOS–3
(276) 596–9927.
COMMUNICATIONS: CTAF/UNICOM 123.05
Atlanta Center APP/DEP CON 770-210-7692.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING (L) (L) VOR/DME
115.55 GZG Chan 102(Y) N36º49.51´ W82º04.74´ 045º 19.7 NM to fld. 4200/2W.
VOR unusable:
115º–120º byd 20 NM blo 10,000´
351º–304º byd 15 NM blo 8,000´
LOC/DME 109.75 I–JFZ Chan 34(Y) Rwy 25.

RICHMOND
RICHMOND EXEC/CHESTERFIELD CO (FCI)(KFCI) 4 SW UTC–5(–4DT) N37º24.39´
W77º31.49´
236 B TPA—See Remarks LRA NOTAM FILE DCA
RWY 15–33: H5500X100 (ASPH–GRVD) S–60, D–80 HIRL
0.7% up NW
RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 43.º. Trees.
RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 50.º. Brush.
SERVICE: FUEL 100LL, JET A+ 0X 3 LGT HIRL Rwy 15–33 preset
low inst; incr inst and actv MALSR Rwy 33 and REIL Rwy 15–CTAF.
NOISE: Noise sensitive area north of arpt. No wind voluntary use of Rwy 15
preferred.
AIRPORT REMARKS: Attended 1200–0300Z‡. Fuel aft hrs call
804–271–7793 or 844–435–9732 btn 0300–1200Z‡. 400´ twr 5
NM north of arpt. Actv on ILS apch to Richmond Intl crossing over arpt.
Med–flight: irregular departure pattern. Helicopter parking adj to Twy C.
TPA—1236(1000) single engine, 1736(1500) multi–engine. ARFF
eqpt and trained personnel avbl at arpt.
AIRPORT MANAGER: 804-768-7722
WEATHER DATA SOURCES: AWOS–3PT
(804) 271–8426.
COMMUNICATIONS: CTAF/UNICOM 123.05
OTHER POTOMAC APP/DEP CON 126.75 118.2
CLNC DEL 124.6
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
FLAT ROCK (H) (H) VORTAC
113.3 FAK Chan 80 N37º31.71´ W77º49.69´ 123º 16.2 NM to fld. 460/6W.
TACAN 338 radial unusable
VOR unusable:
111º–168º
169º–204º blo 5,000´
274º–337º blo 4,000´
274º–337º byd 33 NM
ILS/DME 108.3 I–CFU Chan 20 Rwy 33. Class IA. LOC/DME unmonitored when arpt unatndd.

NE, 16 MAY 2024 to 11 JUL 2024
RICHMOND INTL (RIC)(KRIC) P (ARNG) 6 E UTC–5(–4DT) N37º30.31´ W77º19.18´

Airport

RWY 16: MALSR. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR
RWY 34: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 79´. RVR–TMR
RWY 02–20: H6607X150 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 PCN 70 F/C/W/T HIRL CL
RWY 02: MALSR. PAPI(P4L)—GA 3.0º TCH 49´. Pole.
RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 49´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–9003 TODA–9003 ASDA–9003 LDA–9003
RWY 34: TORA–9003 TODA–9003 ASDA–9003 LDA–9003

SERVICE: FUEL 100LL, JET A 100LL, JET A
LGT SS–SR. MILITARY—FUEL 100LL, JET A

AIRPORT REMARKS: Attended continuously. Arpt sfc not mntd 0500–1100 ZT. Bird act invof all rwys and twys and invof 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 lds 0300–1200Z. Cons const on arpt, be alert for freq rwy and twy closures. Twy V btt 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 rdg on ACR ramps for more than 5 mins. ACR apron closd to unskd acft weighing under 35000 lbs. No taxing btt pushed back acft and the tmrl on the ACR ramp. ATC clnc 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 lim 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, lgt 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)® POTOMAC APP/DEP CON 126.4 (001º–185º) 126.75 (186º–360º) 118.2 TOWER 121.1 GND CON 121.9 CLNC DEL 127.55

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.

(H) (H) VORTAC 114.1 RIC Chan 88 N37º30.14´ W77º19.22´ at fld. 158/9W. TAC AZM unusable:

IAP, AD

COMM/NAV/WEATHER REMARKS: For airfield info or arpt oprs call 804–226–0001.
RICHMOND/ASHLAND

HANOVER CO MUNI (OFP)(KOFP) 8 N UTC–5(–4DT) N37°42.54’ W77°26.20’
207  B TPA—1007(800) NOTAM FILE OFP
RWY 16–34: 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 involf arpt. For acft svcs call 804–798–6500. Rwy 34 preferred rwy with wind less than 5 kts.
AIRPORT MANAGER: 804-365-6208
WEATHER DATA SOURCES: ASOS 119.025 (804) 752–2902.
COMMUNICATIONS: CTAF/UNICOM 122.7
® POTOMAC APP/DEP CON 126.75 118.2 CLNC DEL 125.4
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE OFP.
RICHMOND (H) (H) VORTACW 114.1 RIC Chan 88 N37°30.14’ W77°19.22´ 345º 13.6 NM to fld. 158/9W.
TAC AZM unusable: 060º–075º byd 10 NM bld 1,700´ LOC/DME 109.7 I–OFP Chan 34 Rwy 16. LOC unmonitored when arpt unatndd.

RICHMOND

N37°30.14’ W77°19.22´ NOTAM FILE RIC.
(H) (H) VORTACW 114.1 RIC Chan 88 at Richmond Intl. 158/9W.
TAC AZM unusable: 060º–075º byd 10 NM bld 1,700´ RCO 122.4 (LEESBURG RADIO)

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)(KROA) 3 NW UTC–5(–4DT) N37°19.53’ W79°58.53´
1175  B TPA—1975(800) Class I, ARFF Index B NOTAM FILE ROA
RWY 06–24: H6800X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 PCN 76 F/B/X/T HIRL
RWY 06: MALS. REIL. VASI(V4L)—GA 3.0º TCH 58’. RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 58’. Thld dspld 790’.
RWY 16–34: H5810X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 PCN 54 F/A/X/T HIRL 0.4% up NW
RWY 34: MALS. PAPI(P4L)—GA 3.0º TCH 56’. Tower.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6800 TODA–6800 ASDA–6800 LDA–6800
RWY 16: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
RWY 24: TORA–6800 TODA–6800 ASDA–6800 LDA–6010
RWY 34: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
ARRESTING GEAR/SYSTEM
RWY 34: EMAS
SERVICE: S4 FUEL 100LL, JET A OX 1, 2 LGT Rwy 24 PAPI unusbl byd 5 degs R of cntrin due to trrn.

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: 540-362-1999
WEATHER DATA SOURCES: ASOS (540) 265–0680 LLWAS.
COMMUNICATIONS: ATIS 132.375 UNICOM 122.95
ROANOKE RCO 122.6 (LEESBURG RADIO)
APP/DEP CON 118.15 Rwy 16/34 (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’ 107º 4.7 NM to fld. 3072/4W.
VOR unusable:
045º–065º byd 25 NM blo 7,000’
WOODRUM (T) VORW 114.9 ODR N37º19.45’ W79º58.74’ at fld. 1164/8W.
VOR unusable:
035º–050º byd 20 NM blo 7,000’
035º–110º byd 10 NM blo 4,200’
035º–110º byd 15 NM blo 6,500’
290º–360º byd 15 NM
VINTON NDB (MHW) 277 VIT N37º12.24’ W79º52.90’ 336º 8.6 NM to fld. 1543/8W.
NDB unusable:
Byd 11 NM
LDA/DME 111.1 I–SZK Chan 48 Rwy 06. Glideslope AIMED paral to LOC course. DME unusable byd 30º left of course.
LOC unusable wi 0.6 NM. ILS unusable blw 1,475’.
ILS 109.7 I–ROA Rwy 34. Class IB. Unmonitored when ATCT clsd.

SALUDA
HUMMEL FLD (W75) 6 E UTC–5(–4DT) N37º36.14’ W76º26.80’
30 B NOTAM FILE DCA
RWY 01–19: H2167X45 (ASPH) S=12.5 MIRL 0.3% up S
RWY 01: APAP(PNIL). Thld dispcld 125’. Tree.
RWY 19: APAP(PNIR). Tree.
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 01–19—CTAF.
Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 VGSI OTS indef. Rwy 19 VGSI OTS indef.
AIRPORT REMARKS: Attended 1300–2100Z‡. Unattended Thanksgiving, Christmas day and New Year’s day. Topping is city closest to the arpt. Arpt is 2 miles ENE. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and invof of arpt during winter. Departing Rwy 01–19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt.
AIRPORT MANAGER: 804-758-4330
WEATHER DATA SOURCES: AWOS–3 118.45 (804) 758–8592.
COMMUNICATIONS: CTAF/UNICOM 123.0
NORFOLK APP/DEP CON 126.05
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HARCUM (L) (L) VORTACW 108.8 HCM Chan 25 N37º26.92’ W76º42.68’ 061º 15.6 NM to fld. 8/7W.
VOR unusable:
056º–090º blo 2,000’
174
275º–300º blo 2,000’

SHANNON (See FREDERICKSBURG on page 360)

SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISONBURG on page 391)

SMITH MOUNTAIN LAKE (See MONETA on page 373)
SOUTH BOSTON

WILLIAM M TUCK (W78) 3 E UTC–5(–4DT) N36°42.56´ W78°50.90´
420 B TPA—1220(800) NOTAM FILE DCA
RWY 01–19: H4003X75 (ASPH) S–12.5 MIRL 0.9% up N
RWY 01: REIL, PAPI(P2L)—GA 3.0º TCH 59°. Trees.
RWY 19: REIL, PAPI(P2L)—GA 3.0º TCH 41º. 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 122.5 (LEESBURG RADIO)
WASHINGTON CENTER APP/DEP CON 124.05
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) (L) VORTAC 110.4 SBV Chan 41 N36°40.50´ W79°00.87´ 081º 8.3 NM to fld. 520/5W.

SOUTH HILL

MECKLENBURG–BRUNSWICK RGNL (AVC) (KAVC) 4 SE UTC–5(–4DT) N36°41.30´
W78°03.27´
441 B TPA—1841(1400) NOTAM FILE AVC
RWY 01–19: H5002X75 (ASPH) S–25 MIRL 1.3% up N
RWY 01: ODALS, REIL, PAPI(P2L)—GA 3.0º TCH 40º. Tree.
RWY 19: REIL, PAPI(P2L)—GA 3.0º TCH 40º. 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 1300–2200Z1. Arpt clsd on fed hols. Deer and birds on and inof 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) (L) VORTACW 110.6 FKN Chan 43 N36°42.85´ W77°00.74´ 278º 50.3 NM to fld. 84/9W.
VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º
LOC/DME 110.5 I–AVC Chan 42 Rwy 01. Unmonitored when arpt unatndd.
STAFFORD RGNL (RMN)(KRMN) 3 SW UTC–5(–4DT) N38º23.95´ W77º27.40´ 219 B NOTAM FILE RMN
RWY 15–33: H6000X100 (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 47º. Trees.
SERVICE: S2 FUEL 100LL, JET A OX 4 LGT ACTVT MALs Rwy 33; REIL Rwy 15; PAPI Rwy 15 and Rwy 33; HIRL Rwy 15–33—CTAF.
NOISE: Noise: In eff 24 hrs. VFR acft departing Rwy 33 fly rwy heading until baseball fields 1 NM then turn left.
AIRPORT MANAGER: 540-658-1212
WEATHER DATA SOURCES: AWOS–3 126.325 (540) 657–8283.
COMMUNICATIONS: CTAF/UNICOM 122.725
© QUANTICO APP/DEP CON 127.05 (Mon and Fri 1300–2200Z‡ Tue, Wed and Thu 1300–0200Z‡, exc Sat, Sun and holidays, other times ctc) © POTOMAC APP/DEP CON 128.525
CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 serviced by Quantico and Potomac app. If una, for CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
BROOKE (L) (L) VORTAC 114.5 BRV Chan 92 N38º20.18´ W77º21.17´ 317º 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
SHANNON NDB (MHW) 237 EZF N38º15.98´ W77º27.03´ 008º 8.0 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.
COMM/NAV/WEATHER REMARKS: GCO avbl on freq 135.075 serviced by Quantico and Potomac App. If una, for CD ctc Potomac App at 866–709–4993.
STAUNTON/WAYNESBORO/HARRISONBURG

SHENANDOAH VALLEY RGNL (SHD) (KSHD) 10 NE UTC–5(–4DT) N38°15.83´ W78°53.79´

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. PAP/PIA(GA 3.0º TCH 56´) Pole.

RWY 23: REIL. PAP/PIA(GA 3.0º TCH 44´)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:
TORA–6002 TODA–6002 ASDA–6002 LDA–6002

RWY 23:
TORA–6002 TODA–6002 ASDA–6002 LDA–6002

SERVICE:
S4 FUEL 100LL, JET A
LGT Actvt MALSR Rwy 05; REIL Rwy 23; HIRL Rwy 05–23 & twy lgts—CTAF.

PAPI Rwy 05 and 23 oprs consly.

AIRPORT REMARKS:
Attended continuously. PPR 12 hrs for unsked air carrier ops with more than 30 passenger seats call 540–234–8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft.

AIRPORT MANAGER:
540-234-8304


COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION:
NOTAM FILE SHD.

STAUT
N38º12.11´ W78º57.44´ NOTAM FILE SHD.

NDB (LOMW) Chan 43 N38º12.11´ W78º57.44´ 047º 4.7 NM to Shenandoah Valley Rgnl. 1240/9W.

SUFFOLK EXEC (SFQ)(KSFQ) 3 SW UTC–5(–4DT) N36º42.85´ W76º35.98´

70 B NOTAM FILE SFQ

RWY 04–22: H5007X100 (ASPH) S–30, D–60, 2D–60 HIRL

RWY 04: REIL. PAP/PIA(GA 3.0º TCH 39´) Tree. Rgt tfe.

RWY 22: REIL. PAP/PIA(GA 3.5º TCH 45´) Trees.

RWY 07–25: H3750X100 (ASPH) S–30, D–50, 2D–85 MIRL

RWY 07: Tree.


SERVICE:
S4 FUEL 100LL. JET A, MOGAS LGT Actvt REIL Rwys 04 & 22; HIRL Rwy 04–22, MIRL Rwy 07–25—CTAF.

AIRPORT REMARKS:

AIRPORT MANAGER:
757-514-4411


COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION:
NOTAM FILE FKN.

FRANKLIN (L) (L) VORTACW 110.6 FKN Chan 43 N36º42.85´ W77º00.74´ 104º 20.0 NM to fld. 84/9W.

VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º

TACAN AZIMUTH unusable:
090º–139º

LOC/DME 109.95 I–RKH Chan 36(Y) Rwy 04.

WASHINGTON H–10H, 12I, L–26H

NE, 16 MAY 2024 to 11 JUL 2024
TANGIER ISLAND (TGI)(KTGI)  1 W UTC–5(–4DT)  N37º49.55´ W75º59.86´
5  B  TPA—See Remarks  NOTAM FILE DCA
RWY 02–20:  H2426X75 (ASPH)  S–12.5
RWY 02:  Tree. Rgt tfc.
RWY 20:  Thld dspcld 183´. Road.
SERVICE:  LGT  Arpt bcn OTS indef.
AIRPORT REMARKS:  Attended Apr–Oct Sat–Sun 1300–2130Z‡. Arpt closed
SS–SR daily. Be alert: rstd area one mi west of arpt; hi–speed acft drop
bombs & fire live ammunition in area. PAEW adjacent to all rwys, twys
& ramps. TPA—605(600) lgt acft, 1505(1500) hvy acft. Rwy end 02:
prev rwy rns vsb on former rwy pavement. Chevrons on former rwy
pavement poor. Rwy centerline poor. Rwy end 20: twy lead–in lines
poor. Rwy centerline poor. Landing/parking fee to help pay for rwy
rehab. Ldg fee.
AIRPORT MANAGER:  757-891-2496
WEATHER DATA SOURCES:  AWOS–3 119.8 (757) 891–2246.
COMMUNICATIONS:  CTAF/UNICOM
®  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  N37º20.85´ W75º59.86´  010º 28.7 NM to fld. 10/10W.
TACAN AZIMUTH unusable:
005º–015º byd 20 NM blo 4,000´
VOR unusable:
137º–322º byd 17 NM blo 2,000´
137º–322º byd 22 NM blo 3,000´
DME unusable:
005º–015º byd 20 NM blo 4,000´

TAPPAHANNOCK/ESSEX CO (XSA)(KXSA)  5 S UTC–5(–4DT)  N37º51.58´ W76º53.65´
135  B  NOTAM FILE XSA
RWY 10–28:  H4300X75 (ASPH)  S–12.5  MIRL
RWY 10:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 28:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
SERVICE:  S4  FUEL  100LL, JET A  LGT ACTIVATE MIRL Rwy 10–28 and
PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.
AIRPORT REMARKS:  Attended Nov–Feb 1300–2300Z‡. Mar–Oct
1400–0000Z‡. Deer and other wildlife on and invof arpt.
AIRPORT MANAGER:  804-443-5885
WEATHER DATA SOURCES:  AWOS–3 125.775 (804) 445–8724.
COMMUNICATIONS:  CTAF/UNICOM
®  POTOMAC APP/DEP CON 126.4
CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RIC.
RICHMOND (H) (H) VORTACW  114.1  RIC  Chan 88  N37º30.14´
W77º19.22´  052º 29.5 NM to fld. 158/9W.
TAC AZM unusable:
060º–075º byd 10 NM blo 1,700´

TAZEWELL CO (See RICHLANDS on page 385)

TECH  N37º12.52´ W80º24.21´  NOTAM FILE BCB.
ND (MHW) 368  TEC  at Virginia Tech/Montgomery Exec. 2126/8W.

TRI CITIES EXEC/DINWIDDIE CO (See PETERSBURG on page 382)

TWIN CO (See GALAX HILLSVILLE on page 362)
VIRGINIA

VINTON
N37º12.24´ W79º52.90´ NOTAM FILE ROA.
NDB (MHW) 277 VIT 336º 8.6 NM to Roanoke/Blacksburg Rgnl (Woodrum Fld). 1543/8W.
NDB unusable:
   Byd 11 NM

VIRGINIA HIGHLANDS (See ABINGDON on page 346)

VIRGINIA TECH/MONTGOMERY EXEC (See BLACKSBURG on page 348)

WAKEFIELD MUNI (AKQ)(KAKQ) 2 NW UTC–5(–4DT) N36º59.23´ W77º00.07´
111 B NOTAM FILE AKQ
RWY 02–20: H4337X75 (ASPH) S–12.5 MIRL
RWY 02: Thld dsplcd 298´. Trees.
RWY 20: Thld dsplcd 471´. Trees.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Attended irregularly. 24 hr self svc fuel. Rwy 02–20
   mrgks cvrd with algae.
AIRPORT MANAGER: 757-899-0096
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF/UNICOM 122.8
® NORFOLK APP/DEP CON 127.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) (L) VORACW 110.6 FKN Chan 43 N36º42.85´
   W77º00.74´ 011º 16.4 NM to fld. 84/9W.
VOR unusable:
   090º–119º byd 18 NM blo 2,000´
   119º–128º byd 10 NM
   129º–134º byd 33 NM
   135º–148º
TACAN AZIMUTH unusable:
   090º–139º
DME unusable:
   090º–139º
NDB (MHW) 274 AKQ N36º58.97´ W77º00.06´ at fld. 105/11W. NOTAM FILE AKQ. NDB unmonitored.
NDB unusable:
   Byd 10 NM

WASHINGTON

CINCINNATI
L–26J

NE, 16 MAY 2024 to 11 JUL 2024
WALLOPS FLIGHT FACILITY (WAL)(KWAL) NASA

40° B NOTAM FILE WAL Not insp.


RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 57’.

RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 60’.


RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 69’.

RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 61’.

RWY 17–35: H4808X150 (ASPH) S–15, D–40, 2D–75 HIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 63’.

RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 59’.

ARRESTING GEAR/SYSTEM

HOOK E28(B) (1500 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 invof arpt. Touch and go ldgs not authorized when ATCT clsd. PPR 24 hr PN to ldg, phone 757–824–1688. When twr clsd, 126.5 CTAF only. Expect no resp or advisory svcs. Mil turboprop training daily until 0400Z‡. Extensive research test development in progress. Numerous radar facilities at arpt with possible radio frequency haz to ordnance.

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 N38º03.40’ W75º27.83’ 189º 7.0 NM to fld. 34/8W.

VOR unusable:

005º–020º byd 25 NM bld 1,500’

020º–040º byd 20 NM bld 1,700’

040º–045º byd 10 NM bld 2,000’

210º–225º byd 13 NM bld 4,000’

210º–225º byd 18 NM bld 6,000’

210º–225º byd 37 NM

225º–265º byd 10 NM bld 2,500’

225º–265º byd 30 NM bld 9,000’

265º–005º byd 20 NM bld 1,500’

TACAN AZIMUTH OTS

COMM/NAV/WEATHER REMARKS: Communication on CTAF required.
WARRENTON/FAUQUIER  (HWY)(KHWY)  12 SE  UTC–5(–4DT)  N38º35.18´
W77º42.64´
336  B  NOTAM FILE DCA
RWY 15–33: H5000X100 (ASPH–GRVD)  S–15, D–70  HIRL
0.5% up SE
RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 53 ´. Tree.
RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 47 ´. Tree.
SERVICE:  S4  FUEL  100LL, JET A  LGT 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  N38º38.47´ W77º51.93´  120º 8.0 NM to fld. 442/6W.
VOR unusable:
310º–350º byd 10 NM blo 11,000´
TACAN AZIMUTH unusable:
310º–350º byd 10 NM blo 11,000´
DME unusable:
310º–350º byd 10 NM blo 11,000´
LOC/DME 109.75  I–HWY Chan 34(Y) Rwy 15. LOC unusable byd 20º left of course.

WAYNESBORO
EAGLE’S NEST  (W13)  3 W  UTC–5(–4DT)  N38º04.62´ W78º56.67´
1436  B  NOTAM FILE DCA
RWY 06–24: H2004X50 (ASPH)  MIRL  0.3% up SW
RWY 06: Tree.
RWY 24: Tree.
SERVICE:  S4  FUEL  100LL  LGT Actvt MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended 1300–2130Z‡. Deer on and inv of 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) N37º27.51´ W75º52.73´
40  NOTAM FILE DCA
RWY 03–21: 3000X100 (TURF)
RWY 03:  P–line.
RWY 21:  Road.
RWY 14–32: 1455X140 (TURF)
RWY 14:  Road.
RWY 32:  Trees.
AIRPORT REMARKS: Attended Mar–Nov daight hours. Be alert: 60´ P–lines located 300´ southwest off the AER 03.
AIRPORT MANAGER: 914-772-6242
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

WEST POINT
MIDDLE PENINSULA RGNL (FYJ)(KFYJ) 2 SE UTC–5 (–4DT) N37º31.28´ W76º45.77´
20  B TPA—See Remarks NOTAM FILE FYJ
RWY 10–28: H5000X75 (ASPH) S–30, D–50, 2D–85 MIRL
RWY 10:  REIL. PAPI(P2L)—GA 3.5º TCH 53´. Tree.
RWY 28:  REIL. PAPI(P2L)—GA 3.5º TCH 53´. Trees.
TPA—820(800) light acft, 1520(1500) heavy acft. Rotor–wing and tiltrotor acft fly tfc pats south of Rwy 10–28 at 800´ AGL or abv. Rwy 10 non–std marking placement.
AIRPORT MANAGER: 804-785-9725
COMMUNICATIONS: CTAF/UNICOM 123.0
® POTOMAC APP/DEP CON 126.75
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HARCUM (L) (L) VORTACW 108.8 HCM Chan 25 N37º26.92´ W76º42.68´ 338º 5.0 NM to fld. 8/7W.
VOR unusable: 056º–095º blo 2,000´ 174 275º–300º blo 2,000´

WILLIAM M TUCK (See SOUTH BOSTON on page 389)
WILLIAMSBURG–JAMESTOWN  (JGG)(KJGG)  3 SW  UTC–5(–4DT)  N37°14.35′ W76°42.97′

RWY 13–31: H3204X60 (ASPH)  S–12.5  MIRL  0.8% up NW
RWY 31: REIL.
SERVICE: S4  FUEL  100LL, JET A+  LGT ACTVT REIL Rwy 13 and 31; MIRL Rwy 13–31; perimeter lgts Rwy H1—CTAF.
NOISE: Noise abatement procedures in effect, ctc arpt manager 757–229–9256. Rwy 31 dep turn left heading 270° to avoid school 3500 ft off rwy end.
AIRPORT MANAGER: 757-229-9256
WEATHER DATA SOURCES: AWOS–3 120.625 (757) 220–8810.
COMMUNICATIONS: CTAF/UNICOM 122.8
NORFOLK APP/DEP CON 119.45
CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 thru Norfolk CD, 4 clicks Norfolk, 5 leesburg radio (click slowly). If un, for CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HARCUM  (L) (L) VORTAC W 108.8 HCM Chan 25  N37°26.92′ W76°42.68′ 188° 12.6 NM to fld. 8/7W.
VOR unusable: 056°–095° blo 2,000′ 174
275°–300° blo 2,000′
HELIPAD H1: H60X60 (CONC)
HELIPORT REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts.
WEST VIRGINIA

ARThURDALE

TITUS FLD (70D) 2 W UTC–5(–4DT) N39º29.93´ W79º51.19´

1863 NOTAM FILE EKN

RWY 09–27: 2400X50 (TURF) 1.0% up W

RWY 09: Trees.

RWY 27: Tree.


AIRPORT MANAGER: 304-864-6996

COMMUNICATIONS: CTAF 122.9

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

BECKLEY

RALEIGH CO MEML (BKWK)(BKW) 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.

RWY 10–28: H5001X100 (ASPH) S–45, D–60 PCN 38 F/B/W/U MIRL 0.3% up E

RWY 10: REIL. VASI(V4R)—GA 3.0º TCH 61º.

RWY 28: REIL. VASI(V4L)—GA 3.75º TCH 66º.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–6750 TODA–6750 ASDA–6750 LDA–6750

RWY 10: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

RWY 19: TORA–6750 TODA–6750 ASDA–6750 LDA–6750


SERVICE: S4 FUEL 100LL, JET A LGT Actvt MALSR Rwy 19; REIL Rwy 01, 10, and 28; VASI Rwy 19; MIRL Rwy 10–28; HIRL Rwy 01–19; twy lgts—CTAF. PAPI Rwy 01 and 19 set at medium, ctc UNICOM to change instl. Rwy 28 VGSI and descent angles not coincident.

AIRPORT REMARKS: Attended continuously. Deer, birds and wild turkeys on and 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/W/DME 117.7 BKW Chan 124 N37º46.82´ W81º07.41´ at fld. 2517/6W.

DME unusable: 080º–215º byd 15 NM

VOR unusable: 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 unusable: 080º–215º byd 15 NM

VOR unusable: 070º–200º
BERKELEY SPRINGS

POTOMAC AIRPARK (W35)  4 N  UTC–5(–4DT)  N39°41.56´  W78°09.09.97´

413   NOTAM FILE EKN

RWY 11–29: H4975X70 (ASPH)  MIRL

RWY 11:  Trees.


AIRPORT MANAGER:  301-842-3700

COMMUNICATIONS:  CTAF 122.9

POTOMAC APP/DEP CON 126.825

CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-709-4993.

RADIO AIDS TO NAVIGATION:  NOTAM FILE HGR.

HAGERSTOWN (L) VORW 109.8  HGR  N39°41.86´  W77º51.34´  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´  W77º57.06´  222º 17.5 NM to fld.

BLUEFIELD

MERCER CO (BLF)(KBLF)  3 NE  UTC–5(–4DT)  N37°17.76´  W81°12.45´

2857  B  NOTAM FILE BLF

RWY 05–23: H4743X100 (ASPH–GRVD)  S–30, D–48  HIRL

RWY 05:  REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.

RWY 23:  REIL. PAPI(P4L)—GA 3.0º TCH 65´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:  TORA–4743  TODA–4743  ASDA–4743  LDA–4743


SERVICE:  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)

RDO 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 serv 1025–0225Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE BLF.

BLUEFIELD (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.
BLUEFIELD  N37°18.39’ W81°11.66’ NOTAM FILE BLF.

(L) (L) VOR/DME  115.05  BLF  Chan 97(Y)  at Mercer Co. 2900/3W.
DME unusable:
090°–120° byd 20 NM
120°–220° byd 20 NM blo 10,000’
RCO 122.2 (ELKINS RADIO)
RCO 122.1R 115.05T (ELKINS RADIO)

BOGGS FLD  (See SPENCER on page 415)

BRAXTON CO  (See SUTTON on page 416)

BUCKHANNON

UPSHUR CO RGNL  (W22)  2 W  UTC–5(–4DT)  N39°00.04’ W80°16.50’

1635  B  NOTAM FILE EKN
RWY 11–29: H4201X75 (ASPH)  S–12.5, D–30  MIRL
RWY 11: Trees.
RWY 29: PAPI(P2L)—GA 3.0º TCH 27’. Trees.
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 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  N38°54.87’ W80°05.96’ 309° 9.7 NM to fld. 2160/7W.
TACAN AZIMUTH & DME unusable:
081°–189° byd 32 NM blo 9,000’
273°–039° byd 12 NM blo 6,000’

BUSHI  N37°46.94’ W80°28.11’ NOTAM FILE LWB.

NDB (MHW/LOM) 346  LW  044° 5.6 NM to Greenbrier Valley. 2162/8W.
NDB unusable:
Byd 15 NM
WEST VIRGINIA INTL YEAGER (CRW)(KCRW) P (ANG) 3 E UTC–5(–4DT) N38º22.56´

947 B LRA Class I, ARFF Index B NOTAM FILE CRW MON Airport
RWY 05–23: H6715X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–389, 2D/2D2–917 PCR 950 F/D/X/T HIRL CL 0.8% up SW
RWY 05: REIL. PAPI(PAL)—GA 3.0º TCH 56´. RVR–TR Pole.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6715 TODA–6715 ASDA–6215 LDA–6215

ARRESTING GEAR/SYSTEM
RWY 23: EMAS

SERVICE: S4 FUEL 100LL, JET A MILITARY— A–GEAR Rwy 23 EMAS
32´ 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 markngs. Ldg fee not applicable to based acft.
Flight Notification Service (ADCSUS) available.

AIRPORT MANAGER: 304-344-8033
WEATHER DATA SOURCES: ASOS (304) 346–4797 LLWAS.

COMMUNICATIONS: ATIS 127.6 UNICOM 122.95
RCO 122.1R 117.4T (ELKINS RADIO)
CHARLESTON RCO 122.2 (ELKINS RADIO)

CHARLESTON APP/DEP CON 119.2 (South) 124.1 (North) 128.5
CHARLESTON TOWER 125.7 GND CON 121.8 CLNC DEL 118.55

AIRSPACE: CLASS C svc ctc APP CON.

CHESAPEAKE/HUNTINGTON WVA

LAWRENCE CO AIRPARK (HTW)(KHTW) 2 W UTC–5(–4DT) N38º25.15´ W82º29.69´

567 B TPA–1607(1040) NOTAM FILE DAY
RWY 08–26: H2998X70 (ASPH) MIRL 0.3% up E
RWY 08: Thld dsplcd 172´. 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.

RADAR AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) (L) VORTAC 112.8 YRK Chan 75 N38º38.65´ W82º58.70´ 125º 26.5 NM to fld. 1040/5W.
CLARKSBURG

NORTH CENTRAL WEST VIRGINIA  (CKB)(KCKB)  P (ARNG)  1 NE  UTC–5(–4DT)  N39°17.86’

1224  B  Class I, ARFF Index B  NOTAM FILE CKB
RWY 03–21: H7800X150 (ASPH–GRVD)  S–80, D–125, 2S–158, 2D–180, 2D/2D2–180 PCN 46 F/B/VIU  HIRL  0.5% up NE

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–7800 TODA–7800 ASDA–7800 LDA–7130

SERVICE:  FUEL  100LL, JET A  LGT Actvt MALSR Rwy 21; REIL Rwy 03; PAPI Rwy 03 and 21; and HIRL Rwy 03–21 —CTAF.
MILITARY— FUEL  A, A+ (1000–0400Z‡; After hr C304–848–6700, fee $75.00/occurrence. Two hr PN rqr prior to 2300Z‡ C304–842–3400.) (NC–100LL – Not avbl 0400–1000Z.)


AIRPORT MANAGER: 304-842-3400

COMMUNICATIONS: CTAF 126.7 ATIS 127.825 UNICOM 123.0

CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)
CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0226
CLARKSBURG TOWER 126.7 (1200–0400Z‡) GND CON 121.9 ARNG OPS 123.425

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE CKB

CLARKSBURG (L) (L) VOR/DME 112.6 CKB Chan 73 N39°15.19’ W80°16.07’ 039º 3.3 NM to fld. 1427/4W.

ILS 109.3 I–CKB Rwy 21. Class IB. Unmonitored when ATCT clsd. Glideslope unusable byd 5º left of course.

HELIPAD H1: H50X50 (CONC)

HELIPORT REMARKS: Helipad H1 located on FBO apron. Heli, –1 sfc cond fair, pavement cracking.
ELKINS/RANDOLPH CO (JENNINGS RANDOLPH FLD) (EKN)(KEKN)  2 S  UTC–5(–4DT)  N38°53.37’  404 WEST VIRGINIA

1987 B TPA—3000(1013)  NOTAM FILE EKN

RHWY 14–32: H4544X140 (ASPH) S–10  1.0% up NW

RHWY 14: Tree.

RHWY 32: Thld dsplcd 1390’. Trees.


0.6% up SW

RHWY 05: Thld dsplcd 154’. Trees.

RHWY 23: REIL. PAPI(P2L)—GA 5.0º TCH 45’. Antenna.

SERVICE: FUEL  100LL, JET A


AIRPORT MANAGER:  304-636-2726

WEATHER DATA SOURCES: ASOS 119.275 (304) 636–5603.

COMMUNICATIONS: CTAF 123.6

© CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)
© WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

(L) (L) VORTACW 114.2 EKN Chan 89  N38°54.87´ W80º05.96´  104º 11.4 NM to fld. 2160/7W.

TACAN AZIMUTH & DME unusable:

081°–189° byd 32 NM b/o 9,000’

273°–039° byd 12 NM b/o 6,000’

RANDOLPH COUNTY NDB (HW) 284 RQY N38°53.64´ W79º51.56´ at fld. 1938/7W.

NDB unusable:

018°–084° byd 10 NM

085°–017° 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´

1032 B NOTAM FILE EKN

RHWY 05–23: H2965X75 (ASPH) S–12.5 MIRL  0.7% up SW

RHWY 05: Thld dsplcd 720’. Ground.

RHWY 23: REIL. Trees.

SERVICE: FUEL  100LL, JET A

LGT Rwy 05–23 MIRL opr continuously dusk to 0500Z‡. After 0500Z‡, ACTIVATE REIL Rwy 23; MIRL Rwy 05–23—CTAF.

AIRPORT REMARKS: Attended Apr–Oct 1300Z‡–dusk, Nov–Mar 1400–2200Z‡. Deer on and in vicinity of arpt. Radio twrs approximately 300’ AGL 1.9 NM NE and 2.2 NM NW. Rwy 05 has +30’ hill at SW end. Rwy 23 has 100’ drop off, NE end.

AIRPORT MANAGER:  304-366-1300

COMMUNICATIONS: CTAF/UNICOM 122.8

© CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)
© CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or ctc Cleveland ARTCC at 440-774-0226.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MGW.

MORGANTOWN (L) (L) VOR/DME 111.6 MGW Chan 53 N39º33.40´ W79º51.62´  250º 15.7 NM to fld. 2343/5W.

NE, 16 MAY 2024 to 11 JUL 2024
GRANT CO  (See PETERSBURG on page 411)

GREENBRIER VALLEY  (See LEWISBURG on page 406)

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:  
          185º–290º blo 4,500´
               CINCINNATI  
               H–10G, L–26H

HERRON  (See NEW CUMBERLAND on page 410)

HUNTINGTON

ROBERT NEWLON FLD  (I41)  6 NE  UTC–5(–4DT)  N38°27.42´ W82°18.83´
       NOTAM FILE EKN
       RWY 02–20: 2300X75 (TURF)
       RWY 02:  Tree.
       RWY 20:  Rgt tlc.
       AIRPORT MANAGER:  304-733-1240
       COMMUNICATIONS:  CTAF 122.9

TRI–STATE/MILTON J FERGUSON FLD  (HTS)(KHTS)  3 S  UTC–5(–4DT)  N38°22.11´
       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  OX 3, 4  LGT PAPI Rwy 30 unusable byd 7º left of centerline.
       AIRPORT MANAGER:  304-453-6165
       WEATHER DATA SOURCES:  ASOS  (304) 453–3408
       COMMUNICATIONS:  ATIS 125.2  UNICOM 122.95

HUNTINGTON RCO 122.2 (ELKINS RADIO)

IVY KNOB  N37°47.17´ W81°31.12´
       RCO 122.4 (ELKINS RADIO)

JACKSON CO  (See RAVENSWOOD on page 414)

KEE FLD  (See PINEVILLE on page 412)
LEWISBURG

GREENBRIER VALLEY  (LWB)(KLWB)  3 N UTC–5(–4DT)  N37º51.50´ W80º23.97´

2302  B  ARFF Index—See Remarks  NOTAM FILE LWB
RWY 04–22: H7003X150 (ASPH–GRVD)  S–90, D–120, 2S–152,
2D–160  PCN 52 F/D/X/U  HIRL
RWY 04: MALSRS.
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 lghts—CTAF. VASI Rwy 22 opr consly.

AIRPORT REMARKS: Attended continuously. Birds and deer on and inv of
arp. Class I, ARFF Index B. PPR 24 hrs for unscheduled air carrier
ops w/ more than 30 passenger seats call arpt manager
304–645–3961. ARFF Index C equipment avlb upon request. Rwy
04–22 edge lights are 35´ fm painted rwy edge mrks. Rwy 04–22
usbl painted rwy width is 100´ w/ 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 bm 10,000´
186º–196º byd 20 NM bm 7,000´
197º–094º byd 20 NM bm 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  L–LWB  Rwy 04.  LOM BUSHI NDB. Autopilot cpd apch NA blw 2,770´ MSL. LOC unusable 0.3 NM inbd.

COMM/NV/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)  4 E  UTC–5(–4DT)  N37°51.34 ’ W81°54.95 ’

1666  B  NOTAM FILE EKN

RWY 06–24: H3605X75 (ASPH)  MIRL  0.3% up NE

RWY 06: REIL  PAPI(P2L)—GA  3.0º TCH  47’. Trees.

RWY 24: REIL  PAPI(P2L)—GA 3.0º TCH 42’. Trees.

SERVICE:  54  FUEL  100LL, JET A  LGT


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) INDIANPOLIS 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


MARTINSBURG

EASTERN WV RGNL/SHEPHERD FLD  (MRB)(KMRB)  P  (ANG)  4 S  UTC–5(–4DT)  N39°24.14 ’

W7º57.98’

565  B  TPA—See Remarks  ARFF Index—See Remarks  NOTAM FILE MRB


PCN 56 R/B/W/T  HIRL

RWY 08: REIL  PAPI(P4L)—GA 3.0º TCH 53’. RWY 26: MALSR.  PAPI(P4L)—GA 3.0º TCH 52’. Thld dsplcd 1000’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–8815 TDA–8815 ASDA–8215 LDA–8215

RWY 26: TORA–8815 TDA–8815 ASDA–8815 LDA–7815

SERVICE:  54  FUEL  100LL, JET A, A++  OX 3  LGT  When ATCT clsd, ACTVT MALSR 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 arng on hol. OIL 0–156 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 3 122.95

RCO 122.2 (LEESBURG RADIO)

® POTOMAC APP/DEP CON 126.825

MARTINSBURG TOWER 124.3 (1200–0400Z‡ Mon–Fri, 1300–2100Z‡ Sat–Sun, other times by NOTAM) GND CON 121.8 CLNC DL 132.075

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Potomac Apch on 132.075 or if una 866-709-4993.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1200–0400Z‡ Mon–Fri, 1300–2100Z‡ Sat–Sun; other times by NOTAM; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.

MARTINSBURG (L) (L) VORTACW 112.1 MRB Chan 58 N39°23.13´ W77º50.90´ 286º 6.3 NM to fld. 600/7W.

VOR unusable:
020º–030º byd 15 NM blo 6,900´
127º–146º byd 15 NM
290º–310º byd 35 NM blo 5,400´

ILS 108.3 I–EXW Rwy 26. Class IE.

MASON CO (See POINT PLEASANT on page 413)

MERCER CO (See BLUEFIELD on page 400)

MID–OHIO VALLEY RGNL (See PARKERSBURG on page 410)

MILTON

ONA AIRPARK (12V) 4 W UTC–5(–4DT) N38°26.45´ W82º12.05´

572 NOTAM FILE EKN

RWY 07–25: H3154X40 (ASPH) LIRL(NSTD)

RWY 07: Trees.

RWY 25: Trees.

SERVICE: S4 FUEL 100LL LGT Rwy 07–25 Nstd LIRL lights, nstd spacing and colors.

NOISE: Noise abatement procedures in effect; dep Rwy 25 fly 240º and dep Rwy 07 fly 090º to 1600´ alt.


AIRPORT MANAGER: (954) 328-7646

COMMUNICATIONS: CTAF/UNICOM 122.8

HUNTINGTON APP/DEP CON 119.75 (West)

CHARLESTON APP/DEP CON 124.1 (East)

CLEARANCE DELIVERY PHONE: For CD ctc huntington ATCT at 304-453-2490.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) (H) VOR/DME 117.4 HVQ Chan 121 N38º20.98´ W81º46.19´ 288º 21.0 NM to fld. 1099/3W.

VOR unusable:
185º–190º
240º–250º

DME unusable:
230º–240º

CINCINNATI

L–26H IAP

NE, 16 MAY 2024 to 11 JUL 2024
MORGANTOWN MUNI/WALTER L BILL HART FLD  (MGW)  3E  UTC–5(–4DT)
N39°38.62′ W79°55.05′
1244  B  Class I, ARFF Index A  NOTAM FILE MGW
RWY 18–36: H5199X150 (ASPH–GRVD) S–65, D–90, 2D–175
PCN 36 F/C/W/T HIRL
RWY 18: MALSR. PAPI(P4L)—GA 3.0º TCH 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
LGTS When ATCT clsd ACTVT MALSR Rwy 18; REIL Rwy 36; VASI Rwy 36; HIRL Rwy 18–36; twy Igts—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:
(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)  3S  UTC–5(–4DT)  N39°52.85′ W80°44.15′
1215  B  NOTAM FILE EKN
RWY 06–24: H3301X60 (ASPH) S–12.5 MIRL 0.6% up SW
RWY 06: PAPI(P2L)—GA 4.0º TCH 30’. P–line.
RWY 24: PAPI(P2R)—GA 3.0º TCH 46´. P–line.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE 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 at ndt 304–312–1119 (mgr cell). Deer and birds on and invof 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 have 100´ drop offs 200´ from thld 0B.
AIRPORT MANAGER: 304-845-0200
WEATHER DATA SOURCES: AWOS–3 119.05 (304) 845–2959.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 126.95 or call ZOB 440–774–0442
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0226.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE  (H)  VOR/DME 117.1  Air Chan 118 N40º01.02′ W80º49.03′ 162º 9.0 NM to fld. 1307/7W.
NEW CUMBERLAND

HERRON  (7G1)  3 NE  UTC–5(–4DT)  N40°31.99′ W80°32.47′

1226  TPA—2001(775)  NOTAM FILE EKN

RWY 04–22:  H2030X20 (ASPH)  RWY LGTS(NSTD)  1.0% up SW
RWY 04:  Trees.
RWY 22:  Trees.
RWY 01–19:  1200X24 (TURF)  1.8% up N
RWY 01:  Trees.
RWY 19:  Trees.

SERVICE:  S2  LGT
Arpt lgts opr dusk–0400Z‡. ACTVT LIRL Rwy 04–22—123.0—5 times on/5 times off. Rwy 04–22 has
lgts on SE side only.

on duty. Rwy 04–22 numbers only. Rwy 04 and 22 ends not visible fm each end. Traffic on rd crossing rwy not visible fm
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 403)

ONA AIRPARK  (See MILTON on page 408)

PARKERSBURG

MID–OHIO VALLEY RGNL  (PKB)(KPKB) P (ARNG)  6 NE  UTC–5(–4DT)  N39°20.70′ W81°26.36′

859  B  Class I, ARFF Index A  NOTAM FILE PKB

RWY 03–21:  H7240X150 (ASPH–GRVD)  S–85, D–100, 2D–175
PCN 31 R/C/X/T  HIRL  0.8% up NE
RWY 03:  MALSR. PAPI(P4L)—GA 3.0º TCH 49´. RVR–TR
RWY 21:  REIL. PAPI(P4R)—GA 3.0º TCH 56´. RVR–TR Thld dsplcd
460´.

PCN 30 R/C/X/T  HIRL
RWY 10:  REIL. PAPI(P2L)—GA 3.0º TCH 46´.
RWY 28:  REIL. PAPI(P2L)—GA 3.0º TCH 43´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:  TORA–7240  TODA–7240  ASDA–6780  LDA–6780
RWY 10:  TORA–4002  TODA–4002  ASDA–4002  LDA–4002

SERVICE:  S2  FUEL  100LL, JET A  LGT
When ATCT clsd actvt MALSR
Rwy 03;  REIL Rwy 10 & 21;  HIRL Rwy 03–21 & 10–28—CTAF. PAPI
Rwy 03 & 21 opr consly. REIL Rwy 28 unavbl when ATCT clsd. Rwy
21 PAPI unusbl byd 5 degs left and 9 degs right of cntrln. Rwy 28 PAPI
ususbl byd 8 degs left and 8 degs right of cntrln. MILITARY— FUEL A+,
A, JP8 (Opr 1030–004302Z C304–464–5113, OT 2 hr PN
C304–464–5115 fee $55.) (NC–100LL)

AIRPORT REMARKS:  Attended continuously. Birds and deer on and inof arpt. PPR 30 min for unscheduled air carrier ops with
more than 30 passenger seats, call arpt manager 304–464–5115. No ldg fee for acft less than 6,500 lbs. for acft greater
than 6,500, ldg fee waived with fuel purchases.

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: 304-464-5113
WEATHER DATA SOURCES: ASOS (304) 464–1001
COMMUNICATIONS: CTAF 123.7  ATIS 124.35  UNICOM 122.95
PARKERSBURG RCO 122.2 (ELKINS RADIO)

ADDITIONAL INFORMATION:

INDIANAPOLIS CENTER APP/DEP CON 125.55
PARKERSBURG TOWER 123.7 (1200–0400Z) GND CON 126.45
CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Indianapolis ARTCC at 317-247-2411.

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

RADIO AIDS TO NAVIGATION:

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.
VERS/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 VERSI 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)

CINCINNATI

PETERSBURG

GRANT CO (W99) 1 SW UTC–5(–4DT) N38°59.70′ W79°08.75′
963 B NOTAM FILE EKN
RWY 13–31: H5000X75 (ASPH) S–41, D–53.4 MIRL 0.3% up NW
RWY 13: REIL. Fence.
RWY 31: REIL. PAPI(P4L)—GA 6.5′ TCH 46′. Fence. Rgt tcf.
SERVICE: S4 FUEL 100LL, JET A LGT Actvt REIL Rwy 13 and 31; PAPI Rwy 31; MIRL Rwy 13–31—CTAF.
24/7. Glider ops. Rwy 31 rgt tcf for glider and ultra–light only. All other powered acft std left tcf pat. Cold temperature
airport. Altitude correction required at or below –8C.
AIRPORT MANAGER: 304-257-4435
COMMUNICATIONS: CTAF/UNICOM 122.8
WASHINGTON CENTER APP/DEP CON 133.55
RADIO AIDS TO NAVIGATION:

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 25º left of course and byd 28º 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/BARBOUR CO RGNL  (79D)  2 NW  UTC–5(–4DT)  N39º09.97´  W80º03.74´

1755  B  NOTAM FILE EKN

RWY 08–26:  H3275X60 (ASPH)  MIRL
 RWY 08:  REIL. PAPI(P2L)—GA 3.0º TCH 20’. Thld dsplcd 140’. Tree.

SERVICE:  FUEL  100LL  LGT Dusk–Dawn. Activate REIL Rwy 08; PAPI
 R wys 08 and 26; MIRL Rwy 08–26—CTAF.

 Arpt fenced. Vehicle gate locked. Only access via pedestrian gate. Rwy
 26 500’ drop–off 50’ fm thr. Rwy 08 150’ drop–off 112’ fm thr. Rwy
 08–26 mkgs faded–barely visible.

AIRPORT MANAGER:  304-695-0125

COMMUNICATIONS:  CTAF

® CLARKSBURG APP/DEP CON  121.15 (1200–0400Z‡)
® WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at
 703-771-3587.

RADIO AIDS TO NAVIGATION:  NOTAM FILE CKB.
 CLARKSBURG (L) (L) VORW/DME 112.6  CKB Chan 73  N39º15.19’
 W80º16.07´  122º 10.9 NM to fld. 1427/4W.
 VOR unusable:  
 041º–051º byd 6 NM
 056º–081º
 116º–137º

SIMPSON  (9W3)  3 S  UTC–5(–4DT)  N39º05.61´  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


PINEVILLE  

KEE FLD  (116)  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 dsplcd 590’. Trees.

SERVICE:  FUEL  100LL  LGT ACTIVATE MIRL Rwy 08–26 REIL Rwy 08
and Rwy 26—CTAF.

AIRPORT REMARKS:  Attended Mon–Fri 1400–2100Z‡. Unattended major
holidays, for arpt attendant after hrs call 304–732–7372 (manager
residence). Wildlife on and invol arpt. Birds on and invol arpt. Landfill
midpoint of rwy, south side. Rising terrain surrounds arpt.

AIRPORT MANAGER:  304-732-9160

WEATHER DATA SOURCES:  AWOS–3 120.625 (304) 732–7311. Wnd unrel.

COMMUNICATIONS:  CTAF/UNICOM

® 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) VORW/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

MASSON CO  (312) 4 NE  UTC–5(–4DT)  N38°54.88’ W82°05.91’
643  B  NOTAM FILE EKN
RWY 07–25: H4000X75 (ASPH)  S–24  MIRL  0.3% up SW
RWY 07: REIL  PAPI(P2L)—GA 3.0º TCH 44’. Trees.
RWY 25: REIL  PAPI(P2L)—GA 3.0º TCH 43’. Trees.
SERVICE: FUEL  100LL  LGT
Actvt REIL Rwy 07 and 25; PAPI Rwy 07 and 25; MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Attended 1500–1900Z‡ Mon–Fri. Deer on and in vicinity
of arpt. Steam from cooling twrs NW occasionally obscures obstruction
lgts 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:
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 byd 4,500’

POTOMAC AIRPARK  (See BERKELEY SPRINGS on page 400)

RALEIGH CO MEML  (See BECKLEY on page 399)

RANDOLPH CO  N38°53.64’ W79°51.56’  NOTAM FILE EKN.
NDB (HW) 284  RQY at Elkins/Randolph Co (Jennings Randolph Fld). 1938/7W.
NDB unusable:
018º–084º byd 10 NM
085º–017º byd 15 NM
RAVENSWOOD

JACKSON CO

(118) 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´—Tress.
RWY 22: REIL, PAPI(P2L)—GA 4.0º TCH 50´—Tress.

SERVICE: S4 FUEL 100LL LGT

AIRPORT REMARKS: Attended 1300–2100Z‡. Parachute Jumping. Deer and birds on and inv of 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´ from thld on each end.

AIRPORT MANAGER: 304-273-8114

COMMUNICATIONS: CTAF/UNICOM 122.8

RICHWOOD MUNI

(314) 6 W UTC–5(–4DT) N38°15.50´ W80°16.61´

2486 NOTAM FILE EKN

RWY 10–28: H3360X60 (ASPH) 2.1% up E
RWY 10: Trees.
RWY 28: Trees.


AIRPORT MANAGER: 304-618-3611

COMMUNICATIONS: CTAF/BK W

ROBERT NEWLON FLD (See HUNTINGTON on page 405)

SHINNSTON

WADE F MALEY FLD (6W0) 1 NE UTC–5(–4DT) N39°24.37´ W80°16.61´

979 NOTAM FILE EKN

RWY 05–23: 2265X45 (TURF) 0.9% up NE
RWY 05: Trees.

SERVICE: S2

AIRPORT REMARKS: Unattended. Deer on and inv of arpt. Rwy 23: 15´ drop–off 10´ from thld OB. Rwy 05: 20´ drop–off 15´ from thld OB. High terrain all quadrants. Rwy 05–23, 20´ power poles middle of rwy, 65´ left and rgt of centerline. 400´ ridge/trees 1,100´ from thld Rwy 23 OB. 15´ drop–off 45´ from centerline full length both sides of rwy. 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.
SPENCER

BOGGS FLD (USW)(KUSW) 1 N UTC–5(–4DT) N38°49.43’ W81°20.93’
92B 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 MANAGER: 304-481-1214
WEATHER DATA SOURCES: AWOS–3 118.575 (304) 927–0123.
COMMUNICATIONS: CTAF/UNICOM 122.725
CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281.

AIRPORT MANAGER: 304-545-8154
COMMUNICATIONS: CTAF/UNICOM 122.725
CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281.
SUMMERSVILLE (SXL)(KSXL) 3 S UTC–5(–4DT) N38º13.90´ W80º52.25´
1820 B NOTAM FILE EKN
RWY 04–22: H3015X50 (ASPH) MIRL 0.4% up NE
RWY 04: REIL. Trees.
SERVICE: FUEL 100LL LGT ACTVT MIRL Rwy 04–22—CTAF. PAPI Rwy 22 OTS indfly. Rwy 04 REIL OTS indefly. Lighthouse 2 mi SE. May be mistaken for rtg bcn.
AIRPORT MANAGER: 304-881-1600
COMMUNICATIONS: CTAF/UNICOM 122.8
®
CHARLESTON APP/DEP CON 119.2
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 N37º46.82´ W81º07.41´ 030º 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.

SUTTON
BRAXTON CO (48I) 3 E UTC–5(–4DT) N38º41.23´ W80º39.13´
1276 B NOTAM FILE EKN
RWY 02–20: H3995X60 (ASPH–AFSC) S–12 MIRL 0.6% up N
RWY 02: REIL. Thld dspcd 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
RWY 02—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
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) VORTACW 114.2 EKN Chan 89 N38º54.87´ W80º05.96´ 249º 29.3 NM to fld. 2160/7W.
TACAN AZIMUTH & DME unusable:
081º–189º byd 32 NM blo 9,000’
273º–339º byd 12 NM blo 6,000’

TITUS FLD (See ARTHURDALE on page 399)

TRI–STATE/MILTON J FERGUSON FLD (See HUNTINGTON on page 405)

UPSHUR CO RGNL (See BUCKHANNON on page 401)

VERSİ N39º15.24´ W81º29.10´ NOTAM FILE PKB.
NDB (LNOW) 388 PK 028º 5.9 NM to Mid–Ohio Valley Rgnl. 812/7W.
NDB unusable:
000º–094º byd 10 NM blo 9,000’
095º–149º
150º–210º byd 10 NM
WADE F MALEY FLD  (See SHINNSTON on page 414)

WHEELING OHIO CO  (HLG)(KHLG)  8 NE UTC–(–4DT)  N40°10.50´ W80°38.78´
1194  B  NOTAM FILE HLG

RWY 03–21: H5002X150 (ASPH–GRVD)  S–120, D–170, 2S–175, 2D–290  HIRL  0.5% up NE
RWY 03: MALSF. RVR–TR Trees.
RWY 21: REIL. VASI(2L)—GA 3.0º TCH 42º. 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 42º. 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 lhts exp Twy A–CTAF. Rwy 34 REIL OTS indfly. Rwy 34 PAPI OTS indfly. Rwy 21 VASI unusbl byd 8º left of cntrl.

AIRPORT REMARKS:
1300–0100Z‡. Birds and deer on and invof arpt. Paved svc rd extends fm end to FAA equip; access controlled.

AIRPORT MANAGER: 304-234-3865

WEATHER DATA SOURCES: ASOS 127.375 (304) 277–3504.

COMMUNICATIONS: CTAF 118.1  UNICOM 122.95

® PITTSBURGH APP/DEP CON 125.275 (when twr clsd)

TOWER 118.1  (1200–0300Z‡ Mon–Fri; 1500–0100Z‡ Sat–Sun)

GND CON 121.75

AIRSPACE: CLASS D svc 1200–0300Z‡ Mon–Fri, 1500–0100Z‡ Sat–Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.

© (L) (L) VOR/DME 114.25  HLG Chan 89(Y)  N40°15.99´ W80°34.12´  222º 6.2 NM to fld. 1269/7W.

VOR unusable:
005º–045º
105º–190º byd 7 NM
315º–320º blo 3,000´

ILS 109.7  I–HLG  Rwy 03. Class IA. ILS unusbl when ATCT clsd. Glideslope unusbl for cpd apchs blw 1,401´.

WILLIAMSON

SOUTHERN WEST VIRGINIA RGNL  (EBD)(KEBD)  8 E UTC–(–4DT)  N37°40.91´ W82°07.32´
1883  B  NOTAM FILE EKN

RWY 08–26: H5001X75 (ASPH)  MIRL  1.1% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40º. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40º. Tree.

SERVICE: FUEL 100LL, JET A  LGT ACTVT REIL Rwy 08–26, PAPI Rwy 08–26; MIRL Rwy 08–26—CTAF.

AIRPORT REMARKS:

AIRPORT MANAGER: 304-235-0338

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 126.575

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOMBE  (L) DME 110.4  ECB Chan 41  N38°09.50´ W82°54.60´  127º 47.1 NM to fld. 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 I-95</td>
</tr>
<tr>
<td>PALEO (132.775)</td>
<td>R-045 R-119</td>
<td>I-95 Abeam Chesapeake Beach</td>
</tr>
<tr>
<td>WHINO (125.125)</td>
<td>R-120 R-172</td>
<td>Abeam Chesapeake Beach Northern boundary Wicomico River</td>
</tr>
<tr>
<td>GRUBY (125.125)</td>
<td>R-173 R-214</td>
<td>Northern boundary Wicomico River Western boundary Potomac River / Widewater Beach</td>
</tr>
<tr>
<td>BRV (127.325)</td>
<td>R-215 R-236</td>
<td>Western boundary Potomac River / Widewater Beach West side of Lungen Reservoir</td>
</tr>
<tr>
<td>FLUKY (127.325)</td>
<td>R-237 R-269</td>
<td>West side of Lungen 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, 16 MAY 2024 to 11 JUL 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.

---

**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-towerd 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-towerd 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, 1-540-349-4097</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>Baltimore (BWI)</td>
<td>1-866-429-5882, 1-540-349-8476</td>
</tr>
<tr>
<td>James River</td>
<td>Richmond (RIC) Charlottesville (CHO)</td>
<td>1-866-640-4124, 1-540-349-9697</td>
</tr>
</tbody>
</table>
Step 1: Preflight – File a DC SFRA Flight Plan

- ALWAYS review NOTAMs for current TFR information.
- File a DC SFRA flight plan.
  Suggested language: “I would like to file a DC SFRA flight plan for VFR flight from (departure airport) to (appropriate exit gate)”.
- If desired, file separate a VFR flight plan (search and rescue), to be activated after departing the DC SFRA.

Step 2: Pre-Takeoff – Activate DC SFRA Flight Plan

- Call ATC (tower, RCO, phone) for frequency & transponder code.
  Suggested language: “Potomac Clearance, (call sign) at Tipton, VFR Departure.”
- Set assigned departure frequency and transponder code. NEVER squawk 1200 inside the DC SFRA.
- Verify that Mode C (ALT) is ON.

Aircraft operating at Leesburg (JYO):
  Egress with transponder code of 1226 and CTAF calls.
  See separate NOTAM for Leesburg.

Fringe airport egress:
  Monitor VHF frequency 121.5 or UHF frequency 243.0

Step 3: After Takeoff – Communicate with ATC

- Establish radio contact with Potomac TRACON
  Suggested language: “Potomac Departure, (call sign), off Tipton”
- Monitor the assigned frequency
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 4: Exiting – Close DC SFRA Flight Plan

- Remain on the assigned frequency / transponder code until ATC authorizes change. NOTE: Verify that you are clear of the DC SFRA prior to changing frequency or transponder code. NEVER squawk 1200 inside the DC SFRA. A DC SFRA flight plan closes automatically upon exiting the DC SFRA.
Washington DC SFRA
VFR Inbound Procedures

Step 1: Preflight – File a DC SFRA Flight Plan
- ALWAYS review NOTAMs for current TFR information
- File a DC SFRA flight plan.
  Suggested language: “I would like to file a DC SFRA flight plan for
  VFR flight from (appropriate entry gate) to (destination airport).”

Step 2: Before Entry – Activate DC SFRA Flight Plan
- Before entry, contact Potomac Approach on the appropriate sector frequency to
  request a discrete transponder code. The appropriate frequencies are located on
  the Washington Terminal Area Chart and in the Chart Supplement Northeast.
  Suggested language: “Potomac Approach, (call sign) at (arrival
  gate), VFR, requesting SFRA transponder code to (destination
  airport).”

  Aircraft operating at Leesburg (JYO):
  Enter with transponder code of 1226 and CTAF calls.
  See separate NOTAM for Leesburg.

- Set assigned transponder code. NEVER squawk 1200 inside the DC SFRA.
- Verify that Mode C (ALT) is ON.
- Continue inbound unless otherwise instructed.
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 3: After Entry – Maintain Communication with ATC
- Monitor Potomac Approach
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 4: Arriving – Close DC SFRA Flight Plan
- Change to tower / advisory frequency when so instructed.
- Remain on assigned transponder code until you land. NEVER squawk 1200 in
  the DC SFRA.
- DC SFRA flight plan closes upon landing.
Washington DC SFRA
VFR Transitioning Procedures

Step 1: Preflight - File a DC SFRA Flight Plan.
- Always review NOTAMS for current TFR information. TFRs can pop-up at any time in this area.
- File a DC SFRA flight plan listing the entry and departure gate information.
- Put the approximate time you expect to arrive at the entry gate.

  Suggested language: “I would like to file a DC SFRA flight plan for a VFR flight from (Entry gate) to (Departure gate).”

Step 2: Before Entry: Activate DC SFRA Flight Plan
- Before entry, contact Potomac Approach on the appropriate sector frequency to request a discrete transponder code. The appropriate frequencies are located on the Washington Terminal Area Chart and in the Chart Supplement Northeast.

  Suggested language: “Potomac Approach, (Call Sign), (state location), 10 west of the LUCKE gate requesting a discrete transponder code for transiting the DC SFRA.”
- Set the assigned transponder code and verify MODE C/ALT is ON. NEVER squawk 1200 inside the DC SFRA.
- Potomac Approach will notify you when the transponder has been observed and when you are able to proceed on course into the DC SFRA.
- Remain clear of the Class B airspace unless explicitly cleared to enter.

Step 3: After Entry: Communicate with ATC
- Maintain communication with Potomac Approach on the assigned frequency.
- Remain clear of the Class B airspace unless explicitly cleared to enter.
- Remain clear of the DC Flight Restricted Zone (FRZ) unless you comply with the requirements for DC FRZ entry.
- Monitor 121.5/243.0 if equipped and able.

Step 4: Exiting the DC SFRA
- Remain on your assigned frequency and transponder code until ATC authorizes you to change.
- DC SFRA flight plans close automatically upon exiting the airspace.
- NEVER squawk 1200 inside of the DC SFRA. Ensure you are well clear of the boundaries prior to squawking VFR.
Washington DC Flight Restricted Zone (FRZ) Standard Requirements

Unless specifically authorized by a waiver, flight operations under 14 CFR parts 91, 101, 103, 105, 125, 133, & 137 are prohibited in the DC FRZ.

VFR pilots should think of the DC FRZ as a “no-fly” area.

1. Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all pilots must:
   - File a DC FRZ flight plan with the Washington ARTCC Flight Data Unit at 703-771-3476. The initiator/pilot must identify themselves and use the confidential; pilot identification code or their waiver number. Pilots may not file a DC FRZ flight plan while airborne.
   - Obtain and continuously transmit the discrete transponder code assigned by an ATC facility.

2. A DC FRZ flight plan will meet the requirements for a DC SFRA flight plan, but the reverse is not true. A DC SFRA flight plan will not fulfill the requirements for VFR operations in the DC FRZ.

3. When operating an aircraft in the DC FRZ, pilots must continuously monitor VHF frequency 121.5 or UHF frequency 243.0.

4. Operations into or out of College Park Airport (CGS), Potomac Airfield (VKX), or Washington Executive / Hyde Airfield (W32) must meet the requirements of §93.343 and any applicable NOTAMS.
EASTON, MARYLAND NOISE ABATEMENT PROCEDURE

When Easton Airport Traffic Control Tower is closed:
Departure RWY 22: Right turn and avoid overflight of Town of Easton. Departure RWY 04: Left turn at end of RWY to parallel HWY 50 until past mobile home park.
No intersection take offs. VFR Arrivals: Report the Miles River bridge, 2.7 miles southwest of the airport at 2000’ MSL for sequence to all RWYS. Contact 410-770-8055.

WEST ATLANTIC ROUTE SYSTEM (WATRS)

SOUTHBOUND

SOUTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS FROM NEW YORK METROPOLITAN AREA

All operators entering New York Center’s West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L459, AND L461 shall flight plan and file the following routes:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS ACCESS ROUTING (From JFK)</th>
<th>WATRS ACCESS ROUTING (From EWR and satellites)</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SHIPP Y488 SAUCR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y488 SAUCR</td>
</tr>
<tr>
<td>L454</td>
<td>SHIPP Y490 ROLLE ATUGI</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y490 ROLLE ATUGI</td>
</tr>
<tr>
<td>L455</td>
<td>SHIPP Y489 RESQ 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>

EASTBOUND

TRANSITION TO NEW YORK OCEANIC CTA/FIR

VIA: ORF AR9 ZIBUT

All operators transitioning the New York Center West Atlantic Route System (WATRS) via ZIBUT intersection, en route to the New York Center North Atlantic MNPS airspace, are encouraged to flight plan via: ZIBUT direct LARGE direct SLATN or JOBOC or DOVEY

Operators opting to flight plan via any other fix or latitude/longitude coordinates east of ZIBUT intersection shall expect no higher than FL290 and may be rerouted to accommodate WATRS non–radar traffic.

NOTE–This route may be filed bi–directionally

NORTHBOUND

NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK METROPOLITAN AREA

All northbound operators exiting New York Center’s West Atlantic Route System (WATRS) on routes L453, L454, L455, L456, L457, L459, AND L461 shall flight plan and file the following transition routes to join domestic routing:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS EXIT ROUTING To JFK</th>
<th>WATRS EXIT ROUTING To EWR and satellites</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SAUCR VIRST Y494 YAALE Y495 CAMRN</td>
<td>SAUCR VIRST Y494 YAALE Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L454 and L457</td>
<td>OKONU YAALE Y495 CAMRN</td>
<td>OKONU MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L455 and L459</td>
<td>SAVIK YAALE Y495 CAMRN</td>
<td>SAVIK MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L456 and L461</td>
<td>MARIG YAALE Y495 CAMRN</td>
<td>MARIG MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
</tbody>
</table>

For further information contact New York ARTCC Traffic Management Officer at 631-468-1034 or michael.porcello@faa.gov

NORTH SHORE HELICOPTER ROUTE

Long Island, New York

Effective August 6, 2012 UFN, civil helicopter pilots operating VFR along Long Island, New York’s northern shoreline between the VPYLD waypoint and Orient Point, must utilize the North Shore Helicopter route and altitude, as published. Deviations are permitted for safety, weather conditions, or transitioning to or from a destination or point of landing. For a detailed explanation of the requirement, see 14 CFR part 93, subpart H.
AEROBATIC PRACTICE AREA
Roxbury, Connecticut
Aerobatic practice area will be conducted between the altitudes of 2500 ft and 4500 ft MSL and performed within an approximate 2 mile radius of a point defined from the CARMEL VOR/DME (CMK) as the 052 degree radial/21.9 GPS–DME fix. It is 8 NM NW of the Oxford, CT airport (OXC).

LASER LIGHT ACTIVITY
Baltimore, Maryland
Laser lgt activity wi an area defined as 39°01´14”N 076°49´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 N39°17´24”, Long W76°36´27”. Search light beams are being radiated from the SFC upward. Flashblindness or cockpit illumination may occur at several miles distance.

LASER LIGHT ACTIVITY
Canobie Lake Water Park, Salem, New Hampshire
Laser light shows are being conducted at the Canobie Lake Water Park in Salem, NH. Show orientation and laserbeam projections will be directed in all 360° directions. Laser light beams may be injurious to pilot's/passerenger'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 lgt activity wi 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

NE, 16 MAY 2024 to 11 JUL 2024
LASER LIGHT DEMONSTRATIONS  
DORNEY THEME PARK, DORNEYVILLE, PENNSYLVANIA

Laser light demonstrations are being conducted at the Dorney Theme Park, northwest of Dorneyville, PA. Show orientation and laserbeam projections directed to the southern quadrant from FJC 210D/10DME (N40°34´47“/W75°32´06“). Laser light beams may be injurious to pilot’s/passenger’s eyes within 2000 ft laterally of the light source, 500 ft AGL, 1100 ft AMSL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. Allentown ATCT, 1–610–264–4539 is the FAA coordination facility.

MODEL AIRCRAFT ACTIVITY, HARFORD COUNTY MARYLAND

Radio controlled model aircraft operating to 800 feet AGL vicinity of N39°37´30“ 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.
TETERBORO HELICOPTER ROUTES

TEB Helicopter Routes Are Advisory Only

NE, 16 MAY 2024 to 11 JUL 2024
RONALD REAGAN WASHINGTON NATIONAL AIRPORT
NOISE ABATEMENT & PROHIBITED AREA (P–56) AVOIDANCE PROCEDURES
(Please Note: (Page 2 of 2 pages)

P–56 BEGINS APPROXIMATELY 1.5 NM NORTH OF THE DEPARTURE END OF RUNWAY
01–SURFACE TO 18,000´ MSL
REMAIN CLEAR OF P–56 AT ALL TIMES

EXPECT THE PUBLISHED RNAV DEPARTURE PROCEDURE OR ATC INSTRUCTIONS FOR THE
FOLLOWING NON–RNAV PROCEDURES

NORTHWEST: Follow the Potomac River until abeam the Georgetown reservoir or the DCA 4 DME, then join the DCA 328 radial, expect radar vectors at 10 DME. A left turn as soon as practicable, especially with a west wind, is required to maintain a ground track over the Potomac River and remain clear of P–56. If unable to maintain visual reference to the Potomac River, join the DCA 328 radial.

NORTHEAST: Follow the Anacostia River to 5 DME. A right turn as soon as practicable, especially with a east wind, is required to maintain a ground track over the Anacostia River and remain clear of P–56. Expect Radar Vectors at 5 DME. If unable to maintain visual reference to the Anacostia River, then join the DCA 070 radial.

SOUTH: Follow the Potomac River to 5 DME, then expect radar vectors. If unable to maintain visual reference to the Potomac river, then join the DCA 185 radial.

ARRIVAL PROCEDURES

LANDING NORTH: Weather conditions 3000/4 or better, expect the Mount Vernon visual approach. Lower weather conditions, expect the advertised instrument approach.

LANDING SOUTH: Weather conditions 3500/3 or better, expect the River Visual Approach. Lower weather conditions, expect the advertised instrument approach.

NIGHTTIME NOISE LEVELS

From 2200 to 0700 local time, operation of aircraft type and model which exceed the following noise levels violate Metropolitan Washington Airport Authority Regulation (MWAR) 3.11:

DEPARTURES – 72 dBA as generated on takeoff.

ARRIVALS – 85 dBA as generated on approach, except that aircraft scheduled to arrive before 2200 will be permitted to land if they have received an approach clearance before 2230. Ref. MWAR 3.11 and Advisory Circular 36–3.
NIAGARA FALLS FLIGHT RESTRICTION AREA

Part 93—Special Air Traffic Rules; Subpart E—Flight Restrictions in the Vicinity of Niagara Falls, New York

§93.71 General operating procedures

(a) Flight restrictions are in effect below 3,500 feet MSL in the airspace above Niagara Falls, New York, west of a line from latitude 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
Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations
Contact Information: (202) 267-8783
Amended: August 2023
White Plains, New York
WESTCHESTER COUNTY AIRPORT NOISE ABATEMENT PROCEDURES

Noise abatement procedures in effect at all times, contact 914–995–4861.
Airport located in noise sensitive area. Noise monitoring and positive aircraft and helicopter event identification in effect at all times.
High Range Noise Event program: Operators that cause noise levels at or above 93 dBA will be contacted.
Voluntary restraint from flying time period is from midnight to 6:30 am local time. Limit use of reverse thrust.
Run-ups: Must receive prior approval from airport operations. No aircraft with certificated maximum gross weight in excess of 120,000 lbs shall land or take off at the airport without prior permission of the Airport Manager.
For all aircraft above 12,500 lbs: Use SIDs and STARs for noise abatement, conditions permitting; utilize Sound Visual Approach to Runway 34; turn final for Runway 16 outside outer marker.
All runways: Utilize NBAA “standard” departure procedures, or AC91–53A “distant” noise abatement departure procedure.
Light aircraft: Runway 34 departures north and eastbound, fly over interstate until reaching 1,500 feet MSL, then on course.
Touch-and-go’s: Runway 29 recommended traffic pattern in effect.
Helicopters: Use New York Helicopter Route Chart for noise abatement, fly routes at or above 2,000 ft MSL.
Copies of noise abatement procedures are available.
TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)
Nantucket, Massachusetts
Nantucket Memorial Airport VFR Noise Abatement Procedures


ARRIVALS
CONTACT NANTUCKET TOWER (118.3) 15 MILES OUT FOR LANDING INSTRUCTIONS

SINGLE ENGINES - (Pattern speed 130 knots or less) Plan to overfly island high (2000’+ AGL). Expect L/R base landing Runway 30 or Runway 33 when x-winds are under 12 knots. Descend offshore for landing whenever possible.

TWINS - Remain over water and expect to land on Runway 24 (wind permitting). Contact Tower for landing sequence abeam Great Point. Cross Third Point at 1000’ AGL. Follow Folgers Marsh (right base) for landing on Runway 24.

TURBOPROPS/JETS - Remain over water and expect straight in approach to Runway 24 (wind permitting). Enter final approach offshore outside Outer Marker.

DEPARTURES
Make maximum use of over water departure routes, maintaining 1 mile offshore and avoid island crossings whenever possible.

GENERAL AVIATION/AIRLINE CORRIDORS

Additional Info: www.NantucketAirport.com

NANTUCKET ATCT FREQUENCIES
ATIS 127.5
CLEARANCE 119.375
GROUND 121.7
TOWER 118.3

CAPE APPROACH
VFR ADVISORY FREQUENCY 126.1
Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.
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
PHILADELPHIA INTERNATIONAL AIRPORT (PHL) ARRIVAL ALERT

Landing North
RWY 35 and TWYs E and D

Pilots sometimes confuse TWY E and TWY D for RWY 35.

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
Pilots sometimes confuse RWY 15 for RWY 19 due to proximity of runway thresholds.

Not for Navigational Purposes
For Situational Awareness Only
Regulatory Notices

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS
KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e-CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.
INTENTIONALLY LEFT BLANK
Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part–time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

**NATIONAL FSS TELEPHONE NUMBER**

Pilot Weather Briefings ...................................................... 1–800–WX–BRIEF (1–800–992–7433)

**OTHER FSS TELEPHONE NUMBERS (except in Alaska)**


**FLIGHT RESTRICTED ZONE FLIGHTS**

Pilots wishing to fly within the Flight Restricted Zone (FRZ) must call the Washington ARTCC Flight Data Unit at 703–771–3476.
<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>
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<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>770–210–7601</td>
<td>770–210–7692</td>
</tr>
<tr>
<td>Boston</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>603–879–6633</td>
<td>603–879–6859</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>630–906–8221</td>
<td>630–906–8921</td>
</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>
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<tr>
<td>Honolulu</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–840–6100</td>
<td>808–840–6201</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–5300</td>
<td>281–230–5622</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317–247–2231</td>
<td>317–247–2411</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>904–549–1501</td>
<td>904–845–1592</td>
</tr>
<tr>
<td>Kansas City</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>913–254–8500</td>
<td>913–254–8508</td>
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<tr>
<td>Los Angeles</td>
<td>661–265–8200</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>661–265–8200</td>
<td>661–575–2079</td>
</tr>
<tr>
<td>Memphis</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901–368–8103</td>
<td>901–368–8453</td>
</tr>
<tr>
<td>Miami</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305–716–1500</td>
<td>305–716–1731</td>
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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.–4:40 p.m.</td>
<td>631–468–1001</td>
<td>631–468–1425</td>
</tr>
<tr>
<td>Oakland</td>
<td>310–725–3300</td>
<td>6:30 a.m.–3:00 p.m.</td>
<td>510–745–3331</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>787–253–8663</td>
<td>787–253–8664</td>
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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.

**For use when numbers or frequencies are not listed in the airport listing.

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<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>
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<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>
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<td>718–995–5426</td>
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<td>540–349–7500</td>
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<td>310–725–3300</td>
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<td>858–537–5800</td>
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*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
FAA TELEPHONE NUMBERS AND NWS
KEY AIR TRAFFIC FACILITIES

447

DAILY NAS REPORTABLE AIRPORTS
AIRPORT
NAME
Albuquerque Intl Sunport, NM
Andrews AFB, MD
Baltimore/Washington
Intl Thurgood Marshall, MD
Boston Logan Intl, MA
Bradley Intl, CT
Burbank/Bob Hope, CA
Charlotte Douglas Intl, NC
Chicago Midway, IL
Chicago O’Hare Intl, IL
Cleveland Hopkins Intl, OH
Covington/Cincinnati, OH
Dallas–Ft. Worth Intl, TX
Dayton Cox Intl, OH
Denver Intl, CO
Detroit Metro, MI
Fairbanks Intl, AK
Fort Lauderdale Intl, FL
George Bush
Intercontinental/Houston, TX
Hartsfield–Jackson Atlanta Intl, GA
Honolulu (Daniel K Inouye Intl), HI
Houston Hobby, TX
Indianapolis Intl, IN
Kahului/Maui, HI
Kansas City Intl, MO
Las Vegas McCarran, NV
Los Angeles Intl, CA
Louis Armstrong New Orleans Intl, LA
Memphis Intl, TN
Miami Intl, FL
Minneapolis/St. Paul, MN
Nashville Intl, TN
New York Kennedy Intl, NY
New York La Guardia, NY
Newark Liberty Intl, NJ
Norman Y. Mineta San Jose Intl, CA
Ontario Intl, CA
Orlando Intl, FL
Philadelphia Intl, PA
Phoenix Sky Harbor Intl, AZ
Pittsburgh Intl, PA
Portland Intl, OR
Raleigh–Durham, NC
Ronald Reagan Washington
National, DC
Salt Lake City, UT
San Antonio Intl, TX
San Diego Lindbergh Intl, CA
San Francisco Intl, CA
San Juan Intl, PR
Seattle–Tacoma Intl, WA
St. Louis Lambert, MO
Tampa Intl, FL
Ted Stevens Anchorage Intl, AK
Teterboro, NJ
Washington Dulles Intl, DC
West Palm Beach, FL
Westchester Co, NY

*24 HR RGNL
DUTY OFFICE
TELEPHONE #
817–222–5006
718–995–5426

BUSINESS
HOURS
8:00 a.m.–5:00 p.m.
8:00 a.m.–4:30 p.m.

BUSINESS
TELEPHONE #
505–842–4366
301–735–2380

718–995–5426
404–305–5156
404–305–5156
310–725–3300
404–305–5180
817–222–5006
817–222–5006
817–222–5006
817–222–5006
817–222–5006
817–222–5006
425–227–1389
817–222–5006
907–271–5936
404–305–5180

8:00 a.m.–4:30
7:30 a.m.–4:00
7:30 a.m.–4:00
7:00 a.m.–5:30
8:00 a.m.–4:30
8:00 a.m.–4:00
8:00 a.m.–4:00
8:00 a.m.–4:00
8:00 a.m.–4:30
8:30 a.m.–5:00
7:30 a.m.–4:00
7:30 a.m.–4:00
8:00 a.m.–4:00
7:30 a.m.–4:00
7:00 a.m.–3:30

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410–962–3555
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203–627–3428
818–567–4806
704–344–6487
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216–352–2000
859–372–6440
972–615–2531
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303–342–1600
734–955–5000
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305–356–7932

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425–227–1389
404–305–5180

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7:00 a.m.–3:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–5:00 p.m.
8:00 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
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7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.

713–230–8400
404–559–5800
808–840–6100
713–847–1400
317–484–6600
808–877–0725
816–329–2700
702–262–5978
310–342–4900
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901–322–3350
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612–713–4000
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909–983–7518
407–850–7000
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412–269–9237
503–493–7500
919–380–3125

718–995–5426
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703–413–0330
801–325–9600
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650–876–2883
787–253–8663
206–768–2900
314–890–1000
813–371–7700
907–271–2700
201–288–1889
571–323–6375
561–683–1867
914–948–6520

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
NE, 16 MAY 2024 to 11 JUL 2024

a.m.–4:30
a.m.–4:00
a.m.–4:30
a.m.–4:30
a.m.–3:30
a.m.–5:00
a.m.–4:00
a.m.–4:00
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NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATION (UAOS)
AND
WEATHER RADAR NETWORK

LEGEND

△ AVIATION WEATHER SERVICE (MILITARY)
▲ AIR TRAFFIC CONTROL RADAR
★ UPPER AIR OBSERVING STATION/RADAR
■ RADAR ONLY
● UAOS-BALLOON RELEASE AROUND 1100 UTC
AND 2300 UTC DAILY
○ OTHER NWS UPPER AIR STATIONS-BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE
AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED
HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.
Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

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<th>CENTER</th>
<th>FREQUENCIES</th>
<th>CENTER REMARKS</th>
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<td>ATLANTA CENTER</td>
<td>121.5 121.5 243.0 243.0 CPDLC (LOGON KUSA)</td>
<td>H–6–9–10–12, L–18–22–24–25–26–36, A–1</td>
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<td>Albemarle</td>
<td>133.15 251.1</td>
<td>(KZTL)</td>
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<td>Anderson</td>
<td>121.5 121.5 243.0 243.0</td>
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<td>134.95 121.5 121.5 323.175 243.0 243.0</td>
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<td>Athens</td>
<td>134.2 127.5 127.5 120.425 327.15 316.05 316.05 290.475</td>
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<td>133.175 132.05 126.675 124.875 363.1 354.025 299.2 257.675</td>
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<td>125.575 120.45 353.95 298.85</td>
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<td>Crossville</td>
<td>121.5 121.5 243.0 243.0</td>
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<td>134.8 379.95</td>
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<td>Gadsden</td>
<td>124.5 270.325</td>
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<td>128.8 124.425 360.825 323.025</td>
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<td>Greer</td>
<td>121.5 121.5 243.0 243.0</td>
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<td>Hickory</td>
<td>134.55 132.975 125.15 124.25 121.5 121.5 370.35 307.35 290.2 263.0 243.0 243.0</td>
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<td>134.5 123.95 360.75 269.625 269.625 263.075 263.075</td>
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<td>Mount Oglethorpe</td>
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<td>132.625 121.5 121.5 353.625 243.0 243.0</td>
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<td>Uniontown</td>
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Augusta – 134.95 121.5 121.5 307.0 243.0 243.0 (KZBW)
Bangor – 128.05 124.25 120.25 346.4 321.3 319.1 290.5 243.0 243.0
Barnstable – 132.9 128.75 370.9 321.3 307.3 290.3 243.0 243.0
Berlin – 135.7 135.7 282.2 282.2
Bridgeport – 121.5 121.5 243.0 243.0
Bucks Harbor – 290.5
Burlington – 121.5 121.5 243.0 243.0
Calverton – 135.8 132.3 124.525 346.3 292.15 254.375
Caribou – 124.75 121.5 243.0 239.05
Columbia Falls – 133.45 269.3
Concord – 128.325 348.7
Cummington – 132.65 379.1
Dunkirk – 120.775 379.1
Dubois – 132.45 119.875 317.425
E. tablet – 134.65 348.675
East Sandwich – 127.95 369.25 317.45 307.325
Eastside – 134.7 127.7 119.325
Elmira – 134.45 338.2
Empire – 132.35 369.25 284.625 269.625
Franklin – 127.475 353.925 120.775 307.075
Geneseo – 128.025 323.25
Holland – 120.625 118.625 316.05 306.9
Indianhead – 132.125 363.075
Litchfield – 135.725 134.65 133.325 120.45 360.7 285.625 281.425 263.025
Mansfield – 134.9 133.75 369.9 317.7 290.275 269.475 243.0 243.0
Moon Township – 134.475 121.075 385.5 369.25 317.475 307.325 254.275
Morgantown – 121.5 121.5 243.0 243.0
Mount Hope – 120.6 379.275 243.0 243.0
Muskegon – 132.45 127.9 119.875 119.325 371.95 348.675 284.625 269.625
Newburyport – 134.125 132.925 125.875 119.725 351.85 338.35 316.1 307.15
Norwich – 127.075 292.175
Northfield – 128.625 379.2
Wayland – 127.475 124.325 119.375 369.9 353.85 346.35 243.0 235.975
Wayland – 127.475 124.325 119.375 369.9 353.85 346.35 243.0 235.975

BOSTON CENTER – 121.5 121.5 243.0 243.0
H-10-11-12, L-30-31-32-33-34

Cleveland Center – 121.5 121.5 243.0 243.0
H-2-5-10-11-12, L-27-28-29-30-31-32

Center Remarks: The provision of enroute primary radar service not available in the Boston ARTCC WATERTOWN NY area at 12000' & below; Rockdale/Utica NY areas at 11000' & below; Delancey NY area at 7000' & below and in the Syracuse*

Center Remarks: The provision of enroute primary radar service not available in the Boston ARTCC WATERTOWN NY area at 12000' & below; Rockdale/Utica NY areas at 11000' & below; Delancey NY area at 7000' & below and in the Syracuse*
### INDIANAPOLIS CENTER – 121.5 121.5 243.0 243.0 CPDLC (LOGON KUSA) H–5–9–10–12, L–16–25–26–27–29

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### NEW YORK CENTER – 121.5 121.5 243.0 243.0 H–9–10–11–12, L–29–30–32–33–34–35–36

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<td>Ship Bottom</td>
<td>133.05</td>
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<td>Sparta</td>
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<tr>
<td>State College</td>
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<td>Stillwater</td>
<td>127.175</td>
<td>350.3</td>
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<td>Williamsport</td>
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<td>Wilmington</td>
<td>133.525</td>
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(NE, 16 MAY 2024 to 11 JUL 2024)
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<tr>
<th>Location</th>
<th>Frequency 1</th>
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<th>Frequency 3</th>
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<td>133.2</td>
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<td>Buena Vista</td>
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<td>127.925</td>
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<td>Dover</td>
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<td>348.65</td>
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<td>Lexington Park</td>
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<td>125.45</td>
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<td>Sampson</td>
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<tr>
<td>Ship Bottom</td>
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<td>Smyrna</td>
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<td>South Boston</td>
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<td>Whaleylville</td>
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<td>124.025</td>
<td>317.45</td>
<td>269.15</td>
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Date: NE, 16 May 2024 to 11 July 2024
FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES

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 MARY'S 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
- FRYEBURG RCO 122.3
- 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

NE, 16 MAY 2024 to 11 JUL 2024
### 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

*NE, 16 MAY 2024 to 11 JUL 2024*
FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES

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
17925 LONG DISTANCE OPS CTL FAC
17946 NORTH ATLANTIC FAMILY B
17964 NORTH ATLANTIC FAMILY E
21964 LONG DISTANCE OPS CTL FAC
2887 CARIBBEAN FAMILY A
3016 NORTH ATLANTIC FAMILY A
3455 CARIBBEAN FAMILY B
3494 LONG DISTANCE OPS CTL FAC
5520 CARIBBEAN FAMILY B
5550 CARIBBEAN FAMILY A
5598 NORTH ATLANTIC FAMILY A
6577 CARIBBEAN FAMILY A
6586 CARIBBEAN FAMILY B
6628 NORTH ATLANTIC FAMILY E
6640 LONG DISTANCE OPS CTL FAC
8825 NORTH ATLANTIC FAMILY E
8846 CARIBBEAN FAMILY A
8846 CARIBBEAN FAMILY B
8906 NORTH ATLANTIC FAMILY A
8918 CARIBBEAN FAMILY A

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, 16 MAY 2024 to 11 JUL 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 ofCheckpoint” & “Type of VOT Facility” G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

### CONNECTICUT

**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bradley Intl..........................</td>
<td>111.4</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Bridgeport (Bridgeport/Sikorsky) .........</td>
<td>109.25</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Groton (Groton–New London) ...........</td>
<td>110.25</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Hartford (Hartford–Brainard) ..........</td>
<td>108.2</td>
<td>G</td>
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### DELAWARE

**VOR RECEIVER CHECK POINTS**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>AB/ALT</th>
<th>Mag</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilmington (New Castle)</td>
<td>114.0/DQO G</td>
<td>285</td>
<td>0.6</td>
<td>On T wy K at Rwy 09.</td>
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### MAINE

**VOR RECEIVER CHECKPOINTS**

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<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>AB/ALT</th>
<th>Mag</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangor (Bangor Intl)</td>
<td>114.8/BGR G</td>
<td>153</td>
<td>3.8</td>
<td>On runup area Rwy 33.</td>
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### VOR TEST FACILITIES (VOT)

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<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland Intl Jetport........</td>
<td>111.0</td>
<td>G</td>
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### MARYLAND

**VOR RECEIVER CHECKPOINTS**

<table>
<thead>
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<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>AB/ALT</th>
<th>Mag</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederick (Frederick Muni)</td>
<td>109.0/FDK G</td>
<td>033</td>
<td>0.6</td>
<td>On runup pad apch end Rwy 23.</td>
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<tr>
<td></td>
<td>109.0/FDK G</td>
<td>359</td>
<td>0.6</td>
<td>Intersection Twy B and Twy C.</td>
<td></td>
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<tr>
<td>Salisbury (Salisbury–Ocean City Wicomico Rgnl)</td>
<td>111.2/SBY G</td>
<td>221</td>
<td>0.7</td>
<td>Runup pad Rwy 05.</td>
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### VOR RECEIVER CHECKPOINTS

#### MASSACHUSETTS

**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Mag</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 G 216</td>
<td>0.7</td>
<td>On runup block for Rwy 06.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nantucket (Nantucket Memorial)</td>
<td>116.2/ACK G 242</td>
<td>1.9</td>
<td>On runup area at apch end Rwy 24.</td>
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#### NEW JERSEY

**VOR RECEIVER CHECKPOINTS**

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<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wrightstown (McGuire Fld (Joint Base McGuire DIX Lakehurst))</td>
<td>110.6/GXU G 212</td>
<td>0.3</td>
<td>Rwy 06 runup pad.</td>
<td></td>
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</table>

#### NEW YORK

**VOR RECEIVER CHECKPOINTS**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingston (Sky Acres)</td>
<td>117.6/IGN A/2500 070</td>
<td>5.0</td>
<td>Over intersection of twy and Rwy 17–35.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rochester (Frederick Douglass–Greater Rochester Intl)</td>
<td>110.0/ROC G 098</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 G 046</td>
<td>3.0</td>
<td>On ramp in front of administration building.</td>
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**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Intl ..................</td>
<td>108.2</td>
<td>G</td>
<td>VOT unusbl north of Twy M, Twy C east of Twy N.</td>
</tr>
<tr>
<td>New York (Long Island MacArthur) ......</td>
<td>109.4</td>
<td>G</td>
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NE, 16 MAY 2024 to 11 JUL 2024
### PENNSYLVANIA

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check</th>
<th>Azimuth from Pt.</th>
<th>Dist. from Gnd.</th>
<th>AB/ALT</th>
<th>Mag</th>
<th>Check</th>
<th>Pt.</th>
<th>Gnd.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster (Lancaster)</td>
<td>117.3/LRP</td>
<td>G</td>
<td>306</td>
<td>0.5</td>
<td>North of Twy M on non-movement twy.</td>
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#### VOR TEST FACILITIES (VOT)

<table>
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<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT</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</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 (Arpt Name)</th>
<th>Freq.</th>
<th>Type VOT</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 Check</th>
<th>Azimuth from Pt.</th>
<th>Dist. from Gnd.</th>
<th>AB/ALT</th>
<th>Mag</th>
<th>Check</th>
<th>Pt.</th>
<th>Gnd.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Danville (Danville Rgnl)</td>
<td>113.1/DAN</td>
<td>G</td>
<td>352</td>
<td>0.4</td>
<td>On Twy A in front GA ramp.</td>
<td></td>
<td></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>
<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>
<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>
<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 Check</th>
<th>Azimuth from Pt.</th>
<th>Dist. from Gnd.</th>
<th>AB/ALT</th>
<th>Mag</th>
<th>Check</th>
<th>Pt.</th>
<th>Gnd.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morgantown (Morgantown Muni–Walter L. Bill Hart Fld)</td>
<td>111.6/MGW</td>
<td>G</td>
<td>337</td>
<td>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>
<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>
<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>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NE, 16 MAY 2024 to 11 JUL 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>
</tr>
</thead>
<tbody>
<tr>
<td>(c) Danielson Arpt.......................</td>
<td>8 NM; 211º Putnam.............</td>
<td>14,500</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Ellington (Pvt) Arpt ................</td>
<td>17 NM; 025º Hartford ..........</td>
<td>15,000</td>
<td>0.25 NM radius of Pea Stone target. Fri, Sat, Sun, and occasional weekdays.</td>
</tr>
<tr>
<td>(c) Harwinton..........................</td>
<td>25 NM; 300º Hartford ..........</td>
<td>7,200</td>
<td>0700–SS weekends.</td>
</tr>
<tr>
<td>(c) Laurel (Pvt) Arpt ..................</td>
<td>12 NM; 356º Salisbury ..........</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Biddeford Muni Arpt...............</td>
<td>6.6 NM; 086º Kennebunk........</td>
<td>10,500</td>
<td>4 NM radius. SR–SS Mon–Fri, 1 May–31 Oct. Portland Intl Jetport ATCT–TRACON (PWM), 119.75.</td>
</tr>
<tr>
<td>(c) Lebanon Drop Zone...................</td>
<td>14 NM; 274º 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; 319º 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; 40º Augusta ..........</td>
<td>11,500 AGL</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Churchville, Harford Co Arpt ...</td>
<td>39º 24.01N 76º12.15W .........</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; 056º Baltimore ..........</td>
<td>10,000</td>
<td>Weekends, evenings, occasional weekdays.</td>
</tr>
<tr>
<td>Gambrills, Dairy Farm Drop Zone......</td>
<td>7 NM; 198º Baltimore ..........</td>
<td>1,300 AGL</td>
<td>0.5 NM radius. Weekends–Nov-April.</td>
</tr>
<tr>
<td>Long Greene Drop Zone..................</td>
<td>21 NM; 038º Baltimore ..........</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>(c) Ocean City Muni Arpt...............</td>
<td>18 NM; 108º Salisbury ..........</td>
<td>15,000</td>
<td>3 NM radius. 1 May–30 Nov continuous.</td>
</tr>
<tr>
<td>Patuxent River NAS (Trapnell Fld) ....</td>
<td>45.4 NM; 149º 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>22.7 NM; 235º Smyrna ..........</td>
<td>10,500</td>
<td>5 NM radius.</td>
</tr>
<tr>
<td>Sumang Drop Zone .......................</td>
<td>20.3 NM; 286º Baltimore ..........</td>
<td>3,000 AGL</td>
<td>0.4 NM radius. Weekends.</td>
</tr>
<tr>
<td>Tewey Drop Zone .......................</td>
<td>24 NM; 023º Baltimore ..........</td>
<td>10,000 AGL</td>
<td>1 NM radius. Weekends.</td>
</tr>
<tr>
<td>Unity Drop Zone .......................</td>
<td>20 NM; 292º Baltimore ..........</td>
<td>3,000 AGL</td>
<td>0.4 NM radius. Weekends.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</td>
<td>MAXIMUM ALTITUDE</td>
<td>REMARKS</td>
</tr>
<tr>
<td>----------</td>
<td>-------------------------------------------------</td>
<td>-----------------</td>
<td>---------</td>
</tr>
<tr>
<td>(c) Ft. Devens, Turner Drop Zone</td>
<td>18 NM; 115° Gardener</td>
<td>4,000 AGL</td>
<td>0.5 NM radius. Daily SR–SS (occasionally nights) (occasionally to 20,000’).</td>
</tr>
<tr>
<td>(c) Hanson, Cranland Arpt</td>
<td>21 NM; 177° Boston</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS. General Edward Lawrence Logan Intl ATCT 120.6.</td>
</tr>
<tr>
<td>(c) Marston Mills</td>
<td>20 NM; 045° Martha’s Vineyard</td>
<td>10,000</td>
<td>1 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>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. Boston Center 123.75.</td>
</tr>
<tr>
<td>(c) Pepperell, Sports Center (Pvt) Arpt</td>
<td>13 NM; 233° Manchester</td>
<td>20,000 AGL</td>
<td>3 NM radius. Daily SR–SS frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Taunton Muni-King Fld Arpt</td>
<td>20.6 NM; 078° Providence</td>
<td>9,500</td>
<td>2 NM radius. Daily SR-SS May 1 - Dec 1. Theodore Francis Green State Twr 123.67.</td>
</tr>
<tr>
<td>(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. Lehigh Valley Intl Twr 124.0.</td>
</tr>
<tr>
<td>(c) Sussex</td>
<td>9 NM; 350° Sparta</td>
<td>15,000</td>
<td>1.5 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>(c) West Creek, Eagles Nest Arpt</td>
<td>17.69 NM; 055° Atlantic City</td>
<td>13,500</td>
<td>1.5 NM radius. Daily 0800–2000. Atlantic City Intl Twr 134.25.</td>
</tr>
<tr>
<td>Wrightstown, Mc Guire Fld</td>
<td>At field</td>
<td>1,500 AGL</td>
<td>Cargo and personnel drops 180 yds east of Coyle Vortac.</td>
</tr>
</tbody>
</table>
## PARACHUTE JUMPING AREAS

### NEW YORK

<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) Albion, Pine Hill Arpt</td>
<td>26.91 NM; 290° Rochester</td>
<td>12,000</td>
<td>2 NM radius. 0800–1 hour after SS, Wed thru Sun &amp; holidays.</td>
</tr>
<tr>
<td>(c) Calverton</td>
<td>1.5 NM; 150° Calverton</td>
<td>13,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) East Moriches, Seatuck Arpt</td>
<td>7 NM; 170° Calverton</td>
<td>14,000</td>
<td>1 NM radius. 0800–SS Sat and Sun. 1600–SS Wed and other occasions.</td>
</tr>
<tr>
<td>Fort Drum</td>
<td>23 NM; 060° Watertown</td>
<td>1,000 AGL</td>
<td>1 NM radius. SR–SS Mon–Fri.</td>
</tr>
<tr>
<td>(c) Gansevoort, Heber Airpark</td>
<td>27.21 NM; 028.92° Albany</td>
<td>12,500</td>
<td>4 NM radius. Annually, April 1 thru November 30; SR–SS.</td>
</tr>
<tr>
<td>Gardiner Arpt</td>
<td>15 NM; 284° Kingston</td>
<td>14,500</td>
<td>4 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Java</td>
<td>32.07 NM; 028.92° Albany</td>
<td>13,000</td>
<td>5 NM radius. Daily SR–SS, occasionally til 2400.</td>
</tr>
<tr>
<td>Johnstown, Fulton Co Arpt</td>
<td>27 NM; 315° Albany</td>
<td>15,000 AGL</td>
<td>3 NM radius. SR–SS Fri, Sat, Sun &amp; holidays. Occasionally other days.</td>
</tr>
<tr>
<td>New Paltz, Stanton Arpt</td>
<td>15 NM; 301° Kingston</td>
<td>14,000</td>
<td>3 NM radius. Sat, Sun and holidays SR–SS, occasional nghts and other days.</td>
</tr>
<tr>
<td>(c) Ovid Arpt</td>
<td>42.8 NM; 113° Geneseo</td>
<td>13,500</td>
<td>2 NM radius. Daily 0600–2400.</td>
</tr>
<tr>
<td>(c) Perry-Warsaw Arpt</td>
<td>15.17 NM; 258° Geneseo</td>
<td>14,000</td>
<td>3 NM radius. Daily 0700-2100. Greater Rochester Intl Twr 123.7.</td>
</tr>
<tr>
<td>(c) Quaker Street, Apex Arpt</td>
<td>15 NM; 280° Albany</td>
<td>14,000</td>
<td>3 NM radius. Daily SR–2400.</td>
</tr>
<tr>
<td>(c) Shirley, Brookhaven Arpt, Sky Dive South Shore</td>
<td>7.3 NM; 218° Calverton</td>
<td>10,500</td>
<td>Daily 0600–1800. New York Tracon 118.0.</td>
</tr>
<tr>
<td>Stormville Arpt</td>
<td>13 NM; 215° Pawling</td>
<td>13,000</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Verona, Curtis Arpt</td>
<td>29.1 NM; 103° Syracuse</td>
<td>10,000</td>
<td>5 NM radius. Daily SR–SS Apr 1–Nov 30.</td>
</tr>
<tr>
<td>(c) Wallkill</td>
<td>25 NM; 062° Huguenot</td>
<td>14,500 AGL</td>
<td>1 NM radius. Daily 1200–0200.</td>
</tr>
<tr>
<td>(c) Weedsport, Whitfords Arpt</td>
<td>15.4 NM 263° Syracuse</td>
<td>11,500</td>
<td>1NM radius. Mon–Sun 0800–2300.</td>
</tr>
<tr>
<td>Westhampton Beach, Francis S Gabreski Arpt</td>
<td>10NM; 130° Calverton</td>
<td>13,000 AGL</td>
<td>1NM radius. Mon–Sun 0800–2300.</td>
</tr>
<tr>
<td>(c) West Point</td>
<td>22 NM; 112° Huguenot</td>
<td>10,000</td>
<td>5 NM radius. Weekdays 1200–SS, weekends occasionally.</td>
</tr>
<tr>
<td></td>
<td>17.4 NM; 212° Kingston</td>
<td>10,000</td>
<td>3 NM radius. Weekdays 1400–SS weekends occasionally.</td>
</tr>
<tr>
<td>(c) Youngstown, Shear Arpt</td>
<td>43-15-33.5 N 78-57-56.2 W</td>
<td>15,000</td>
<td>5 NM radius. Daily, continuous. Buffalo Niagara Intl Twr 126.5. Local PAJA info avbl 119.00.</td>
</tr>
</tbody>
</table>
### PARACHUTE JUMPING AREAS

#### PENNSYLVANIA

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/ VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bethel, Grimes Arpt</td>
<td>16 NM; 112° Ravine</td>
<td>11,000 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Burgetstown, Starveaggi Drop Zone</td>
<td>9 NM; 042° Wheeling</td>
<td>2000 AGL</td>
<td>1 NM radius. Tue–Thur 1030–2200; occasionally (by notam) Fri–Sun 0700–1800.</td>
</tr>
<tr>
<td>(c) Chambersburg Franklin Co Rgnl Arpt</td>
<td>14NM; 087° St Thomas</td>
<td>15,000 AGL</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Culmerville Arpt</td>
<td>22 NM; 125° Ellwood City</td>
<td>11,500 AGL</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>Doylestown</td>
<td>8 NM; 303° Yardley</td>
<td>12,500 AGL</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; 172° Ravine</td>
<td>2,000 AGL</td>
<td>5 NM radius. By NOTAM only. Military use.</td>
</tr>
<tr>
<td>(c) Freefall Oz Arpt</td>
<td>39.6 NM; 115° Jamestown</td>
<td>12,500 AGL</td>
<td>Wed–Sun 1300–2359.</td>
</tr>
<tr>
<td>(c) Grove City Arpt</td>
<td>19.3 NM; 011° Ellwood City</td>
<td>15,000 AGL</td>
<td>3 NM radius. Daily 0800–1900 EST, 0900–2230 EDT.</td>
</tr>
<tr>
<td>(c) Hazleton Rgnl Arpt</td>
<td>22.04 NM; 229° Wilkes–Barre</td>
<td>13,500 AGL</td>
<td>2 NM radius. SR–SS. Wilkes–Barre/Scranton Intl ATCT–Tracon (AVP), 120.95.</td>
</tr>
<tr>
<td>Jersey Shore, Hinaman Acres Arpt</td>
<td>23 NM; 240° Williamsport</td>
<td>13,000 AGL</td>
<td>Tue and Thur 1600–SS; Sat and Sun 0800–SS.</td>
</tr>
<tr>
<td>(c) Littlestown, Kingsdale Airpark</td>
<td>13 NM; 345° Westminster</td>
<td>10,500 AGL</td>
<td>2 NM radius. Daily 0900–2000.</td>
</tr>
<tr>
<td>(c) Mt. Joy/Marietta, Donegal Springs Airpark</td>
<td>12 NM; 272° Lancaster</td>
<td>15,000 AGL</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>North East, Moorhead Arpk</td>
<td>34.25 NM; 278° Jamestown</td>
<td>12,500 AGL</td>
<td>5 NM radius. 1600–2100 weekdays and 0900–2100 weekends.</td>
</tr>
<tr>
<td>(c) Perkasie, Pennridge Arpt</td>
<td>16 NM; 060° Pottstown</td>
<td>15,000 AGL</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Tunkhannock, Skyhaven Arpt, Vinyl Drop Zone</td>
<td>19 NM; 333° Wilkes–Barre</td>
<td>13,500 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Greene, Riconn Arpt</td>
<td>15 NM; 060° Norwich</td>
<td>12,500 AGL</td>
<td>2 NM radius. Daily SR–SS Apr 1–Nov 30. Theodore Francis Green State Twr 125.75.</td>
</tr>
<tr>
<td>(c) Newport State</td>
<td>13.3 NM; 164° Providence</td>
<td>10,000 AGL</td>
<td>2 NM radius. Daily SR–SS Mar 15 thru Dec 1. Theodore Francis Green State TRACON 123.67.</td>
</tr>
<tr>
<td>(c) Pawtucket, North Central State Arpt</td>
<td>12 NM; 001° Providence</td>
<td>13,000 AGL</td>
<td>2 NM radius. Daily SR–SS Apr 1 - Nov 30. Theodore Francis Green State Twr 119.45.</td>
</tr>
<tr>
<td>(c) Westerly State Arpt</td>
<td>11.3 NM; 098° Groton</td>
<td>10,000 AGL</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Addison, Ass–Pirin Acres Arpt, Shelburne Arpt</td>
<td>21 NM; 219° Burlington</td>
<td>12,000 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td></td>
<td>3 NM; 240° Burlington</td>
<td>15,000 AGL</td>
<td>3 NM radius. Daily SR–SS.</td>
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#### VERMONT

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<th>LOCATION</th>
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<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
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<tr>
<td>Addison, Ass–Pirin Acres Arpt</td>
<td>21 NM; 219° Burlington</td>
<td>12,000 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
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<tr>
<td>Shelburne Arpt</td>
<td>3 NM; 240° Burlington</td>
<td>15,000 AGL</td>
<td>3 NM radius. Daily SR–SS.</td>
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#### RHODE ISLAND

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<th>LOCATION</th>
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<th>REMARKS</th>
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<tr>
<td>Greene, Riconn Arpt</td>
<td>15 NM; 060° Norwich</td>
<td>12,500 AGL</td>
<td>2 NM radius. Daily SR–SS.</td>
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<tr>
<td>(c) Newport State</td>
<td>13.3 NM; 164° Providence</td>
<td>10,000 AGL</td>
<td>2 NM radius. Daily SR–SS Apr 1–Nov 30. Theodore Francis Green State Twr 125.75.</td>
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<tr>
<td>(c) Pawtucket, North Central State Arpt</td>
<td>12 NM; 001° Providence</td>
<td>13,000 AGL</td>
<td>3 NM radius. Daily SR–SS Mar 15 thru Dec 1. Theodore Francis Green State TRACON 123.67.</td>
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<tr>
<td>(c) Westerly State Arpt</td>
<td>11.3 NM; 098° Groton</td>
<td>10,000 AGL</td>
<td>2 NM radius. Daily SR–SS Apr 1 - Nov 30. Theodore Francis Green State Twr 119.45.</td>
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<tr>
<td>(c) Addison, Ass–Pirin Acres Arpt, Shelburne Arpt</td>
<td>21 NM; 219° Burlington</td>
<td>12,000 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td></td>
<td>3 NM; 240° Burlington</td>
<td>15,000 AGL</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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<tr>
<td><strong>VIRGINIA</strong></td>
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<tr>
<td>(c) Blackstone, Allan C. Perkins/BAAF</td>
<td>16 NM; 355° Lawrenceville</td>
<td>12,500 AGL</td>
<td>1 NM radius. Daily.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Sat 1300-2100Z++, Sun 1700-2100Z++</td>
</tr>
<tr>
<td>Fentress, Fentress NALF</td>
<td>10 NM; 227° Oceana</td>
<td>10,000</td>
<td></td>
</tr>
<tr>
<td>(c) Fort Lee</td>
<td>12 NM; 262° Hopewell</td>
<td>2,500 AGL</td>
<td>0.5 NM radius. Daily.</td>
</tr>
<tr>
<td>(c) Fort Pickett, Dove Drop Zone</td>
<td>19 NM; 009° Lawrenceville</td>
<td>12,500 AGL</td>
<td>Drop Zone 1500 yards by 1000 yards. Daily.</td>
</tr>
<tr>
<td>(c) Midland, Warrenton-Fauquier Airport, DC Skydiving Center</td>
<td>7.99 NM; 120° Casanova</td>
<td>10,000</td>
<td>5 NM radius. 5NM radius around the Warrenton-Fauquier Airport. Daily operations SFC-10000 ft.</td>
</tr>
<tr>
<td>Moneta, Smith Mountain Lake Arpt</td>
<td>19.2 NM; 246° Lynchburg</td>
<td>13,500</td>
<td>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>
</tr>
<tr>
<td>(c) Orange Co Arpt</td>
<td>14.9 NM; 026° Gordonsville</td>
<td>15,000</td>
<td>3 NM radius. Daily SR–SS, frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Petersburg, Dinwiddie Co Drop Zone</td>
<td>20.7 NM; 251° Hopewell</td>
<td>13,500</td>
<td>2 NM radius. Daily SR–SS. Potomac Tracon 126.8.</td>
</tr>
<tr>
<td>(c) Quantico</td>
<td>11.5 NM; 349° Brooke</td>
<td>10,000</td>
<td>1 NM radius. Unscheduled weekends.</td>
</tr>
<tr>
<td>(c) Suffolk Executive Arpt</td>
<td>20 NM; 104° Franklin</td>
<td>13,500</td>
<td>5 NM radius. Daily SR–SS.</td>
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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>
</tr>
<tr>
<td>(c) Warrenton, Warrenton Air Park</td>
<td>3.8 NM; 088° Casanova</td>
<td>14,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) West Point, Middle Peninsula Rgnl</td>
<td>5 NM; 340° Harcum</td>
<td>14,000</td>
<td>4.4 NM radius. SR–SS weekends and holidays.</td>
</tr>
<tr>
<td><strong>WEST VIRGINIA</strong></td>
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<tr>
<td>Buckhannon-Upshur Co</td>
<td>9 NM; 300° Elkins</td>
<td>15,000</td>
<td>1 NM radius. Weekdays and holidays.</td>
</tr>
<tr>
<td>Huntington, Debra Drop Zone</td>
<td>23.3NM; 344° Charleston</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Huntington, Leann Drop Zone</td>
<td>27 NM; 304° Charleston</td>
<td>10,000 AGL</td>
<td>0.3 NM radius. Weekends.</td>
</tr>
<tr>
<td>(c) Huntington, Robert Newton Fld</td>
<td>26.4 NM; 287° Charleston</td>
<td>13,050</td>
<td>0 NM radius Daily SR- 1 hr after SS. Tri-State/Milton J Ferguson Fld Twr 119.75.</td>
</tr>
<tr>
<td>Morgantown, Bacon Drop Zone</td>
<td>5 NM; 150° Morgantown</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Cider Drop Zone</td>
<td>17 NM; 180° Morgantown</td>
<td>12,500 AGL</td>
<td>0.3 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Dawson AAF</td>
<td>12 NM; 126° Morgantown</td>
<td>10,000 AGL</td>
<td>0.3 NM radius. Weekends.</td>
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<tr>
<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>
</tr>
<tr>
<td>Morgantown, Guide Drop Zone</td>
<td>13 NM; 080° Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Melon Drop Zone</td>
<td>13 NM; 097° Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Piker Drop Zone</td>
<td>20 NM; 135° Morgantown</td>
<td>12,500 AGL</td>
<td>0.3 NM radius. Weekends.</td>
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<tr>
<td>Ravenswood, Jackson Co Arpt</td>
<td>41 NM; 215° Parkersburg</td>
<td>12,500 AGL</td>
<td>41 NM radius. 1000–SS Weekends.</td>
</tr>
<tr>
<td>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>Corpus App/Dep Con 125.4 307.9</td>
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<td>Fentress NOLF, VA (NFE)</td>
<td>H–10l, 12l, L–35D</td>
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<tr>
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<td>Salt Lake Center App/Dep Con 126.85 305.2</td>
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<td>Joe Williams NOLF, MS (NJW)</td>
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<tr>
<td>Jax Center App/Dep Con 134.3 322.55</td>
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<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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<td>For Cnc Del when NHK Apch is clsd ctc Potomac Apch at 866–640–4124</td>
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<td>Whitehouse NOLF, FL (NEN)</td>
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<td>Whitehouse Tower 125.15 307.325 340.2 (Manned during scheduled operations only)</td>
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### CANADA

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<td>Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8</td>
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<td>Halifax/Shearwater, NS (CYAW)</td>
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<td>Gnd Con 121.7 (south) 127.15 (north) 275.8 Clncl Del 121.4</td>
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<td>Victoria Intl, BC (CYYJ)</td>
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<td>ATIS 118.8 (0800–1400Z†)</td>
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<tr>
<td>App Con 125.45     Dep Con 125.95</td>
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<td>Tower 119.1 (Outer) 119.7 (Inner) 239.6</td>
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<td>Gnd Con 121.9 361.4 (1400–0800Z†) OT ctc Kamloops 119.7</td>
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<tr>
<td>Clncl Del 126.4 (1400–0800Z†)</td>
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<td>Victoriaville, QC (CSR3)</td>
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<tr>
<td>Montreal Center App Con 132.35 AUTO 122.17 (bil)</td>
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<td>Waterville/Kings Co Muni, NS (CCW3)</td>
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<td>Greenwood Trml App/Dep Con 120.6 335.9</td>
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<tr>
<td>Greenwood Tower 119.5 324.3</td>
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<td>Yarmouth, NS (CYQI)</td>
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<tr>
<td>Toronto Center App/Dep Con 132.575</td>
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<tr>
<td>MF 122.2 (5 NM to 3700’)</td>
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<td>Windsor, ON (CYVY)</td>
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<td>ATIS 134.5 (1200–0300Z†)</td>
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<td>Detroit App/Dep Con 118.95 132.35 134.3 284.0</td>
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<td>MF 124.7 (0300–1200Z†) 6 NM irregular shape to below 3000’</td>
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<td>Monterrey Intl/General Mariano Escobedo Intl (MAMM)</td>
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<td>Monterey ATIS 127.7  Monterrey App Con 119.75 120.4 Tower 118.6  Gnd 122.0</td>
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</table>
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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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>ALB, SCH, GFL, 5B2</td>
<td>(60–170 INCL. NON–JET) ALB V44 PWL DEEDE T705 BELTT DPK</td>
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<td>NEW YORK (JFK)</td>
<td>(110–170 INCL. 250 KTS OR MORE) ALB IGN V157 HAARP</td>
<td>1100–0300</td>
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<td>or (70–170 INCL. LESS THAN 250 KTS) ALB V123 LGA</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>(70–170; NON–TURBOJET) ALB V489 COATE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>(70–170; TURBOJET) ALB V213 FLOSSI FLOSI (RNANV–STAR)</td>
<td>1100–0300</td>
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<td>or (60–170. LESS THAN 210 KTS; TURBOPROPS ONLY. GPS OR DME/DME OR IRU EQUIPPED) ALB CEDOR DNY LAAKY WLKES T335 PTW</td>
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<td>or CEDOR DNY LAAKY WLKES T455 FJC PTW</td>
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<td>or (90–170; TURBOJETS ONLY. GPS OR DME/DME OR IRU EQUIPPED) CEDOR DNY LAAKY WLKES T335 ETX T430 TROXL ARD</td>
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PREFERRED IFR ROUTES

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<td>TRENTON(TTN)</td>
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<td></td>
<td>or CEDOR DNY LAAYK WLKES T455 FJC ARD</td>
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<td>ALBANY(ALB)</td>
<td>(60–170;ALB PONCT JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>(90–170 INCL. PROPS)PALEO–DP SIE AVALO T320 RICED RICED–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>(BLO 110)VIN4 MRB V143 CEROL</td>
<td>1100–0300</td>
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<tr>
<td>ALB,SCH</td>
<td>(AOA 7000; TWIN ENGINE)PALEO–DP SIE AVALO T320</td>
<td>1100–0300</td>
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<td>BINGHAMTON(BGM)</td>
<td>(AOA 7000; TWIN ENGINE)PALEO–DP SIE AVALO T320</td>
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<td>MONTAUK(MTP)</td>
<td>(5000; SINGLE ENGINE ONLY)SWANN T358 ENO T224 JFK T315 EEGOR CARLD V188 GON T216 NEWBE T300 DEEPO</td>
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<td>NANTUCKET(ACK)</td>
<td>(7000; SINGLE ENGINE ONLY)SWANN T358 LEAAH T303 JFK T315 EEGOR CARLD V188 GON T216 NEWBE T300 DEEPO</td>
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<td>(AOA 7000; TWIN ENGINE)PALEO–DP SIE AVALO T320</td>
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Terminals Route Effective Times (UTC)

NE, 16 MAY 2024 to 11 JUL 2024
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<td>WESTHAMPTON BEACH (FOK)</td>
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<td>(70) VINNY V93 LRP ETX FJC BWZ SAX V39 BREZY</td>
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<td>BEDFORD (BED)</td>
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<td>TETERBORO (TEB)</td>
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<td>SEY ORCHA CCC V46 DPK</td>
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<td>(AOB 100) BOSOXS T303 GRAYM T320 YANTC T224 CCC V46 DPK</td>
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<td>(60–100) V WATER ROUTE BOS SSOXS LUCOS SEY ORCHA MANTA T438 ARD</td>
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<td>(11000–17000’) HYLDN MANCH T316 LAMMS T608 ROC</td>
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<td>(11000–17000’) HYLDN MANCH T316 LAMMS T608 ROC</td>
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<td>TETERBORO (TEB)</td>
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<td>(110–160) BLZZR (RNAV)–DP BLZZR BAF MOBBS T295 SAGES V489 COATE</td>
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**Effective Times (UTC)**

NE, 16 MAY 2024 to 11 JUL 2024
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<td>or (60–100) WATER ROUTE BURDY T358 MANTA T438 ARD</td>
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<td>or (90–170; TURBOPROPS ONLY. GPS OR DME/DME OR IRU EQUIPPED) BURDY T358 MANTA T438 ARD</td>
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<td>VINEYARD HAVEN(MVY)</td>
<td>1100–0300</td>
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<td>(80–170 INCL; NON–TURBOPROPS &amp; PROPS AT 250K IAS OR GREATER) BURDY T358 AVALO T320 VAALI CAPKO</td>
<td>1100–0300</td>
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<td>or (110–170; JETS) BOS SSOXS LUCOS SEY ORCHA T320 BRIGS CEDAR LAKE–STAR</td>
<td>1100–0300</td>
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<td>or (110–170; PROP AND TURBOPROP AT LESS THAN 250K IAS) BURDY T358 BRIGS ACY V184 OOD</td>
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<td>BRIDGEPORT(BDR)</td>
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**Terminals Route Effective Times (UTC)**

**NE, 16 MAY 2024 to 11 JUL 2024**
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**NE, 16 MAY 2024 to 11 JUL 2024**
**PREPARED IFR ROUTES**

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<td>TORONTO(CYYZ)</td>
<td>PTW CHLSE DIANO T447 FQM ULW WOZEE LINNG (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS ONLY)MXE V378 BAL..................................................</td>
<td></td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(MAX ALTITUDE 16,000; RNAV EQUIPPED ONLY)MXE Hyper (RNAV)–STAR..........</td>
<td></td>
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<tr>
<td>WHITE PLAINS (HPN)</td>
<td>(90–170 INCL; 90–170 INCL PROPS)DITCH T416 DRIFT T320 RICED RICED–STAR.</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WINDSOR LOCKS (BDL)</td>
<td>(90–170 INCL)DITCH T416 DRIFT T320 RICED KEYED MAD BRISS...............</td>
<td>1100–0300</td>
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<tr>
<td>PITTSBURGH (PIT)</td>
<td>(6000–17000’ INCL; RNAV TURBOJET)BSV ROLLN ROLLN (RNAV)–STAR...........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CLEVELAND (CLE)</td>
<td>(60–170 INCL; DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)BSV EEEZI BONZZ (RNAV)–STAR........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE (PVD)</td>
<td>(080–100; RNAV/GNSS EQUIPPED)CTR V270 ULW JHW</td>
<td></td>
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<tr>
<td>ERIE (ERI)</td>
<td>(110–170; LESS THAN 250 KTS)PVD V146 BAF PWL V405 CASSH V123 HAARP</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK (LGA)</td>
<td>or (110–170 INCL.; RNAV)PUT NEILE IGN VALRE HAARP–STAR..................</td>
<td></td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>(110–170; NON–TURBOJET)PUT V146 BAF MOBBS SAGES V489 COATE.............</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(110–170; TURBOJETS – ADVANCED RNAV)PUT NEILE FLOSI (RNAV)–STAR..........</td>
<td></td>
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<tr>
<td>ROCHESTER (ROC)</td>
<td>GEE ULW T445 SEG T291 HAR......................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE (BWI)</td>
<td>(90–170 INCL. PROPS)ROC V34 BEEPS RKA V433 LOVES T705 BELTT DPK..........</td>
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<tr>
<td>NEW YORK (JFK)</td>
<td>or (70–170 INCL. NON–JET)SYR V433 LOVES T705 BELTT DPK ..................</td>
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</tr>
<tr>
<td>SYRACUSE (SYR)</td>
<td>(PROPS, TURBOPROPS LESS THAN 250K)HNK V167 WEARD V489 COATE............</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>or (PROPS, TURBOPROPS CAPABLE OF 250K OR GREATER)HNK FLOSI (RNAV)–STAR...</td>
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</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>(110–160; TURBOJETS ONLY)SYR T307 STUBN BIPOD T440 LOPEZ LVZ SPUDS (RNAV)–STAR........</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>TETERBORO (TEB)</td>
<td></td>
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<tr>
<td>ALB, SCH</td>
<td>(110–150 ONLY)BREZY V39 SOARS V487 CANAN ..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUBURN/LEWISTON (LEW)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON .......................</td>
<td>1100–0300</td>
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<tr>
<td>AUGUSTA (AUG)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON ........................</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR (BGR)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON ........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BAR HARBOR (BHB)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON ........................</td>
<td>1100–0300</td>
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<tr>
<td>BARRE/MONTPELIER (MPV)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON ........................</td>
<td>1100–0300</td>
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<tr>
<td>BEDFORD (BED)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HDF DREAM (RNAV)–STAR..................</td>
<td>1100–0300</td>
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<tr>
<td>BEVERLY (BVI)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HDF DREAM (RNAV)–STAR..................</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>(110–170 INCL; JETS ONLY)BREZY V39 CMK MERIT ROBUC (RNAV)–STAR..........</td>
<td>1100–0300</td>
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<tr>
<td>or</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT ORW WOONS–STAR...........</td>
<td>1100–0300</td>
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<tr>
<td>BURLINGTON (BTV)</td>
<td>(110–170 INCL)BREZY V39 CMK GREKI V39 SOARS V487 BTY ........................</td>
<td>1100–0300</td>
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<tr>
<td>CONCORD (CON)</td>
<td>(110–150 INCL)BREZY V39 CMK MERIT HDF T315 GDM ..............................</td>
<td>1100–0300</td>
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<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
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<tr>
<td>GLENS FALLS (GFL)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
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<tr>
<td>HYANNIS (HYA)</td>
<td>(110–170 INCL) BREZY V39 CMK BAYYS SEALL V188 GON V374 MLY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE (EEN)</td>
<td>(110–130 ONLY) BREZY V39 CMK MERIT HFD T315 GDM</td>
<td>1100–0300</td>
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<tr>
<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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<tr>
<td>LAKE PLACID (LKP)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
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<tr>
<td>LAWRENCE (LWM)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD GRAYM–STAR</td>
<td>1100–0300</td>
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<tr>
<td>LEBANON (LEB)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD KEYNN</td>
<td>1100–0300</td>
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<tr>
<td>MANCHESTER (MHT)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK MERIT HFD T315 GDM T314 MANCH</td>
<td>1100–0300</td>
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<tr>
<td>NANTUCKET (ACK)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA (ASH)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD T315 GDM T314 MANCH</td>
<td>1100–0300</td>
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<tr>
<td>NEW BEDFORD (EWB)</td>
<td>(110–170 INCL) BREZY V39 CMK BAYYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
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<tr>
<td>NORWOOD (OWD)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT ORW WOONS–STAR</td>
<td>1100–0300</td>
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<tr>
<td>PITTSFIELD (PSF)</td>
<td>(110–170 INCL) BREZY V39 CMK SOARS V487 CANAN</td>
<td>1100–0300</td>
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<tr>
<td>PORTSMOUTH (PSM)</td>
<td>(110–150) BREZY V39 CMK MERIT HFD CON</td>
<td>1100–0300</td>
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<tr>
<td>PROVIDENCE (PVD)</td>
<td>(110–130 ONLY) BREZY V39 CMK BAYYS SEALL V188 GON V374 MLY</td>
<td>1100–0300</td>
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<tr>
<td>PROVINCETOWN (PVC)</td>
<td>(110–170 INCL) BAYYS SEALL V188 GON V374 MLY</td>
<td>1100–0300</td>
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<tr>
<td>ROCKLAND (RKD)</td>
<td>(110–170 INCL) BREZY V39 CMK SOARS V487 CAM CON</td>
<td>1100–0300</td>
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<tr>
<td>RUTLAND (RUT)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
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<tr>
<td>SARANAC LAKE (SLK)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
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<tr>
<td>VINEYARD HAVEN (MVY)</td>
<td>(110–170 INCL) BREZY V39 CMK BAYYS SEALL V188 GON V374 MLY</td>
<td>1100–0300</td>
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<tr>
<td>WATERVILLE (WVL)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
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<tr>
<td>VINEYARD HAVEN (MVY)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY) PVD V146 CTR V270 ULW JHW</td>
<td>1100–0300</td>
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<td>WASHINGTON (DCA)</td>
<td>KRANT V265 EMI V457 LRP T449 CFB V270 DNY</td>
<td>1100–0300</td>
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<td>ALB, SCH</td>
<td>KRANT V265 EMI V457 LRP V39 ETX FJC</td>
<td>1100–0300</td>
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<tr>
<td>ALLENTOWN (ABE)</td>
<td>PALEO V44 SIE</td>
<td>1100–0300</td>
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<tr>
<td>ATLANTIC CITY (ACY)</td>
<td>PALEO V312 GOLDA T358 LEEAH</td>
<td>1100–0300</td>
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<tr>
<td>BINGHAMTON (BGM)</td>
<td>KRANT V265 EMI V457 LRP T449 CFB</td>
<td>1100–0300</td>
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**Terminals Route**

**Effective Times (UTC)**

**NE, 16 MAY 2024 to 11 JUL 2024**
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>BOSTON(BOS)</td>
<td>(90–170 INCL) PALEO V44 DONIL T358 WNSTN T320</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>YANTC T224 WOONS</td>
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<tr>
<td></td>
<td>(5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK T315 HFD V3 WOONS</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 YANTC T224 WOONS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T303 JFK T315 HFD V3 WOONS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BRIDGEPORT(BDR)</td>
<td>DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED</td>
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<td>(90–170) PALEO V44 DONIL WNSTN T320 RICED KEYED</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 LRP T295 LAAYK T291 ALB</td>
<td>1100–0300</td>
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<tr>
<td>BURLINGTON(BTV)</td>
<td>DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED</td>
<td></td>
</tr>
<tr>
<td>CHARLESTON(CRW)</td>
<td>(90–170; –250 KTS) PALEO V44 DONIL T315 ACY V184 ZIGGI</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (90–170; PROPS) PALEO V44 DONIL T315 PANZE V44 CAMRN</td>
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<tr>
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<td>(7000; TWIN ENGINE) PALEO V312 GOLDA T358 ENO LEEAH T315 PANZE V184 ZIGGI</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T303 JFK</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(70–170 INCL; NON–JET) CSN V140 MOL V143 LYH V222 HENBY</td>
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<tr>
<td>GREENSBORO(GSO)</td>
<td>DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED</td>
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<tr>
<td>HAGERSTOWN(HGR)</td>
<td>V265 EMI EMI325 HGR089</td>
<td>1100–0300</td>
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<tr>
<td>HARRISBURG(CXY)</td>
<td>KRANT V265 EMI V265</td>
<td>1100–0300</td>
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<tr>
<td>HARRISBURG(MDT)</td>
<td>KRANT V265 EMI V265</td>
<td>1100–0300</td>
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<tr>
<td>HARTFORD(HFD)</td>
<td>(7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T303 JFK</td>
<td>1100–0300</td>
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<td>(7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 RICED MAD T303 HFD</td>
<td>1100–0300</td>
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<td>(5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK</td>
<td>1100–0300</td>
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<tr>
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<td>(90–170) PALEO V44 DONIL WNSTN T320 RICED MAD T303 HFD</td>
<td>1100–0300</td>
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<tr>
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<td>DOCTR (RNAV)–DP AGARD WNSTN T320 RICED ORCHA</td>
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<tr>
<td>MATTITUCK(21N)</td>
<td>(7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 ORCHA SEY NEWBE DEEPO</td>
<td>1100–0300</td>
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<tr>
<td>MONTAUK(MTP)</td>
<td>DOCTR (RNAV)–DP AGARD WNSTN T320 RICED ORCHA</td>
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<tr>
<td>NANTUCKET(ACK)</td>
<td>(7000; TWIN ENGINE) PALEO V44 DONIL WNSTN T320 ORCHA LIBBE FLAPE DEEPO</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (110–170) DOCTR (RNAV)–DP AGARD V44 DONIL WNSTN T320 ORCHA LIBBE FLAPE DEEPO</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK T315 EGOR MAD CARLD V188 GON T216 NEWBE T300 DEEPO</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T303 JFK T315 EGOR MAD CARLD V188 GON T216 NEWBE T300 DEEPO</td>
<td>1100–0300</td>
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NE, 16 MAY 2024 to 11 JUL 2024
Terminals | Route | Effective Times (UTC)
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NEW HAVEN (HVN) | DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED | 1100–0300
| or | (7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T303 JFK T315 EEGOR | 1100–0300
| or | (7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 RICED KEYED | 1100–0300
| or | (5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK T315 EEGOR | 1100–0300
| or | (7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 SARDI CCC | 1100–0300
| or | (7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T303 JFK | 1100–0300
| or | (5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK | 1100–0300
| or | (90–170) PALEO V44 DONIL WNSTN T320 SARDI CCC | 1100–0300
| or | (90–170) PALEO V44 DONIL T315 PANZE V184 ZIGGI | 1100–0300
| or | (90–170 INCL 250 KTS OR GREATER) PALEO V44 DONIL T315 PANZE V44 CAMRN | 1100–0300
| NEW YORK (ISP) | (GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 LRP T295 PRINCE FILPS | 1100–0300
| or | (TURBOPROPS) PALEO V170 SWANN BRAND (RNAV)–STAR | 1100–0300
| or | WHINO COLIN T291 FAGED V286 STEIN | 1100–0300
| or | AMEEE (RNAV)–DP COLIN FAGED STEIN | 1100–0300
| or | (TURBOJETS) DOCTR (RNAV)–DP DOCTR DQO | 1100–0300
| or | (TURBOPROPS) PALEO V170 SWANN BRAND (RNAV)–STAR | 1100–0300
| or | OXFORD (OXC) | 1100–0300
| or | PHILADELPHIA (PHL) | 1100–0300
| or | (TURBOJETS) DOCTR (RNAV)–DP DOCTR DQO | 1100–0300
| or | (PROPS) PALEO V170 DQO | 1100–0300
| or | (110; JETS) MITCH SWANN T356 ODESA DQO | 1100–0300
| or | (GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 LRP T295 PRINCE FILPS | 1100–0300
| or | (90–170) PALEO V44 DONIL WNSTN T320 ORCHA JORDN MINN | 1100–0300
| or | (TURBOJETS) DOCTR (RNAV)–DP DOCTR DQO | 1100–0300
| or | (90–170; TURBOJETS, TURBOPROPS) PALEO V44 DONIL WNSTN T320 BEADS HTO JORDN (RNAV)–STAR | 1100–0300
| or | (5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T315 JFK T303 HFD T315 GDM T314 ENE | 1100–0300
| or | (7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T315 JFK T303 HFD T315 GDM T314 ENE | 1100–0300
| or | (7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 GDM CON NEETS | 1100–0300
| or | (GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 LRP T295 PRINCE FILPS | 1100–0300
| or | (90–170) PALEO V44 DONIL WNSTN T320 ORCHA JORDN MINN | 1100–0300
| or | (90–170; TURBOJETS, TURBOPROPS) PALEO V44 DONIL WNSTN T320 BEADS HTO JORDN (RNAV)–STAR | 1100–0300
| or | ROME (RME) | 1100–0300
| or | TETERBORO | 1100–0300
| or | METRO (TEB, CDW, LDJ, MMU, SMQ, 47N) | 1100–0300
| or | VINEYARD HAVEN (MVY) | 1100–0300
| or | (TURBOPROPS) PALEO V170 SWANN BRAND (RNAV)–STAR | 1100–0300
| or | (7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T303 JFK T315 EEGOR MAD CARLD V188 GON V374 MVY | 1100–0300
| or | (7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 ORCHA LIBBE FLAPE DEEPO | 1100–0300
| or | (90–170; TURBOJETS, TURBOPROPS) PALEO V44 DONIL WNSTN T320 ORCHA LIBBE FLAPE DEEPO | 1100–0300
| or | (5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK T315 EEGOR MAD CARLD V188 GON V374 MVY | 1100–0300

NE, 16 MAY 2024 to 11 JUL 2024
### PREFERRED IFR ROUTES

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<th>Terminals</th>
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<th>Effective Times (UTC)</th>
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<tr>
<td>WESTFIELD/SPRINGFIELD(BAF)</td>
<td>(5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK T315 EEGOR JUDDS</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (90–170) PALEO V44 DONIL WNSTN T320 RICED MAD BRISS</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 RICED MAD BRISS</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ELEAH T303 JFK T315 EEGOR JUDDS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WESTHAMPTON BEACH(FOK)</td>
<td>DOCTR (RNAV)–DP AGARD WNSTN T320 ORCHA..</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(90–170; TURBOJETS) DOCTR (RNAV)–DP AGARD V44 DONIL WNSTN T320 RICED RICED–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (70, LESS THAN 180KTS) POLLA V170 ODESA MXE ARD METRO V249 SAX V39 BREZY</td>
<td>1100–0300</td>
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<td>or (70) KRANT V265 EMI LRP ETX FJC BWZ SAX V39 BREZY</td>
<td>1100–0300</td>
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<tr>
<td>WILKES–BARRE/SCRANTON(AVP)</td>
<td>KRANT V265 EMI V457 LRP T295 LVZ..</td>
<td>1100–0300</td>
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<td>WINDSOR LOCKS(BDL)</td>
<td>(7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ELEAH T303 JFK T315 EEGOR</td>
<td>1100–0300</td>
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<td>or (7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO 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>or (5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK T315 EEGOR</td>
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<td></td>
<td>or (90–170) PALEO V44 DONIL WNSTN T320 BEADS HTO DEER PARK–STAR</td>
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<td>(90–170 INCL) WOOLY (RNAV)–DP AGARD WNSTN T320 RICED KEYED</td>
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<td>WOOLY (RNAV)–DP AGARD WNSTN T320 RICED KEYED</td>
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<td>(90–170 INCL, LESS THAN 250 KTS) WOOLY T356 OBWON PALEO DONIL WNSTN T320 ACY V184 ZIGGI</td>
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<td>or (9–170 INCL.; TURBOPROPS) WOOLY T356 SWANN APPLE (RNAV)–STAR</td>
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<td>MYRTLE BEACH(MYR)</td>
<td>PWL BIZEQ Q75 GVE SBV RDU</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING NORTH)PWL BIZEQ Q75 SLJO Q83 ROYCO Q85 LPED GT OUT (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(SFB)</td>
<td>PWL BIZEQ Q75 SLJO Q83 ROYCO Q85 LPED TTHOR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>PUNTA GORDA(PGD)</td>
<td>(JETS/TURBOPROPS ONLY)PWL BIZEQ Q75 SLJO Q103 PUPPY KYYU LUBBR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>PWL BIZEQ Q75 GVE MELTN ALDAN (RNAV)-STAR.</td>
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<tr>
<td>SAVANNAH(SAV)</td>
<td>PWL BIZEQ Q75 GSO CTF CANT PLZZZ ................</td>
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<tr>
<td>ST PETERSBURG-CLEARWATER(PIC)</td>
<td>PWL BIZEQ Q75 TEUF BAAMF DADES (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>TAMPA(TPA)</td>
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<td>WASHINGTON(DCA)</td>
<td>PWL BIZEQ Q75 MXE CLIPR (RNAV)-STAR ................</td>
<td>1100–0300</td>
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<td>WASHINGTON(DCA)</td>
<td>(AOA FL240; TURBOJETS)ACOVE FILGA HYPER (RNAV)-STAR</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>PWL BIZEQ Q75 SLJO Q83 JEVED Q97 KENLL CPTAN (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>ATLANTIC CITY (ACY)</td>
<td>(JETS ONLY)(WATER)LEEAH ATR TRPOD Q409 CRPLR EARZZ Q131 WAALT Y289 DULEE CLMNT (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>06FA, BCT, F45, PBI</td>
<td>LEEAH ATR TRPOD Q409 CRPLR PAACK Q97 KENLL CPTAN (RNAV)-STAR</td>
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<tr>
<td>06FA, BCT, FXE, PBI, PMP</td>
<td>LEEAH ATR TRPOD Q409 CRPLR PAACK Q97 KENLL CPTAN (RNAV)-STAR</td>
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**HIGH ALTITUDE**

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<th>Effective Times (UTC)</th>
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<td>O7FA,FLL,HST,HWO,MIA,OPF,TMB,X51</td>
<td>LEEAH ATR TRPOD Q409 CRPLR PAACK Q97 KENLL TARPN (RNAV)–STAR</td>
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<tr>
<td>APF,FMY,MKY,RSW</td>
<td>LEEAH ATR TRPOD Q409 PUPPY Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>ATLANTA(ATL)</td>
<td>LEEAH ENO SWANN YANNI CSN J48 MOL FLASK OZZZI (RNAV)–STAR</td>
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<tr>
<td>FLL,OPF</td>
<td>LEEAH ATR TRPOD Q409 CRPLR Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
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<td>ISM,LEE,MCO,ORL,SFB</td>
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<td>1100–0300</td>
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<td>MCF,PIE,TPA,VDF</td>
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<td>MYRTLE BEACH(MYR)</td>
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<td>JACKSONVILLE(JAX)</td>
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Terminals Route Effective Times (UTC)

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<tr>
<td>SAN JUAN(TJSJ)</td>
<td>(WATER)COASTAL–DP CCC SPDEY Y488 SAUCR L453 CERDA FIPEK Y355 PING RTE7 SAALR</td>
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<td>or (WATER)COASTAL–DP CCC SPDEY Y489 RESQ SKPR L455 LENNT M423 PING RTE7 SAALR</td>
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<td>SAVANNAH(SAV)</td>
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<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS)COASTAL–DP CCC TOPPR Q167 ZIZZI KNUKK ATR LAFLN DEALE (RNAV)--STAR</td>
<td>1100–0300</td>
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<td>BALTIMORE(BWI)</td>
<td>47N,CDW,LDJ,MMU,SMQ,TEB</td>
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<td>ALB,SCH</td>
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<td>(TURBOJETS)ISWANN–DP SWANN JAIE (RNAV)--STAR</td>
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<td>SWANN–DP SWANN BROSS Q419 RBV Q22 LLUND TRUDE V487 CANAN</td>
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<td>ASHEVILLE(AVL)</td>
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<td>ATLANTA(ATL)</td>
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<td>AUSTIN(AUS)</td>
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<td>TERPZ (RNAV)--DP FLASK OZZZI (RNAV)--STAR</td>
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<td>TERPZ (RNAV)--DP MAULS Q40 ALEAN VXV SQS SWB LUKNK WLEE (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR(BGR)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 FOXWD BOS</td>
<td>1100–0300</td>
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<tr>
<td>BIRMINGHAM(BHM)</td>
<td>(TURBOJETS)TERPZ (RNAV)--DP MAULS Q40 NIOLA DIODE</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>(TURBOJETS: DME/DME/IRU OR GNSS REQUIRED)ISWANN--DP SWANN BROSS Q419 JFK ROBUC (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>BRIDGEPORT(BDR)</td>
<td>PALEO--DP PALEO AGARD WNSTN Q439 SARDI RICED KEYED</td>
<td>1100–0300</td>
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<tr>
<td>BURLINGTON(BTV)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 LLUND CAM</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>(TURBOJETS)TERPZ (RNAV)--DP GLANC AIROW CHSLY (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHATTANOOGA(CHA)</td>
<td>TERPZ (RNAV)--DP MAULS Q40 ALEAN VXV</td>
<td>1100–0300</td>
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<tr>
<td>CHESTER(SNC)</td>
<td>(AOA 7000; TWIN ENGINE)PALEO--DP SIE AVALO T320 RICED KEYED</td>
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<tr>
<td>CHICAGO(MDW)</td>
<td>(TURBOJETS)TERPZ (RNAV)--DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)--STAR</td>
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<td>CHICAGO(ORD)</td>
<td>(TURBOJETS)TERPZ (RNAV)--DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)--STAR</td>
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<td>CLEVELAND(CLE)</td>
<td>(TURBOJETS)TERPZ (RNAV)--DP JERES J211 JST UPPRTR TRYBE (RNAV)--STAR</td>
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<td>COLUMBUS(CMH)</td>
<td>(TURBOJETS)TERPZ (RNAV)--DP RAMAY Q72 HACKS SCRLT SCRLT SCRLT (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>COLUMBUS(LCK)</td>
<td>TERPZ (RNAV)--DP RAMAY Q72 HACKS SCRLT SCRLT SCRLT (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>COLUMBUS(OSU)</td>
<td>TERPZ (RNAV)--DP RAMAY Q72 HACKS SCRLT (RNAV)--STAR</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(RNAV TURBOJETS)TERPZ (RNAV)--DP OTTTO COLNS GAVNN (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>DALLAS(DAL)</td>
<td>TERPZ (RNAV)--DP OTTTO Q80 FAREV RAMRD Q68 LITTR DIRRRK HIBIL (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>DALLAS--FORT WORTH(DFW)</td>
<td>(DFW SOUTH FLOW)TERPZ (RNAV)--DP OTTTO Q80 FAREV RAMRD Q68 LITTR FEWWW SEEVR (RNAV)--STAR</td>
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<td>or (DFW NORTH FLOW)TERPZ (RNAV)--DP OTTTO Q80 FAREV RAMRD Q68 LITTR FEWWW BRDJE (RNAV)--STAR</td>
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<tr>
<td>DAYTON(DAY)</td>
<td>(TURBOJETS)TERPZ (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)TERPZ (RNAV)--DP JERES J211 HAGUD WWSSR FOREY (RNAV)--STAR</td>
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<td>DETROIT(DTW)</td>
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<td>or (DTW SOUTH FLOW)TERPZ (RNAV)--DP MCRAQ Q178 KOZAR BONZZ (RNAV)--STAR</td>
<td>1100–0300</td>
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**Terminals Route**

**Effective Times (UTC)**

**NE, 16 MAY 2024 to 11 JUL 2024**
### Preferred IFR Routes

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<td>Farmingdale (FRG)</td>
<td>(180–230) PALEO–DP PALEO AGARD WNSTN Q439 SARDI CCC DPK</td>
<td>1000–0300</td>
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<td>Fort Myers (RSW)</td>
<td>TERPZ (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA SHIFTY (RNAV)–STAR</td>
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<tr>
<td>Greer (GSP)</td>
<td>TERPZ (RNAV)–DP GLANC FUBL JUNNR</td>
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<tr>
<td>Houston (HOU)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 AEX WAPP (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Houston (IAH)</td>
<td>(TURBOJETS)IAH EAST FLOWTERPZ (RNAV)–DP MAULS Q40 AEX SKNRD (RNAV)–STAR</td>
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<td>or (TURBOJETS)IAH WEST FLOWTERPZ (RNAV)–DP MAULS Q40 AEX DOOBI (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Indianapolis (IND)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS FLASH SNKPT (RNAV)–STAR</td>
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<td>(RNAV TURBOJET/TURBOPROP)TERPZ (RNAV)–DP OTTTO Q176 STL EUNING RUDDH (RNAV)–STAR</td>
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<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 ALEAN VXX</td>
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<td>TERPZ (RNAV)–DP OTTTO Q68 YOCKY UNCKL MAUDD (RNAV)–STAR</td>
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<tr>
<td>Manchester (MHT)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 LLUND SYMTH ROZZE (RNAV)–STAR</td>
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<td>Memphis (MEM)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTTO Q80 FAREV RAMRD BLUZZ (RNAV)–STAR</td>
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<td>Milwaukee (MKE)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY Q178 JB J34 CRL PEGEE GETCH LYSTR SUDDS (RNAV)–STAR</td>
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<td>Minneapolis (MSP)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY Q178 JB J34 VID KAMMA KKLKR (RNAV)–STAR</td>
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<td>Montreal (CYUL)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 LLUND CAM JASDU PBERG CARTR (CANADIAN) (RNAV)–STAR</td>
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<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 NIOLA MERDN TRSSH (RNAV)–STAR</td>
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<td>Nantucket (ACK)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q430 RIFLE DEEPO (RNAV)–STAR</td>
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<td>New York (ISP)</td>
<td>PALEO–DP SIE BRIGS Q439 SARDI CCC</td>
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<td>(GPS OR DME/DME–IRU EQUIPPED) SWANN–DP DQO PHLBO (RNAV)–STAR</td>
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<td>Ottawa (CYOW)</td>
<td>TERPZ (RNAV)–DP JERES J227 ULW SYR ART DEANS (CANADIAN) (RNAV)–STAR</td>
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<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY Q178 LEJOY DEMME (RNAV)–STAR</td>
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<td>Portland (PWM)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)–STAR</td>
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<td>Portsmouth (PSM)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 FOXW KLANE TTERI REMDG</td>
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<tr>
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<td>SWANN–DP SWANN BROSS Q419 RBV Q430 CREEL ORCA JORDN JORDN (RNAV)–STAR</td>
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<td>Raleigh (DUR)</td>
<td>(AOB FL260)TERPZ (RNAV)–DP MELTN ALDAN (RNAV)–STAR</td>
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<td>(TURBOJETS)TERPZ (RNAV)–DP JERES J227 VALLO J227 ULW GIBBE</td>
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<td>Sarasota/Bradenton (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)TERPZ (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 PUPPY KYUU LUBBR (RNAV)–STAR</td>
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<td>(TURBOJETS)TERPZ (RNAV)–DP OTTTO Q176 BICKS PXV BOOSH (RNAV)–STAR</td>
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<td>TERPZ (RNAV)–DP RRSIN GSO Q75 TEUFL BAAFM DADES (RNAV)–STAR</td>
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<td>TERPZ (RNAV)–DP JERES J220 SFT WOZEE LINNG (Canadian) (RNAV)–STAR</td>
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<td>White Plains (HPN)</td>
<td>(AT OR ABOVE FL180)SWANN–DP SWANN BROSS Q419 NACYN CYN BOUNO–STAR</td>
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<tr>
<td>Windsor Locks (BDL)</td>
<td>SWANN–DP SWANN BROSS Q419 DPK DEER PARK–STAR</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Terminals Route Effective Times (UTC)**

- NE, 16 May 2024 to 11 July 2024
**PREFERRED IFR ROUTES**

**BANGOR (BGR)**

<table>
<thead>
<tr>
<th>Route</th>
<th>Effective Times (UTC)</th>
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</thead>
<tbody>
<tr>
<td>06FA, BCT, F45, PBI</td>
<td>(JETS ONLY) WATER BEEKN Q97 KALDA Q131 WAALT Y289 DUL EE CLMT (RNAV)–STAR</td>
</tr>
<tr>
<td>06FA, BCT, FXE, PBI, PMP</td>
<td>BEEKN Q97 KEN LL CPTAN (RNAV)–STAR</td>
</tr>
<tr>
<td>07FA, FLL, HST, MIA, OPF, TMB, X51</td>
<td>(V/L) TURBPROPE ONLY: INCL EA50, E50P, SF50, C510, C525 BEEKN Q97 KEN LL TARP (RNAV)–STAR</td>
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<tr>
<td>07FA, HST, MIA, TMB, X51</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) WATER BEEKN Q97 KALDA Q101 SKARP Y313 HOAGG BNSFH (RNAV)–STAR</td>
</tr>
<tr>
<td>7FL6, DAB, DED, EVB, LEE, OMN, ORL, SFB, X 50</td>
<td>BEEKN Q97 DEBRL CSTAL (RNAV)–STAR</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>KAYCC KYLOH NELIE Q75 GVE AIROW CHSLY (RNAV)–STAR</td>
</tr>
<tr>
<td>CHARLOTTESVILLE (CHO)</td>
<td>KAYCC KYLOH NELIE BIZEQ Q75 GVE (RNAV)–STAR</td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>GONZZ Q822 FNT WYNE (RNAV)–STAR</td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) GONZZ JOSSY MAULL KODIE SAVVI TIGGR (RNAV)–STAR</td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW GONZZ DONEO CUGL (RNAV)–STAR</td>
</tr>
<tr>
<td>FLL, OPF</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) BEEKN Q97 PRMUS CUUDA (RNAV)–STAR</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>
</tr>
<tr>
<td>NEW YORK (LGA)</td>
<td>(250KTS OR GREATER) ALB HAARP–STAR</td>
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<tr>
<td>NEWARK (EWR)</td>
<td>HANAA FLOSI (RNAV)–STAR</td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>BEEKN Q439 BRIGS JIMS (RNAV)–STAR</td>
</tr>
<tr>
<td>ST PETERSBURG–CLEARWATER (PFE)</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>BEEKN Q439 RIFLE Q167 ZIZI KNUKK ATR LAFLN DEALE (RNAV)–STAR</td>
</tr>
<tr>
<td>Bedford (BED)</td>
<td>KAYCC KYLOH NELIE Q75 MKE CLIPR (RNAV)–STAR</td>
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**Effectives**

NE, 16 MAY 2024 to 11 JUL 2024
ISL, MCO

(MCO LANDING NORTH) PUT ORW CCC Q97 SAWED MOXXY Q85 LPERD SNFLD (RNAV)–STAR

(MCO LANDING SOUTH) PUT ORW CCC Q97 SAWED MOXXY Q85 LPERD GTOUT (RNAV)–STAR

PHILADELPHIA (PNE)

PUT CCC MANTA T438 ARD

Sarasota/Bradenton (SRQ)

(JETS/TURBOPROPS ONLY) REVSS NELIE Q75 SLOJO Q103 PUPPY KYUU LUBBR (RNAV)–STAR

Tampa (TPA)

REVSS NELIE Q75 TEUF BAAMF DADES (RNAV)–STAR

WASHINGTON (DCA)

PUT CCC TOPPR Q167 ZIZZI KNJJX ATR LAFLN DEALE (RNAV)–STAR

BOSTON (BOS)

06FA, BCT, F45, PBI

(DEEP OCEAN) SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 SERN Y493 BAHAA DULEE CLMNT (RNAV)–STAR

06FA, BCT, F45, PBI

(SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 KENL OPTAN (RNAV)–STAR

07FA, FLL, HST, HQW, MIA, OPF, TMB, X51

(VL/UTURBPROPS ONLY: INCL EA50, E50P, SF50, C510, C525) SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 KENL TARP2N (RNAV)–STAR

07FA, HST, MIA, TMB, X51

(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (DEEP OCEAN) SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 SERN Y493 JENKS HOAGG BNFSH (RNAV)–STAR

7FL6, DAB, DED, EVB, LEE, OMN, ORL, SFB, X50

SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD TTTHOR (RNAV)–STAR

ATLANTA (ATL)

(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR

AUSTIN (AUS)

BLZZR (RNAV)–DP BLZZR BAF Q406 BWJ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)–STAR

BUFFALO (BUF)

HYLND (RNAV)–DP HYLND SYR ROC EHM4AN

BWI, MTN

PATSS (RNAV)–DP PATSS NELIE Q75 MXE NUGGY TRISH (RNAV)–STAR

CHARLOTTE (CLT)

PATSS (RNAV)–DP PATSS NELIE Q75 GVE AIROW CHSLY (RNAV)–STAR

CHICAGO (MDW)

(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) HYLND (RNAV)–DP HYLND CAM Q822 GONZ Q29 JHW DJB J60 ASHEN BAGEL PANGG (RNAV)–STAR

CHICAGO (ORD)

(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) HYLND (RNAV)–DP HYLND CAM Q822 FNT WYNE (RNAV)–STAR

CHS, JZI

SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR

CLEVELAND (CLE)

(RNAV TURBOJET) HYLND (RNAV)–DP HYLND CAM Q822 GONZ HANKK HOME TYRE (RNAV)–STAR

COLUMBUS (CMH)

BLZZR (RNAV)–DP BLZZR BAF Q480 AIR CLPRR (RNAV)–STAR

COVINGTON (CVG)

(DME/DME/IRU OR GPS REQUIRED) REVSS (RNAV)–DP REVSS CTR HNK J49 PSB MAUILL KODIE SAVVI TIGRR (RNAV)–STAR

Terminals

Route

Effective

Times (UTC)

NE, 16 MAY 2024 to 11 JUL 2024
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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>DALLAS–FORT WORTH (DFW) ..........</td>
<td>(DFW NORTH FLOW) BLZZR (RNAV)–DP BLZZR BAF Q406 BWJ 6J HVQ Q68 LITTR FEWWW BRDJE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or</td>
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<tr>
<td></td>
<td>(DFW SOUTH FLOW) BLZZR (RNAV)–DP BLZZR BAF Q406 BWJ 6H HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DAYTON (DAY)</td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED) BLZZR (RNAV)–DP BLZZR BAF Q408 AIR APE DANEI–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GNSS REQUIRED) HYLND (RNAV)–DP HYLND CAM Q822 GONZ COLTS GIGGY (RNAV)–STAR</td>
<td>1100–0300</td>
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<td></td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GNSS REQUIRED) HYLND (RNAV)–DP HYLND CAM Q822 GONZ COLTS OKLDN (RNAV)–STAR</td>
<td>1100–0300</td>
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<td></td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED) DTW NORTH FLOW) HYLND (RNAV)–DP HYLND CAM Q822 GONZ DONEO CUUGR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or</td>
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<td></td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED) DTW SOUTH FLOW) HYLND (RNAV)–DP HYLND CAM Q822 GONZ 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 SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 KALDA Q131 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) DEEP OCEAN SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 STERN Y493 JENKS MAJIK CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) MCO LANDING NORTH) SSOXS (RNAV)–DP SSOXS Q167 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</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 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(JETS) WATER SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(MCO LANDING NORTH) SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD SNFLD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
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<td>Effective Times (UTC)</td>
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<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED GUILD Q409 SESUE ESENT LUNNI (RNAV)–STAR..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KANSAS CITY(MCI)</td>
<td>(RNAV TURBOJT/TURBOPROP/BLZZR (RNAV)–DP BLZZR BAF Q406 AIR SP1 EUING RUDDH (RNAV)–STAR)........................................</td>
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</tr>
<tr>
<td>LAS VEGAS(LAS)</td>
<td>HYLND (RNAV)–DP HYLND CAM Q822 GONZZ Q29 KLYNE FYLLS J110 RSK J64 TBC SQIRE RKSTR (RNAV)–STAR........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LOS ANGELES(LAX)</td>
<td>HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB ODI FSD J114 DVJ J60 HVE PROMT Q88 HAKMN ANJLL (RNAV)–STAR..........................</td>
<td>1100–0400</td>
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<tr>
<td>LOUISVILLE(SDF)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWJ J6 HVO Q68 YOCKY UNCKL MAUDD (RNAV)–STAR ........................................</td>
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<tr>
<td>MCF,PIE,TPA,VDF</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 STERN Y493 BAHAH HIBAC DADES (RNAV)–STAR)........................................</td>
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<tr>
<td>MEMPHIS(MEM)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWJ J6 HVO Q68 RANMD BLUZZ (RNAV)–STAR)........................................</td>
<td>1100–0300</td>
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<tr>
<td>MILWAUKEE(MKE)</td>
<td>HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GETCH LYSTR SUDDS..........................</td>
<td>1100–0300</td>
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<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)HYLND (RNAV)–DP HYLND HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR (DEME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)–DP HYLND PBERG CARTR (CANADIAN) (RNAV)–STAR)........................................</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MONTREAL(CYUL)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 STERN Y493 WEAKK CARPX Y307 HANKX (RNAV)–STAR)........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MSY,NEW,NBG</td>
<td>(TURBOJETS)BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)–STAR)........................................</td>
<td>1100–0300</td>
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<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 PAACK WYLMS ........................................</td>
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<tr>
<td>NASHVILLE(BNA)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWJ J6 HVO Q68 YOCKY GROT PASLY (RNAV)–STAR)........................................</td>
<td>1100–0300</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 HANKX (RNAV)–STAR)........................................</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 (RNAV)–STAR)........................................</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 FOSI (RNAV)–STAR)........................................</td>
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<tr>
<td>NORFOLK(ORF)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAAY CCV ........................................</td>
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</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING SOUTH)SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED MOXXY 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 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 GONZZ Q29 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 KONJE J190 SLT HAYNZ (RNAV)–STAR)........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PDX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP DPR J16 PDT JKNX HIHOOD (RNAV)–STAR)........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAAY TAQLE (RNAV)–STAR)........................................</td>
<td></td>
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<tr>
<td>RICHMOND(RIC)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAAY ARICE JAMIE HYLND (RNAV)–DP HYLND CAM SYR)........................................</td>
<td></td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAAY ARICE JAMIE HYLND (RNAV)–DP HYLND CAM SYR)........................................</td>
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### Preferred IFR Routes

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<tr>
<td>SALT LAKE CITY (SLC)</td>
<td>(TURBOJETS ONLY, DME/DME/IRU OR GPS REQUIRED) HYLND (RNAV)–DP HYLND HANAA Q816 HOCHE BAE DBQ FOD ONL J94 OCS NORDK (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SAN DIEGO (SAN)</td>
<td>(TURBOJETS ONLY, DME/DME/IRU OR GPS REQUIRED) BLZZR (RNAV)–DP BLZZR BAF Q480 AIR J80 MCJ J24 SLN J18 HOGZ LUCKI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SAN FRANCISCO (SFO)</td>
<td>(TURBOJETS) HYLND (RNAV)–DP HYLND HANAA Q816 HOCHE GRB GEP ABR J32 LLC LEGGS BDEGA (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SAN JUAN (TSJ)</td>
<td>(WATER) SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 SAUCR L453 CERDA FIPEK Y355 PLING RTE7 SAALR or (WATER) SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y489 RESOU SKP PR L455 LENN M423 PLING RTE7 SAALR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) PATSS (RNAV)–DP PATSS NELIE Q75 SLOJO Q103 PUPYY KYYUU LUBBR (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>SAVANNAH (SAV)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y488 SAUED GUILD Q409 SESUE SOOOP (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SEATTLE (SEA)</td>
<td>(TURBOJETS ONLY, DME/DME/IRU OR GPS REQUIRED) HYLND (RNAV)–DP HYLND HANAA Q816 HOCHE GRB GEP ABR J90 HLN J136 MLP GLAS–STAR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST LOUIS (STL)</td>
<td>(TURBOJETS ONLY, DME/DME/IRU OR GPS REQUIRED) BLZZR (RNAV)–DP BLZZR BAF Q480 AIR J110 VHP AARCH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 TEUF BL BAFM DATES (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>TORONTO (CYYZ)</td>
<td>(TURBOJETS ONLY, DME/DME/IRU OR GPS REQUIRED) HYLND (RNAV)–DP HYLND HANAA Q816 HOCHE GRB GEP ABR J90 HLN J136 MLP GLAS–STAR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 MXE CLIPR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (IAD)</td>
<td>(AOB 220; TURBOPROPS) BLZZR BAF SAGES LAAYK MIP SEG PRTZL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(AOA FL240; TURBOJETS ONLY, DME/DME/IRU OR GPS REQUIRED) BLZZR (RNAV)–DP BLZZR BAF HYPER (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WHITE PLAINS (HPN)</td>
<td>(FL180–FL220; TURBOJETS ONLY, DME/DME/IRU OR GPS REQUIRED) PATSS (RNAV)–DP PATSS NELIE VALRE VALRE–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BRIDGEPORT (BDR)</td>
<td>BEADS EMJAY Q167 ZIZZI KNUKK ATR LAFLN MIIIDY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE (BWI)</td>
<td>BEADS EMJAY Q167 ZIZZI KNUKK ATR LAFLN MIIIDY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>BEADS EMJAY Q167 ZIZZI KNUKK ATR LAFLN MIIIDY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (IAD)</td>
<td>(RNAV EQUIPPED ONLY) JUDDS RONGE PWL GANDE HYPER (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BUFFALO (BUF)</td>
<td>JHW HVQ LNDIZ PARQR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>JHW HVQ LNDIZ PARQR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>JHW HVQ LNDIZ PARQR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) JHW KODIE SAVVI TIGR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>JHW RICCS Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>MIAMI (MIA)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK (JFK)</td>
<td>GEE BEEPS IGN KINGSTON–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK (LGA)</td>
<td>(ABOVE 250 KTS) GEE BEEPS IGN KINGSTON–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(TURBOJET) AUDI RKA NOBBI–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>GEE BEEPS Q140 KODEY HNK FLOSI (RNAV)–STAR</td>
<td>1100–0300</td>
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</table>
PREFERRED IFR ROUTES

Terminals | Route | Effective Times (UTC)
---------|-------|-----------------------
ORLANDO(MCO) | (MCO LANDING NORTH) JHW RICCS Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR or (MCO LANDING SOUTH) JHW RICCS Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR |
PHILADELPHIA(PHL) | BFD PSB BOJD (RNAV)–STAR |
TAMPA(TPA) | JHW RICCS Q103 SLOJO Q75 TUEFL BAAMF DADES (RNAV)–STAR |
WEST PALM BEACH(PBI) | JHW RICCS Q103 SLOJO Q83 JEVED Q97 KENLL CPTAN (RNAV)–STAR |
BURLINGTON(BTV) | 06FA,BCT,F45,PBI | (JETS ONLY)(WATER)PONCT Q133 LLUND Q437 VILLS Q409 CRLR EARZZ Q131 WAALT Y289 DULEE CLMNT (RNAV)–STAR | 06FA,BCT,FXE,PBI,PMP | (TURBOJETS ONLY)ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR | 1100–0300
ATLANTA(ATL) | (TURBOJETS ONLY)ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR | 1100–0300
BALTIMORE(BWI) | PONCT BIZQ Q75 MXE V378 NUGGY TRISH (RNAV)–STAR | 1100–0300
CHARLOTTE(CLT) | (TURBOJETS: DME/DME/IRU OR GNSS REQUIRED)ALVID DEDK HOCKE FNT WYNE (RNAV)–STAR | 1100–0300
CHICAGO(ORD) | (DME/DME/IRU OR GPS REQUIRED)GONZZ JOSSY MAULL KODIE SAVVI TIGRR (RNAV)–STAR | 1100–0300
COVINGTON(CVG) | (DME/DME/IRU OR GPS REQUIRED)GONZZ JOSSY MAULL KODIE SAVVI TIGRR (RNAV)–STAR | 1100–0300
DETROIT(DTW) | (MCO LANDING SOUTH)ALB PONCT BIZQ Q75 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR | 1100–0300
ISM,MCO | (MCO LANDING NORTH)ALB PONCT BIZQ Q75 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR | 1100–0300
NEW YORK(JFK) | (250KTS OR GREATER)ALB IGN KINGSTON–STAR | 1100–0300
NEW YORK(LGA) | ALB HAARP–STAR | 1100–0300
NEWARK(EWR) | (RNAV ONLY)ALB FLOSI (RNAV)–STAR | 1100–0300
PHILADELPHIA(PHL) | (TURBOJETS ONLY)ALB DNY SLATT–STAR | 1100–0300
PITTSBURGH(PIT) | ALB HNK KONJE SLT HAYNZ (RNAV)–STAR | 1100–0300
RALEIGH/DURHAM(RDU) | PONCT BIZQ Q75 GVE MELTN ALDAN (RNAV)–STAR | 1100–0300
TAMPA(TPA) | PONCT BIZQ Q75 TUEFL BAAMF DADES (RNAV)–STAR | 1100–0300
WASHINGTON(DCA) | PONCT BIZQ Q75 MXE CLIPR (RNAV)–STAR | 1100–0300
WASHINGTON(IAD) | (RNAV ONLY)ALB HYPER (RNAV)–STAR | 1100–0300
or (AOB 220; TURBOPROPS)ALB HNK LYKOM PRTZL (RNAV)–STAR | 1100–0300
BWI,DMW,ESN,FDK,GAI,MTN | 06FA,BCT,F45,PBI | (JETS ONLY)(WATER)CONLE (RNAV)–DP SCOOB EARZZ Q131 WAALT Y289 DULEE CLMNT (RNAV)–STAR | 06FA,BCT,FXE,PBI,PMP | (TURBOJETS)SCOOB EARZZ Q131 WAALT Y289 DULEE CLMNT (RNAV)–STAR | 07FA,FLL,HST,MIA,OPF,TMB,X51 | (VL/TURBOPROPS ONLY: INCL EA50,E50P,FSF50,C510,C525)CONLE (RNAV)–DP SCOOB EARZZ Q131 WAALT Y289 DULEE CLMNT (RNAV)–STAR | 07FA,HST,MIA,TMB,X51 | (TURBOJETS)SCOOB PAAK Q97 KENLL CPTAN (RNAV)–STAR | 1100–0300
CHS,J2I | (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)CONLE (RNAV)–DP SCOOB EARZZ Q131 WAALT Y289 DULEE CLMNT (RNAV)–STAR | 1100–0300

NE, 16 MAY 2024 to 11 JUL 2024
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>FLL,OPF</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)CONLE (RNAV)–DP SCOOB PAACK Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<tr>
<td>ISM,LEE,MC,O,ORL,SFB</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)CONLE (RNAV)–DP SCOOB EARZZ CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
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<tr>
<td>ISM,MCO</td>
<td>(TURBOJETS)(MCO LANDING NORTH)CONLE (RNAV)–DP SCOOB GUILD Q409 SESUE ESSENT LUNNI (RNAV)–STAR</td>
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<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS)(RNAV)–DP SCOOB MOXXY Q85 LPERD SNFLD (RNAV)–STAR</td>
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<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>(WATER)CONLE (RNAV)–DP SCOOB MIDN MELTN RDU</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(TURBOJETS)(RNAV)–DP SCOOB MOXXY Q85 LPERD GTOUT (RNAV)–STAR</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL 220)CONLE (RNAV)–DP COLIN TAPPA HOUKY TAQLE (RNAV)–STAR</td>
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<tr>
<td>SAVANNAH(SAV)</td>
<td>(TURBOJETS)(RNAV)–DP SCOOB GUILD Q409 SESUE SOOOP</td>
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<td>COLDWELL(CDW)</td>
<td>terminals Route</td>
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<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(170 AND ABOVE)BREZY V39 CMK MERIT HFD FOXWD KLANE TTERI REMDG</td>
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<tr>
<td>CHARLOTTESVILLE(CHO)</td>
<td>terminals Route</td>
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<tr>
<td>ATLANTA(ATL)</td>
<td>MOL FLASK OZZZI (RNAV)–STAR</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>(AOB FL240)GVE AIROW CHSLY (RNAV)–STAR</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>(RCCS HACKS J149 ROD WATSN (RNAV)–STAR</td>
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<tr>
<td>MQS,PHL,PN,TTN</td>
<td>GVE ROCKY SVILL TAPPA LUCYL HYTRA PAATS (RNAV)–STAR</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>GVE PROUD (RNAV)–STAR</td>
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<tr>
<td>DCA,DA,JAD,JYO,MR,MOK</td>
<td>(MCO LANDING NORTH)JDUBB (RNAV)–DP RRSIN GSO Q75 SLOQO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR</td>
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<tr>
<td>MCO</td>
<td>(ADVANCED RNAV)HAR V33 MCMAN Q62 WATSN WATSN (RNAV)–STAR</td>
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<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>JDUBB (RNAV)–DP MELTN SBV RDU</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING SOUTH)JDUBB (RNAV)–DP RRSIN GSO Q75 SLOQO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR</td>
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<tr>
<td>HARRISBURG(HAR)</td>
<td>terminals Route</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(RNAV ONLY)MRB J6 COLNS GAVNN (RNAV)–STAR</td>
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<tr>
<td>HARRISBURG(MDT)</td>
<td>terminals Route</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>(ADVANCED RNAV)HAR V33 MCMAN Q62 WATSN WATSN (RNAV)–STAR</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(RNAV ONLY)MRB J6 COLNS GAVNN (RNAV)–STAR</td>
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<tr>
<td>HYANNIS(HYA)</td>
<td>terminals Route</td>
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<tr>
<td>BWI,MTN</td>
<td>BUZRD Q167 ZIZZI KNUKK ATR LAFLN MIDY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>LFV CELTS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)LFV CELTS NELIE Q75 SLOJO Q103 PUPPY KYUU LUBBR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>LFV CELTS NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>BUZRD Q167 ZIZZI KNUKK ATR LAFLN DEALE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ITHACA(ITH)</td>
<td>terminals Route</td>
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<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)COLTS GIGGY (RNAV)–STAR</td>
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<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)COLTS OKLND (RNAV)–STAR</td>
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<tr>
<td>LYNCHBURG(LYH)</td>
<td>terminals Route</td>
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<tr>
<td>CHARLOTTE(CL)</td>
<td>(A0B FL220)AIRW CHSLY (RNAV)–STAR</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>(V1/TURBPROPS ONLY: INCL EA50, E50P, SF50, C510, C525)PPORT (RNAV)–DP CCC Q97 KENLL TARP (RNAV)–STAR</td>
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## PREFERRED IFR ROUTES

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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>ATLANTA(Atlanta)</td>
<td>(RNAV ONLY)PPORT (RNAV)–DP BAF Q448 PTW J48 MOL FLASK OZZI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BWI,MTN</td>
<td>PPORT (RNAV)–DP CCC TOPPR Q167 ZIZZI KNUKK ATR LAFLN MIDY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>PPORT (RNAV)–DP NELIE Q75 GVE AIROW CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(MDW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CAM Q822 GONZZ Q29 JHW DJB J60 ASHEN BAGEL PANGG (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS ONLY; DME/DME/IRU OR GNSS REQUIRED)CAM Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)CAM Q822 GONZZ JOSSY MAULL KODIE SAVVI TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DENVER(DEN)</td>
<td>HANAA Q816 HOCKE Q935 MONEE IANNA OML PORDR AALL (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CAM Q822 GONZZ COLTS GIGGY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CAM Q822 GONZZ COLTS OMLN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>LFV CELT NELEE Q75 MHE V378 NUGG TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FLL,OPF</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)PPORT (RNAV)–DP CCC Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ISM,LEE,MCO,ORL,SFB</td>
<td>(JETS ONLY)(WATER)PPORT (RNAV)–DP CCC Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>PPORT (RNAV)–DP CCC Q97 PAACK WYLM...........</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>PPORT (RNAV)–DP CCC Q97 SAWED MOXY Q85 LPERD TNFLD (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA(PHL)</td>
<td>PPORT (RNAV)–DP CCC MANTA Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>PPORT (RNAV)–DP NELEE Q75 TELF BAAMFD DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>PPORT (RNAV)–DP CCC TOPPR Q167 ZIZZI KNUKK ATR LAFLN DEALE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOB 220; TURBOJETS)CAM ALB HNK XLYKOM PRTZL (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>MORRISTOWN(MMU)</td>
<td>(170 AND ABOVE)BREZY V39 CMK MERIT HFD FOXWD KLNE TTERI REMDG........</td>
<td>1100–0300</td>
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<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(JETS ONLY)(WATER)MVJ JAWZ Q220 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 DULEE CMNRT (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NANTUCKET(ACK)</td>
<td>MVJ JAWZ Q220 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 DULEE CMNRT (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>LFV CELTLS NELEE Q75 MHE V378 NUGG TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>LFV CELTLS MANCH CAM Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FARMINGDALE(FRG)</td>
<td>(AOB FL220; TURBOJETS ONLY)MVJ SEY PARCH (RNAV)–STAR</td>
<td>1100–0300</td>
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**Effective Times (UTC):** NE, 16 MAY 2024 to 11 JUL 2024
PREFERRED IFR ROUTES 501

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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>FRG,JFK</td>
<td>(AOB FL220; TURBOJETS ONLY)MVY JAWZZ Q220 SEY PARCH (RNAV)--STAR</td>
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<tr>
<td>MORMISTOWN(MMU)</td>
<td>(AOB FL220;MVY Y146 BAF MOBBS T295 SAGES V489 COATE)</td>
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<tr>
<td>PHILADELPHIA(PHL)</td>
<td>(TURBOJETS ONLY)MVY JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)--STAR</td>
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</tr>
<tr>
<td>TETERBORO(TEB)</td>
<td>(AOB FL220;MVY Y146 BAF MOBBS T295 SAGES V489 COATE)</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS ONLY)MVY JAWZZ Q220 RIFLE Q167 ZIP1 KNUKK ATR LAFLN DEALE (RNAV)--STAR</td>
<td>1100–0300</td>
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<td>WASHINGTON(IAD)</td>
<td>(TURBOJETS ONLY)LFV CELTS BAF HYPER (RNAV)--STAR</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(AOB FL220; 250KTS OR GREATER)MVY V146 PUT NELIE VALRE VALRE--STAR</td>
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<tr>
<td>NEW HAVEN(HVN)</td>
<td>BEADS EMJAY Q167 ZJAY Q97 KENLL CPTAN (RNAV)--STAR</td>
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<td>NEW YORK(ISP)</td>
<td>(JETS ONLY)(WATER)BEADS EMJAY Q167 ZJAAY KALDA Q131 WAALT Y289 DULLEE CLMN (RNAV)--STAR</td>
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<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)BEADS EMJAY Q167 ZJAAY KALDA Q131 WAALT Y289 BAHAA HIBAC SYFTY (RNAV)--STAR</td>
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<td>CJR,EZF,FR,HWY,IAD,JYO,MRB,NYG,OKY,RMN</td>
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<td>(RNAV EQUIPPED ONLY)BEADS SARDI RBV HYPER (RNAV)--STAR</td>
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<td>BEADS T320 SARDI RBV Q403 SAAME J6 COLNS QAVNN (RNAV)--STAR</td>
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<td>(DFW SOUTH FLOW)RBV Q403 SAAME J6 HQV Q68 LITTR FEWWW SFBV (RNAV)--STAR</td>
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<td>(DFW NORTH FLOW)RBV Q403 SAAME J6 HQV Q68 LITTR FEWWW BRDJE (RNAV)--STAR</td>
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<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)BEADS EMJAY Q167 ZJAAY KALDA Q131 WAALT Y289 BAHAA HIBAC SYFTY (RNAV)--STAR</td>
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<td>FLL,OPF</td>
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Terminals Route Effective Times (UTC)

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**NEW YORK (JFK)**

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<td>DETROIT SATS(DET,CYQG ONLY)</td>
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<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
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<td>BOSTON (BOS)</td>
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<td>BURLINGTON (BTV)</td>
<td>(TURBOJETS RNAV 1)COATE Q436 EMMMA WYNDE (RNAV)–STAR</td>
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<td>CHARLESTON (CRW)</td>
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<td>CHATTANOOGA (CHA)</td>
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<td>CHICAGO (MDW)</td>
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<td>DAYTON (DAY)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR APE DANEI–STAR</td>
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<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW/GAYEL J95 CFB TRAAD JACCI FERRL (RNAV)–STAR</td>
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<td>FORT LAUDERDALE (FLL)</td>
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<td>GREER (GSP)</td>
<td>BIGGY Q75 GVE FUBLJ JUNNR (RNAV)–STAR</td>
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<td>HOT SPRINGS (HSP)</td>
<td>LANA J48 EMISO V140 MOL</td>
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<tr>
<td>HOUSTON (HOU)</td>
<td>(TURBOJETS)LANA J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
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Terminals Route: Effective Times (UTC) 

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<td>(IAH WEST FLOW) IRBV Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
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<td>INDIANAPOLIS (IND)</td>
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<td></td>
<td>(MAX ALTITUDE FL280; TURBOJETS) NEWEL J60 DANNR RAV J64 CASIO RINTE SNKPT (RNAV)–STAR</td>
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<td>ISM, LEE, MCO, ORL, SFB</td>
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<td>(MCO LANDING NORTH) WHITE Q409 CRPLR Q85 LPERD SNFLD (RNAV)–STAR</td>
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<td>MARCO ISLAND (MKY)</td>
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<td>(JETS ONLY; EXCLUDES EA50, ES50, SF50, C510, C525) DEEP OCEANSHIPP Y488 STERN Y493 Jenks Hoagg Bnfsn (RNAV)–STAR</td>
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<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS) GAYEL Q818 WOZEE NOSIK ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
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<td>BIGGY Q75 GVE LYH COLZI Q52 CHOPZ MGM SJI</td>
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<td>(DME/DME/IRU OR GNSS REQUIRED) GREKI JUDDS CAM JASDU PBERG CARTR (CANADIAN) (RNAV)–STAR</td>
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<td>NANTUCKET (ACK)</td>
<td>(FL180–FL230 ONLY; JETS ONLY) BAYS SEALL V188 GON DEEP (RNAV)–STAR</td>
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<td>NASHUA (ASH)</td>
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<td>(DEEP OCEANSHIP Y488 STERN Y493 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
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<td>PHOENIX (PHX)</td>
<td>(MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLY) NEWEL J60 DANNR RAV J64 CASIO FYLLS J110 STL BUM ICT LBL FTI BUKKO ZUN BUNTR–STAR</td>
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<td>PORTSMOUTH(PSM)</td>
<td>(170 AND ABOVE)MERIT HFD FOXWD KLANE TTERI REMDG (RNAV)–STAR</td>
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<td>(DME/DME/IRU OR GPS)WHITE Q409 TRPOD JAMIE</td>
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<td>WASHINGTON(DCA)            BIGGY Q75 MXE CLIPR (RNAV)–STAR</td>
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<td>AKRON(AKR)                 NEWEL J60 PSB SOORD ZZIPS (RNAV)–STAR</td>
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<td>(JETS ONLY, EXCLUDES E50, E50P, SF50, C510, C525)(WATER)ELVAE COL WHITE Q409 CRPLR KOKKI</td>
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<td>Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
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<td>FORT LAUDERDALE(FLL)</td>
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<td>Y488 STERN Y493 JENKS MAJIK CUUDA (RNAV)–STAR</td>
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<td>FORT MYERS(FMY)</td>
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<td>FORT MYERS(RSW)</td>
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<td>BIGGY Q75 GVE FUBL JUNNR (RNAV)–STAR</td>
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<td>(TURBOJETS)LANNA J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
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<td></td>
<td>or (TURBOJETS)IAH EAST FLOW)LANNA J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
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<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)IAH WEST FLOW)LANNA J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
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**Terminals Route Effective Times (UTC)**

NE, 16 MAY 2024 to 11 JUL 2024
## Preferred IFR Routes

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<td>(JETS ONLY, EXCLUDES EA50, CS50, CS50, CS525)(WATER)KOOKI ELLDE Q97 PRMUS CUUDA (RNAV–STAR)....</td>
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Terminals Route Effective Times (UTC) 

**NE, 16 MAY 2024 to 11 JUL 2024**
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>HOUSTON(HOU)</td>
<td>PREFERRED IFR ROUTES --------------------------------------------------</td>
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<tr>
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<td>(HOU EAST FLOW)COUPN BEETN RDU SHPRD DEBIE IPTAY CHOPZ THR SR MGMRY CATLN SJI BAYYY (RNAV)--STAR</td>
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<td>(HOU WEST FLOW)COUPN BEETN RDU SHPRD DEBIE IPTAY CHOPZ THR SR MGMRY CATLN SJI PUCKS (RNAV)--STAR</td>
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<td>(IAH EAST FLOW)COUPN BEETN RDU SHPRD DEBIE IPTAY CHOPZ THR SR JAMMR MERDN AEX DOOBI (RNAV)--STAR</td>
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<td>(IAH WEST FLOW)COUPN BEETN RDU SHPRD DEBIE IPTAY CHOPZ THR SR JAMMR MERDN AEX SKNRD (RNAV)--STAR</td>
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<tr>
<td>ISM,LEE,MCO,ORL,SFB</td>
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<td>ISM,MCO</td>
<td>(MCO LANDING NORTH)COUPN BEETN JIMAR PBCUP Q85 LPERD SNFLD (RNAV)--STAR</td>
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<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS)COUPN BEETN JIMAR DEEZE Q409 SESUE ESENT LUNNI (RNAV)--STAR</td>
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<td>MCF,PIE,TPA,VDF</td>
<td>COUPN BEETN JIMAR DEEZE Q409 PUPPY BAAMF DADES (RNAV)--STAR</td>
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<td>MINNEAPOLIS(MSP)</td>
<td>WAIKS KELLE MOL J24 HVQ FWA GU KAMMA KIKEL (RNAV)--STAR</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>SCHOL KALDA ZJAY BYSEL RADSIE CAMRN--STAR</td>
<td>1100–0400</td>
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<tr>
<td>NEW YORK(KCGA)</td>
<td>HOUKY TAPPALUCYLY HYTRA PROUD (RNAV)--STAR</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(TURBOJETS)HOUKY T295 TAPPA HYTRA PHLBO (RNAV)--STAR</td>
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<td>(MCO LANDING SOUTH)COUPN BEETN JIMAR PBCUP Q85 LPERD GTOUT (RNAV)--STAR</td>
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<td>PHILADELPHIA</td>
<td>(TURBOJETS)SCHOL KALDA ZJAY JIIMS (RNAV)--STAR</td>
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<td>(TURBOJETS)HOUKY T295 TAPPA HYTRA JAIKE (RNAV)--STAR</td>
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<td>OGDENSBURG(OGS)</td>
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<td>ORLANDO(SFB)</td>
<td>(MCO LANDING SOUTH)ART SYR J59 PSB Q171 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)--STAR</td>
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<td>(MCO LANDING SOUTH)ART SYR J59 PSB Q171 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)--STAR</td>
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<td>PHILADELPHIA METRO(PHL,PNE)</td>
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<td>MONTREAL(CYUL)</td>
<td>DITCH Q437 LLUND CAM JASDU PBERG CARTR (CANADIAN) (RNAV)--STAR</td>
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<td>PHILADELPHIA(PHL)</td>
<td>(JETS ONLY)(WATER)OOD TEBEE HAYDO TRPQD Q409 CRPLR EARZ Q131 WAALT Y289 DULEE CLMNT (RNAV)--STAR</td>
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<td>06FA,BCT,F45,PBI</td>
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<td>07FA,FLL,HST,HWO,MIA,OPF,TMB,X51</td>
<td>(VLJ/TURBPROP ONLY: INCL EA50,E50P,CS50,C510,C5125)OOD TEBEE HAYDO TRPQD CRPLR PAACK Q97 KENLL TARP (RNAV)--STAR</td>
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<td>07FA,HST,MIA,TMB,X51</td>
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<td>ALB,SCH</td>
<td>DITCH Q437 LLUND TRUE V487 CANAN .................................................................</td>
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<td>ATLANTA (ATL)</td>
<td>STOEN REEFI EMI J48 MOL FLASK OZZI (RNAV)–STAR .................................................................</td>
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<td>BOSTON (BOS)</td>
<td>DITCH Q437 HNNAH Q450 JFK ROBUC (RNAV)–STAR .................................................................</td>
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<td>BUFFALO (BUF)</td>
<td>PTW SARAA RAV TYMAN .................................................................</td>
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<td>BURLINGTON (BTV)</td>
<td>(NORTH) DITCH Q437 LLUND CAM .................................................................</td>
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<td>CHARLOTTE (CLT)</td>
<td>STOEN Q75 GVE AIROW CHSLY (RNAV)–STAR............</td>
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<td>CHICAGO (MDW)</td>
<td>PTW SARAA RAV PSB J60 ASHEN BATEG PANGG (RNAV)–STAR .................................................................</td>
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<td>CHICAGO (ORD)</td>
<td>(RNAV EQUIPPED) PTW SARAA Q62 WATSN WATSN (RNAV)–STAR .................................................................</td>
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<td>CHS,JZI</td>
<td>OOD TEBEE HAYDO TRPOD Q409 CRPLR DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR .................................................................</td>
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<td>CLEVELAND (CLE)</td>
<td>(RNAV TURBOJET) PTW SARAA RAV PSB UPPR TRYBE (RNAV)–STAR .................................................................</td>
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<td>COLUMBUS (CMH)</td>
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<td>COVINGTON (CVG)</td>
<td>MXE PENSY J110 FLIRT MRB J6 COLNS GAVNN (RNAV)–STAR .................................................................</td>
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<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW SOUTH FLOW) MXE PENSY J110 FLIRT MRB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR ................</td>
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<td>(DFW NORTH FLOW) MXE PENSY J110 FLIRT MRB J6 HVQ Q68 LITTR FEWWW BRDJE (RNAV)–STAR .................................................................</td>
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<tr>
<td>DAYTON (DAY)</td>
<td>MXE PENSY J110 AIR APE DANE–STAR........................</td>
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<td>DENVER (DEN)</td>
<td>PTW SARAA RAV PSB J60 IOW DSM OBBH BRWRY LAWGR (RNAV)–STAR .................................................................</td>
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<td>DETROIT SATS (DET, ARB, PTK, YIP, CYGG)</td>
<td>PTW SARAA RAV PSB WWSHR FOREY (RNAV)–STAR (DME/DME/IRU OR GPS REQUIRED) DTW SOUTH FLOW) MXE PENSY J110 FLIRT BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)–STAR .................................................................</td>
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<td>DETROIT (DTW)</td>
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<td>(DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW) MXE PENSY J110 FLIRT BRNAN PSYKO KOZAR KLYNK (RNAV)–STAR .................................................................</td>
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<td>FLL, OPF</td>
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<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN) OOD TEBEE HAYDO SIQ B24 LYNUS SILLY Y485 STERN Y493 JENKS 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) OOD TEBEE HAYDO SIQ B24 LYNUS SILLY Y485 STERN Y493 JENKS MAJIK CUUDA (RNAV)–STAR .................................................................</td>
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<tr>
<td>FORT MYERS (FMY)</td>
<td>STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR .................................................................</td>
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<td>FORT MYERS (RSW)</td>
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<td>GREENSBORO (GSO)</td>
<td>STOEN Q75 GVE LYH HENBY .................................................................</td>
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<td>HOT SPRINGS (HSP)</td>
<td>STOEN REEFI EMI J48 MOL .................................................................</td>
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<td>HOUSTON (HOU)</td>
<td>(TURBOJETS) STOEN REEFI EMI J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR .................................................................</td>
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<td>HOUSTON (IAH)</td>
<td>(TURBOJETS) (IAH EAST FLOW) STOEN REEFI EMI J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR .................................................................</td>
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<td>(TURBOJETS) (IAH WEST FLOW) STOEN REEFI EMI J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR .................................................................</td>
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<td>INDIANAPOLIS (IND)</td>
<td>MXE PENSY J110 FLIRT BRNAN Q42 HIDON RINTE SNKPT (RNAV)–STAR .................................................................</td>
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<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS; DME/DME/IRU OR GPS REQUIRED) OOD TEBEE HAYDO TRPOD Q409 SESUE ESENT LUNNI (RNAV)–STAR...</td>
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<td>KANSAS CITY(MCI)</td>
<td>ZIMMZ Q42 MIKY Q480 AIR J80 SPI EUNING RUDDH (RNAV)–STAR...</td>
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<td>KNOXVILLE(TYS)</td>
<td>STOEN REEFI EMI J48 CSN FANPO Q40 ALEAN VXV...</td>
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<td>LEWISBURG(LWB)</td>
<td>STOEN REEFI EMI J48 MOL V140 COVEY...</td>
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<td>LEXINGTON(LEX)</td>
<td>MXE PENSY J110 LEJOY HVQ...</td>
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<td>MXE PENSY J1110 FLIRT MR6 J6 HVQ Q68 YOCKY UNCKL MAUDD (RNAV)–STAR...</td>
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<td>(NORTH) DITCH Q437 LLUND SMYTH ROZZE (RNAV)–STAR...</td>
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<td>MIAMI(MIA)</td>
<td>(JETS ONLY; EXCLUDES EA50, ESOP, SF50, CS10, CS25) DEEP OCEAN) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 JENKS HOOG BNFSH (RNAV)–STAR...</td>
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<td>MILWAUKEE(MKE)</td>
<td>(RNAV EQUIPPED ONLY) PTW SARAA RAV J64 EWC DJB CRL PEGEE GETCH LYSTR SUDDS...</td>
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<td>MINNEAPOLIS(MSP)</td>
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<td>NAPLES(APT)</td>
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<td>NASHVILLE(BNA)</td>
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<td>ODD TEBEE HAYDO TRPOD JAMIE CV...</td>
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<td>(MCO LANDING SOUTH) OOD TEBEE HAYDO TRPOD Q409 CRPLR Q85 LPERD GTOUT (RNAV)–STAR...</td>
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<td>or (DEEP OCEAN) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 BAHAA HIBAK ALYNA (RNAV)–STAR...</td>
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<td>or (TURBOJETS) OOD TEBEE HAYDO TRPOD Q409 SESUE S0OOP...</td>
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<td>PITTSBURGH(PIT)</td>
<td>MXE PENSY J1110 VINE DEMME (RNAV)–STAR...</td>
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<td>PORTLAND(PWM)</td>
<td>DITCH T416 JIMEE WAVEY SHIPP CCC SCQGS (RNAV)–STAR...</td>
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<td>PORTSMOUTH(PSM)</td>
<td>DITCH T437 LLUND Q22 FOXW KDLANE TTERI RMDG...</td>
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<td>RALEIGH/DURHAM(RDU)</td>
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<td>STOEN REEFI EMI J48 MOL...</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
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<td>ST LOUIS(STL)</td>
<td>MXE PENSY J1110 VHP AARCH (RNAV)–STAR...</td>
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<td>TAMPA(TPA)</td>
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<td>WEST PALM BEACH(PBI)</td>
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<td>WHITE PLAINS(HPN)</td>
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<td>WINDSOR LOCKS(BDL)</td>
<td>(NORTH) DITCH Q437 HNNAH Q450 DPK DEER PARK–STAR...</td>
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**NE, 16 MAY 2024 to 11 JUL 2024**
**PREFERRED IFR ROUTES**

**515**

**PITTSBURGH (PIT)**
- ATLANTA (ATL) ........................................ (RNAV ONLY)
- BOSTON (BOS) ........................................ (RNAV EQUIPPED)
- CHARLESTON (CHS) .................................. (RNAV)
- CHARLOTTE (CLT) .................................... (RNAV ONLY)
- BALTIMORE (BWI) ................................. (RNAV EQUIPPED)
- INDIANAPOLIS (IND) .............................. (RNAV)
- MIAMI (MIA) .......................................... (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)
- FORT LAUDERDALE (FLL) ....................... (JETS ONLY)
- CHICAGO (MDW) .................................... (RNAV)
- CHICAGO (ORD) ..................................... (RNAV ONLY)
- FORT LAUDERDALE (FLL) ....................... (JETS ONLY)
- INDIANAPOLIS (IND) .............................. (JETS ONLY)
- ORLANDO (MCO) ..................................... (MCO LANDING NORTH)
- ORLANDO (SFB) ..................................... (RNAV)
- PHILADELPHIA (PHL) ............................. (RNAV)
- SOUTH FLORIDA (FLL, OPF, MIA, 07FA, HST, TMB, X51, HWO) .................. (RNAV)
- TAMPA (TPA) ......................................... (RNAV)
- WASHINGTON (DCA) ................................ (RNAV)
- PLATTSBURGH (PBG) .............................. (RNAV)
- ORLANDO (SFB) ..................................... (RNAV)
- PORTLAND (PWM) ................................... (RNAV)
- BWI, MTN ............................................. (RNAV)
- CHARLOTTE (CLT) .................................. (RNAV)
- CHICAGO (ORD) ..................................... (DEM/DEM/IRU OR GNSS REQUIRED)
- CLEVELAND (CLE) .................................. (RNAV)
- COVINGTON (CVG) ................................... (DEM/DEM/IRU OR GPS REQUIRED)

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<th>Effective Times (UTC)</th>
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| PITTSBURGH (PIT) | ATLANTA (ATL) | (RNAV ONLY)
| | BOSTON (BOS) | (RNAV EQUIPPED)
| | CHARLESTON (CHS) | (RNAV)
| | CHARLOTTE (CLT) | (RNAV ONLY)
| | BALTIMORE (BWI) | (RNAV EQUIPPED)
| | INDIANAPOLIS (IND) | (JETS ONLY)
| | MIAMI (MIA) | (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)
| | FORT LAUDERDALE (FLL) | (JETS ONLY)
| | CHICAGO (MDW) | (RNAV)
| | CHICAGO (ORD) | (RNAV ONLY)
| | FORT LAUDERDALE (FLL) | (JETS ONLY)
| | INDIANAPOLIS (IND) | (JETS ONLY)
| | ORLANDO (MCO) | (MCO LANDING NORTH)
| | ORLANDO (SFB) | (RNAV)
| | PHILADELPHIA (PHL) | (RNAV)
| | SOUTH FLORIDA (FLL, OPF, MIA, 07FA, HST, TMB, X51, HWO) | (RNAV)
| | TAMPA (TPA) | (RNAV)
| | WASHINGTON (DCA) | (RNAV)
| | PLATTSBURGH (PBG) | (RNAV)
| | ORLANDO (SFB) | (RNAV)
| | PORTLAND (PWM) | (RNAV)
| | BWI, MTN | (RNAV)
| | CHARLOTTE (CLT) | (RNAV)
| | CHICAGO (ORD) | (DEM/DEM/IRU OR GNSS REQUIRED)
| | CLEVELAND (CLE) | (RNAV)
| | COVINGTON (CVG) | (DEM/DEM/IRU OR GPS REQUIRED)

**Terminals Route**

**Effective Times (UTC)**

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**Terminals Route**

**Effective Times (UTC)**

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**NE, 16 MAY 2024 to 11 JUL 2024**
PREFERRED IFR ROUTES

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<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)HSKEL (RNAV)–DP CAM Q822 GONZ DONENO CUGR (RNAV)–STAR.........................</td>
<td>1100–0300</td>
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<td>(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)HSKEL (RNAV)–DP CAM Q822 GONZ DONENO TFQUN (RNAV)–STAR..........................</td>
<td>1100–0300</td>
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<td>FORT MYERS(RSW)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 CYNTA SHIFTY (RNAV)–STAR..............</td>
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<td>ISM,LEE,MCO,ORL,SFB</td>
<td>(JETS ONLY)(WATER)NUBLE (RNAV)–DP CCC Q97 KALDA Q131 WAALT Y289 BAHA HIBAC ALYNA (RNAV)–STAR..................................</td>
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<td>ISM,MCO</td>
<td>(MCO LANDING NORTH)NUBLE (RNAV)–DP CCC Q97 SAWO MOXY Q85 LPERD SNFLD (RNAV)–STAR..................................................</td>
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<tr>
<td></td>
<td>(MCO LANDING SOUTH)NUBLE (RNAV)–DP NELIE BIZEX Q75 SLOJO Q83 ROYOQ Q85 LPERD GTOUT (RNAV)–STAR....................................</td>
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<td>(MCO LANDING SOUTH)NUBLE (RNAV)–DP CCC Q97 SAWO MOXY Q85 LPERD GTOUT (RNAV)–STAR..................................................</td>
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<td>(MCO LANDING NORTH)NUBLE (RNAV)–DP NELIE BIZEX Q75 SLOJO Q83 ROYOQ Q85 LPERD SNFLD (RNAV)–STAR..................................................</td>
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<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)HSKEL (RNAV)–DP HANAA Q816 KELTI Q812 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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<tr>
<td>NEW YORK(LGA)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)–DP CAM ALB HAARP–STAR........................</td>
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<td>NEWARK(EWR)</td>
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<td>(JETS/TURBOPROPS ONLY)NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 PUPPY KYYU LUBBR (RNAV)–STAR........................</td>
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<tr>
<td>TAMPA(TPA)</td>
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<td>WASHINGTON(DCA)</td>
<td>NUBLE (RNAV)–DP CCC TOPPR Q167 ZJIZI KNUK ATR LAFLN DEALE (RNAV)–STAR..................................................</td>
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<td>WASHINGTON(IAD)</td>
<td>(AOB 220; TURBOPROPS)CAM ALB HNK LYKOM PTRZL (RNAV)–STAR........................</td>
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<td>or</td>
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<td>(ADVANCED RNAV ONLY)NUBLE (RNAV)–DP BAF HYPER (RNAV)–STAR........................</td>
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<tr>
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<tr>
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<tr>
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<td>CON CAM ALB BIZEQ Q75 SLOJO Q83 ROYOQ Q85 LPERD TTHOR (RNAV)–STAR...............</td>
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<td>CON CAM ALB BIZEQ Q75 SLOJO Q103 PUPPY KYYU LUBBR (RNAV)–STAR........................</td>
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<td>CON CAM ALB BIZEQ Q75 SLOJO Q103 PUPPY KYYU LUBBR (RNAV)–STAR........................</td>
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<td>(JETS ONLY) (WATER) JUMPR RIFLE HEADI Q97 KALDA</td>
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<tr>
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<tr>
<td>06FA, BCT, FXE, PBI, PMP</td>
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<tr>
<td>07FA, FLL, HST, HWO, MIA, OPF, TMB, X51</td>
<td>(VL)/TURBPROP ONLY: INCL E50, E50P, S50, C510, C525 JUMPR RIFLE HEADI Q97 KENLL TARPN (RNAV)–STAR</td>
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<td>SKARP Y313 HOAGG BNFSH (RNAV)–STAR</td>
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<td>or JUMPR RIFLE HEADI Q97 DEBLR CSTAL (RNAV)–STAR</td>
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<tr>
<td>7FL6, DAB, DED, EVB, LEE, OMN, ORL, SFB, X50</td>
<td>JUMPR RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD TTHOR (RNAV)–STAR</td>
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<tr>
<td>ATLANTA (ATL)</td>
<td>(RNAV ONLY) PUT BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BWI, MTN</td>
<td>JUMPR RIFLE Q167 ZIZZI KNUKK ATR LAFLN MIDY (RNAV)–STAR</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>PUT NELIE Q75 GVE AIROW CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHICAGO (MDW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) PUT CTR CAM Q822 GONZZ Q29 JHW DJB J60 ASHEN BAGEL PANGG (RNAV)–STAR</td>
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<td>CHICAGO (ORD)</td>
<td>(TURBOJETS; DME/DME/IRU OR GNSS REQUIRED) PUT CTR CAM Q822 FNT WYNDE (RNAV)–STAR</td>
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<td>CHS, JZI</td>
<td>(TURBOJETS) JUMPR RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR</td>
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<td>COVINGTON (CVG)</td>
<td>(ALL OTHERS) PUT CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)–STAR</td>
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<tr>
<td>DENVER (DEN)</td>
<td>PUT CTR CAM ARNII Q816 HOCKE Q395 MONEE IANNA ONL PORDR AALLE (RNAV)–STAR</td>
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<tr>
<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) PUT CTR CAM Q822 GONZZ COLTS GIGGY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS (YP, PTK, ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) PUT CTR CAM Q822 GONZZ COLTS OKLND (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) DTW SOUTH FLOW PUT CTR CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR</td>
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<td>FLL, OPF</td>
<td>JUMPR RIFLE HEADI Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>JUMPR RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
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<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY) (WATER) JUMPR RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA</td>
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<td>ISM, MCO</td>
<td>(MCO LANDING NORTH) JUMPR RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD SNFLD (RNAV)–STAR</td>
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<tr>
<td>JACKSONVILLE (JAX)</td>
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<td>1000-0300</td>
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<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS) PUT CTR CAM ARNII Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
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<tr>
<td>NEW YORK (LGA)</td>
<td>(ABOVE 250 KTS) PUT NELIE VALRE HAARP–STAR</td>
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<td>or (250 KTS OR LESS) PUT BAF PWL V405 CASSH V123 HAARP ...............</td>
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<td>NEWARK (EWR)</td>
<td>PUT NELIE FLOS (RNAV)–STAR</td>
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<tr>
<td>NORFOLK (ORF)</td>
<td>JUMPR RIFLE Q167 ZJAAY CCY</td>
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<td>ORLANDO (MCO)</td>
<td>(MCO LANDING SOUTH) JUMPR RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD GTOUT (RNAV)–STAR</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>JUMPR RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>PITTSBURGH (PIT)</td>
<td>PUT CTR HNK KONJE SLT HAYNZ (RNAV)–STAR</td>
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<tr>
<td>RALEIGH/DURHAM (RDU)</td>
<td>JUMPR RIFLE Q167 ZJAAY TAQLE (RNAV)–STAR</td>
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<td>RICHMOND(RIC)</td>
<td>JUMPR RIFLE Q167 ZJAA YARICE JAMIE ...........................................</td>
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<td>(JETS/TURBOPROPS ONLY)PUT NEILIE Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)-STAR...............................................</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>(RNAV ONLY)PUT BAF HYPER (RNAV)-STAR............................................</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOB 220; TURBOPROPS)PUT BAF SAGES LAAYK MIP SEG PRTZL (RNAV)-STAR..............</td>
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<tr>
<td>RICHMOND(RIC)</td>
<td>07FA,FLL,HST,HWO,OPF,TMB,X51.......................................................</td>
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<tr>
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<td>(V/LJ/TURBPROP ONLY: INCL EA50,E50P, SF50, C510, C525) HOUKY MAZON KOHLS Q97 KENLL TARP (RNAV)-STAR...........................</td>
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<td>(JETS ONLY)EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)HOUKY MAZON KOHLS SKARP Y313 HOAGG BFNSH (RNAV)-STAR...........................</td>
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<td>CHARLOTTE(CLT)</td>
<td>(AOB FL300)KALLI (RNAV)–DP READE AIROW CHSLY (RNAV)-STAR.....................................</td>
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<tr>
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<td>KALLI (RNAV)–DP READE MOL GEFFS J149 ROD WATSN (RNAV)-STAR...........................</td>
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<tr>
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<tr>
<td>COLUMBUS(LCK)</td>
<td>KALLI (RNAV)–DP READE MOL J24 HVQ MCGNS SCRLT (RNAV)-STAR...........................</td>
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<tr>
<td>COLUMBUS(OSU)</td>
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<tr>
<td>DETROIT(DTW)</td>
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<td>or (DTW NORTH FLOW)KALLI (RNAV)–DP READE MOL J24 TARCI JAMOX KLYNK (RNAV)-STAR..........................</td>
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<tr>
<td>FLL,OPF</td>
<td>(JETS ONLY)EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)HOUKY MAZON KOHLS CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR...........................</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>KALLI (RNAV)–DP DRAIK Q75 SLOJO Q103 CYNTA SHIFY (RNAV)-STAR .........................</td>
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<td>HOUSTON(HOU)</td>
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<tr>
<td>HOUSTON(IAH)</td>
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<td>or (IAH WEST FLOW)KALLI (RNAV)–DP READE LYH PSK ALEAN Q40 AEX DODBI (RNAV)-STAR..............................</td>
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<tr>
<td>ISM,LEE,MCO,QRL,SFB</td>
<td>(JETS ONLY)(WATER)HOUKY MAZON KOHLS PRONI WAALT Y289 BAHAA HIBAC ALYN (RNAV)-STAR.............................</td>
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<td>MIAMI(MIA)</td>
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<tr>
<td>MQS,PHL,PNE,TTN</td>
<td>LUCYL (RNAV)–DP LUCYL HYTRA PAATS (RNAV)-STAR......................................</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>LUCYL (RNAV)–DP LUCYL HYTRA GARED PANZE V44 CAMRN ..................................</td>
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<td>NEW YORK(LGA)</td>
<td>LUCYL (RNAV)–DP LUCYL HYTRA PROUD (RNAV)-STAR......................................</td>
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<td>NEWARK(EWR)</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING NORT)KALLI (RNAV)–DP DRAIK Q75 SLOJO Q83 ROYCO Q85 LPFR SNFD (RNAV)-STAR............................</td>
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<td>or (MCO LANDING SOUTH)KALLI (RNAV)–DP DRAIK Q75 SLOJO Q83 ROYCO Q85 LPFR GTOUT (RNAV)-STAR...........................</td>
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<td>(JETS/TURBOPROPS ONLY)KALLI (RNAV)–DP DRAIK Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
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<tr>
<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>KALLI (RNAV)–DP DRAIK Q75 TEUF BAAFM DADES (RNAV)–STAR ...................</td>
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<td>(FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM CAM</td>
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<td>(FL190 AND ABOVE; PROPS ONLY)GREKI JUDDS</td>
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<td>(AT OR ABOVE FL190; DME/DME/IRU OR GNSS REQUIRED)BREZY V39 CMK GREKI JUDDS CAM JASDU PBERG CARTR (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 JENKS MAJIK CUUDA (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>CHS, JZI................................................................................</td>
<td>1100–0300</td>
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<tr>
<td>VINEYARD HAVEN (MVY)</td>
<td>OOD TEBEE HAYDO TRPQD Q409 CRPLR DFENC Q109 LAANA AMYLU AMYLU (RNAV–STAR)........</td>
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<tr>
<td>06FA, BCT, F45, PBI</td>
<td>(JETS ONLY)(WATER)BUZRD Q167 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 DULEE CLMNT (RNAV–STAR)........................</td>
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<td>06FA, BCT, FXE, PBI, PMP</td>
<td>BUZRD Q167 RIFLE HEADI Q97 KENLL CPTAN (RNAV–STAR)..........................</td>
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<tr>
<td>MORRISTOWN (MU)</td>
<td>(AOB FL220)MVY V146 BAF MOBBS T295 SAGES V489 COATE.........................</td>
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<td>NEW YORK (JFK)</td>
<td>(AOB FL220); TURBOJETS ONLYISEY PARCH (RNAV–STAR)..........................</td>
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<tr>
<td>TETERBOROT (TEB)</td>
<td>(AOB FL220)MVY V146 BAF MOBBS T295 SAGES V489 COATE.........................</td>
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<td>WHITE PLAINS (HBN)</td>
<td>(AOB FL220); 250KTS OR GREATER)MVY V146 PUT NELIE VALRE VALRE–STAR...........</td>
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<td>WASHINGTON (DCA)</td>
<td>(JETS ONLY)(WATER)AMEEE (RNAV–DP SCOOB EARZZ Q131 WAALT Y289 DULEE CLMNT (RNAV–STAR)........................</td>
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<tr>
<td>06FA, BCT, F45, PBI</td>
<td>(TURBOJETS)AMEEE (RNAV–DP SCOOB PAACK Q97 KENLL CPTAN (RNAV–STAR)...........</td>
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<td>06FA, BCT, FXE, PBI, PMP</td>
<td>(VI/L)TURBPROP ONLY: INCL EA50, E50P, SF50, C510, C525/AMEEE (RNAV–DP SCOOB PAACK Q97 KENLL TARPN (RNAV–STAR)........</td>
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07FA,HST,MIA,TMB,X51 ........................ (TURBOJETS)AMEEE (RNAV)–DP SCOOB PAACK Q97 DEBRL CSTAL (RNAV)–STAR ...

47N,CDW,LDJ,MMU,SMQ,TEB ................. (TURBOJETS)AMEEE (RNAV)–DP SCOOB EARBZ SKARP Y131 HOAGG BNFSH (RNAV)–STAR .......

AKRON(CAK) ....................................... HORTO (RNAV)–DP JERES J211 JST SOORD ZZIPS (RNAV)–STAR ........

ALB,SCH ........................................... (TURBOJETS)AMEEE (RNAV)–DP SCOOB PAACK Q97

DEBRL CSTAL (RNAV)–STAR .............................. or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)WATER)AMEEE (RNAV)–DP SCOOB EARBZ

SKARP Y131 HOAGG BNFSH (RNAV)–STAR .......

ASHEVILLE(AVL) ...................................... (TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 FEEDS

SUG ..................................................................

ATLANTA(ATL) ........................................... (TURBOJETS)CLTCH (RNAV)–DP FLASK OZZZI

(RNAV)–STAR ....................................................

AUSTIN(AUS) ........................................... CLTCH (RNAV)–DP MAULS Q40 ALEAN VXV SQS SWB

LUKKN WLEE (RNAV)–STAR..........................

BEDFORD(BED) ................................. SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22

FOXWD BOS ..............................................

BIRMINGHAM(BHM) ........................ SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22

FBQZ BOS ..............................................

BOSTON(BOS) ........................................... SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22

JFK ROBUC (RNAV)–STAR..........

BRIDGEPORT(BDR) ............................. SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22

LLUND TRUDE V487 CANAN ........

BUFFALO(BUF) ....................................... (TURBOJETS)CLTCH (RNAV)–DP FLASK OZZZI

(RNAV)–STAR ....................................................

BURLINGTON(BTV) ............................. CLTCH (RNAV)–DP FLASK OZZZI

(RNAV)–STAR ....................................................

CHARLOTTE(CLT)................................. SCRAM (RNAV)–DP GLANC AIROW CHSLY (RNAV)–STAR

CHATTANOOGA(CHA) ......................... (TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 ALEAN

VXV ..................................................................

CHICAGO(MDW)................................. WYNGS (RNAV)–DP RAMAY Q72 HACKS

J149 FWA PANGG (RNAV)–STAR........

CHICAGO(ORD)................................. WYNGS (RNAV)–DP RAMAY Q72 HACKS

J149 ROD WATSN (RNAV)–STAR ....

CLEVELAND(CLE)............................... (TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 ALEAN

VXV ..................................................................

CLEVELAND(CMH)............................... WYNGS (RNAV)–DP RAMAY Q72 HACKS

SCRLT SCRLT (RNAV)–STAR ... ...

COLUMBUS(LCK) ............................... WYNGS (RNAV)–DP RAMAY Q72 HACKS

SCRLT SCRLT (RNAV)–STAR ...

COLUMBUS(OSU) ............................... WYNGS (RNAV)–DP RAMAY Q72 HACKS

SCRLT SCRLT (RNAV)–STAR ...

COVINGTON(CVG) ............................. (TURBOJETS)REBLL (RNAV)–DP OTTTO COLNS GAVNN

(RNAV)–STAR ..........................................

DALLAS(DAL) ......................................... REBLL (RNAV)–DP OTTTO Q80 FAREV RAMRD Q68

LITTR DIRNK HIBIL (RNAV)–STAR ........

DALLAS–FORT WORTH(DFW) .......... (DFW NORTH FLOW)REBLL (RNAV)–DP OTTTO Q80

FAREV RAMRD Q68 LITTR FEWWW BRDJE

(RNAV)–STAR ..........................................

DALLAS–FORT WORTH(DFW) .......... or (DFW SOUTH FLOW)REBLL (RNAV)–DP OTTTO Q80

FAREV RAMRD Q68 LITTR FEWWW SEERV

(RNAV)–STAR ..........................................

DAYTON(DAY) ...................................... (TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS

APE ........................................

DENVER(DEN) ...................................... REBLL (RNAV)–DP OTTTO Q176 STL J24 OATHE CLASH

(RNAV)–STAR ..........................................

DETROIT SATS(DET,ARB,PTK,YIP,CYQG) (TURBOJETS: DME/DME/IRU OR GPS REQUIRED)HORTO

(RNAV)–DP JERES J211 HAGUD WWSHIR FOREY

(RNAV)–STAR ..........................................

DETROIT(DTW) ...................................... (DFW NORTH FLOW)HORTO (RNAV)–DP BUFFR Q178

KOZAR KLYNK (RNAV)–STAR ........

or (DFW SOUTH FLOW)HORTO (RNAV)–DP BUFFR Q178

KOZAR BONNZ (RNAV)–STAR ........


**Effective Times (UTC)**

**Terminal Route**

- NE, 16 MAY 2024 to 11 JUL 2024

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<th>Effective Times (UTC)</th>
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<td>FARMINGDALE(FRG)</td>
<td>(180–230)DOCTR (RNAV)–DP AGARD WNSTN Q439 SARDC CCI DPK</td>
<td>1000–0300</td>
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<tr>
<td>FLL,OPF</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)AMEEE (RNAV)–DP SCOOB PAACK Q97 FRMUS CUUDA (RNAV)–STAR</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>JUDBB (RNAV)–DP RSRIN QSO Q75 SLOQO J103 CYNTA SHFTY (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>GROTON (NEW LONDON)(GON)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)AMEEE (RNAV)–DP SCOOB PAACK Q97 FRMUS CUUDA (RNAV)–STAR</td>
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<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 AEX WAPPL (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)IAH EAST FLOW)CLTCH (RNAV)–DP MAULS Q40 AEX SKNRD (RNAV)–STAR</td>
<td>or</td>
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<tr>
<td>HUNTSVILLE(HSV)</td>
<td>(TURBOJETS)AMEEE (RNAV)–DP SCOBO GUILD Q409 SESUE ESENT LUNNI (RNAV)–STAR</td>
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<tr>
<td>INDIANAPOLIS(IND)</td>
<td>(RNAV TURBOJET/TURBOPROP)REBLL (RNAV)–DP OTTTO Q176 STL EUING RUDDH (RNAV)–STAR</td>
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<tr>
<td>ISM,LEE,MCO,ORL,SFB</td>
<td>(JETS ONLY)(WATER)AMEEE (RNAV)–DP SCOOB EARZZ Q131 WAALT Y289 BAHAAB HIBAC ALYNA (RNAV)–STAR</td>
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<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS)AMEEE (RNAV)–DP SCOBO GUILD Q409 SESUE ESENT LUNNI (RNAV)–STAR</td>
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<tr>
<td>KANSAS CITY(MCI)</td>
<td>(TURBOJETS)AMEEE (RNAV)–DP SCOBO GUILD Q409 SESUE ESENT LUNNI (RNAV)–STAR</td>
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<tr>
<td>KNOXVILLE(TYS)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 AEX DOOBI (RNAV)–STAR</td>
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<tr>
<td>LOUISVILLE(SDF)</td>
<td>REBLL (RNAV)–DP OTTTO Q68 YOCKY UNCLK MAUDD (RNAV)–STAR</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND SMYTH ROZZE (RNAV)–STAR</td>
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<tr>
<td>MEMPHIS(MEM)</td>
<td>(TURBOJETS)REBBIL (RNAV)–DP OTTTO Q80 FAREY RAMRD BLUZZ (RNAV)–STAR</td>
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<tr>
<td>MILWAUKEE(MKE)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP BUFFR Q178 DBJ J34 CRL PEEG PEET GETCH LSTY RUDDS</td>
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<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP BUFFR Q178 DBJ J34 VIO KAMMA KKILK (RNAV)–STAR</td>
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<tr>
<td>MONTREAL(CYUL)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND CAM JASDU PBERG CARTR (CANADIAN) (RNAV)–STAR</td>
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<td>MSY,NEW,RGB</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 NIOA MERON TRSSH (RNAV)–STAR</td>
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<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>AMEE (RNAV)–DP SCOBO PAACK WYLMS</td>
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<tr>
<td>NANTUCKET(ACK)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE DEEPQ (RNAV)–STAR</td>
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<tr>
<td>NASHVILLE(BNA)</td>
<td>(TURBOJETS)REBBIL (RNAV)–DP OTTTO Q80 DEWAK GROAT PASLY (RNAV)–STAR</td>
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<tr>
<td>NEW YORK(ISP)</td>
<td>DOCTR (RNAV)–DP AGARD SIE BRIGS Q439 SARDC CCC</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>(TURBOJETS)DOCTR (RNAV)–DP AGARD DONIL T315 PANZE V44 CARRN</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(TURBOJETS)DOCTR (RNAV)–DP AGARD SPEAK PROUD (RNAV)–STAR</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(TURBOJETS)SOOKI (RNAV)–DP SWANN PHILO (RNAV)–STAR</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(TURBOJETS)MCO LANDING SOUTHIAAMEE (RNAV)–DP SCOBO MOXX Q85 LPERD GTOUT (RNAV)–STAR</td>
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<tr>
<td>OTTAWA(CYOW)</td>
<td>HORTO (RNAV)–DP JERES J227 ULW SYR ART DEANS (CANADIAN) (RNAV)–STAR</td>
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Terminals Route Effective Times (UTC)

NE, 16 MAY 2024 to 11 JUL 2024
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<th>Terminals</th>
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<tr>
<td>PITTSBURGH (PIT)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP BUFFR Q178 LEJOY DEMME (RNAV)–STAR</td>
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<tr>
<td>PORTLAND (PWM)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUMB 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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<tr>
<td>RALEIGH/DURHAM (RDU)</td>
<td>(AOB FL260)JUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR</td>
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<tr>
<td></td>
<td>or</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(AOB FL220)AMEEE (RNAV)–DP COLLN TAPPA HOUKY TACLE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ROCHESTER (ROC)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J220 MICAH J227 ULW GIBBE</td>
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<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)JUBB (RNAV)–DP RRSSIN GSO Q75 SLOJO P301 PYYU KYYU LLUMB (RNAV)–STAR</td>
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<tr>
<td>SAVANNAH (SAV)</td>
<td>AMEEE (RNAV)–DP SCOOB GUILD Q409 SESUE SOOOP</td>
<td>1100–0400</td>
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<td>ST LOUIS (STL)</td>
<td>REBLL (RNAV)–DP Q176 BICKS PXV BOOSH (RNAV)–STAR</td>
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<tr>
<td>SYRACUSE (SYR)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J227 STENT CFB T335 SYR</td>
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<td>TAMPA (TPA)</td>
<td>JDUBB (RNAV)–DP RRSSIN GSO Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
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<td>TORONTO (CYYZ)</td>
<td>HORTO (RNAV)–DP JERES J220 SFK WOZEE LINNG BD (CANADIAN) (RNAV)–STAR</td>
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<td>VINEYARD HAVEN (MVY)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE LITTE FLAPE</td>
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<tr>
<td>WHITE PLAINS (HPN)</td>
<td>(AT OR ABOVE FL180; TURBOJETS)SOOKI (RNAV)–DP SWANN BROSS Q419 NACYN CYN BOUNG STAR</td>
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<tr>
<td>WINDSOR LOCKS (BDL)</td>
<td>(GPS OR DME/DME/IRU EQUIPPED)SOOKI (RNAV)–DP SWANN BROSS Q419 DPX DEER PARK STAR</td>
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<td>WASHINGTON (IAD)</td>
<td>06FA, BCT, F45, PBI</td>
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<td>(PART 121 ONLY, JETS ONLY)WATER)JCOBY (RNAV)–DP SCOOP EARZ Q131 WAALT Y289 DULEE CLMT (RNAV)–STAR</td>
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<td>06FA, BCT, FXE, PBI, PBI, PMP</td>
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<td>(PART 121 ONLY)JCOBY (RNAV)–DP SCOOP PAACK Q97 KENLL CPTAN (RNAV)–STAR</td>
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<td>07FA, FLL, HST, HWO, MIA, OPF, TMB, Q51</td>
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<td>(PART 121 ONLY)JCOBY (RNAV)–DP SCOOP PAACK Q97 KENLL TARP (RNAV)–STAR</td>
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<td>(PART 121 ONLY)JCOBY (RNAV)–DP SCOOP PAACK Q97 DEBRL CSTAL (RNAV)–STAR</td>
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<td>(PRT121 ONLY JETS ONLY EXC E460 ESOP SF50 C510 C525)WATER)JCOBY (RNAV)–DP SCOOP EARZ SKARP Y313 HOAGG BNSHF (RNAV)–STAR</td>
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<td>WOOLY (RNAV)–DP SWANN JAIE (RNAV)–STAR</td>
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<td>AKRON (CAK)</td>
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<td>JERES (RNAV)–DP JERES J211 JST SOORD ZZIPS (RNAV)–STAR</td>
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<td>(PART 121 ONLY JETS ONLY)JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND TRUDE V487 CANAN (RNAV)–STAR</td>
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<td>47N, CDW, LDJ, MMU, SMQ, TEB</td>
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<td>WOOLY (RNAV)–DP SWANN JAIE (RNAV)–STAR</td>
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<td>(TURBOJETS PART 121 AND 129 ONLY)JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND TRUDE V487 CANAN (RNAV)–STAR</td>
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<td>ASHEVILLE (AVL)</td>
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<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 FEEDS SUG</td>
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<td>(TURBOJETS)CLTCH (RNAV)–DP FLASK OZZZI (RNAV)–STAR</td>
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<td>BANGOR (BGR)</td>
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<td>(PART 121 AND 129 ONLY)JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 FOXWD BOS</td>
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<td>BOSTON (BOS)</td>
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<td>(TURBOJETS PART 121 AND 129 ONLY)JCOBY (RNAV)–DP SWANN BROSS Q419 JFK ROBUC (RNAV)–STAR</td>
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<td>BUFFALO (BUF)</td>
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<td>JERES (RNAV)–DP JERES J220 FSK (RNAV)–STAR</td>
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<td>BURLINGTON (BTV)</td>
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<td>JERES (RNAV)–DP JERES J220 BIGEO J49 ALB BTV (AOB FL330)SCRAM (RNAV)–DP GLANC AIROW CHSLEY (RNAV)–STAR</td>
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<td>CHATTANOOGA (CHA)</td>
<td>(TURBOJETS) - CLTCH (RNAV) - DP MAULS Q40 ALEAN VXV</td>
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<td>CHICAGO (MDW)</td>
<td>(TURBOJETS) - BUNNZ (RNAV) - DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV) - STAR</td>
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<td>CHS, JZI</td>
<td>(PART 121 ONLY) - COBY (RNAV) - DP SCOOB DFENC Q109 LAANA AMYLU AMYLU (RNAV) - STAR</td>
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<td>CLEVELAND (CLE)</td>
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<td>ITHACA (ITH)</td>
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<td>JACKSONVILLE (JAX)</td>
<td>(TURBOJETS ONY; DME/DME/IRU OR GPS REQUIRED) WHITE Q409 SESUE ESEN LUNNI (RNAV)–STAR</td>
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<td>KANSAS CITY (MCI)</td>
<td>ZIMMZ Q42 MIKY Q480 AIR J80 SPI EUING RUDDH (RNAV)–STAR</td>
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<td>KEENE (EEN)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ...........................................</td>
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<td>LACONIA (LCI)</td>
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<td>LEWISBURG (LWB)</td>
<td>LANNA J48 EMJ CSN V140 MOL ...................................................</td>
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<td>LEXINGTON (LEX)</td>
<td>PARKE J6 HVQ ............................................................................</td>
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<td>LOUISVILLE (SDF)</td>
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<td>MANCHESTER (MHT)</td>
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<td></td>
<td>or (AT OR ABOVE FL190; DME/DME/IRU OR GNSS REQUIRED) GREKI JUDDS MARTN QUINZ ROZZE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>MARCO ISLAND (MKY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>MEMPHIS (MEM)</td>
<td>PARKE J6 HVQ Q68 RAMRD BLUZZ (RNAV)–STAR</td>
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<td>NEWEL J60 DJB CRL PEGEE GETCH LYSR SUDDS (RNAV)–STAR</td>
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<td>(TURBOJETS) GAYEL Q812 WOZEE NOSIK ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
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<td>(DFL180–FL230; JETS ONLY)BAYS SEALL V188 GON DEEPO (RNAV)–STAR</td>
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<td>PHOENIX (PHX)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYQ Q480 AIR J110 SST BUM ICT LBL FTI</td>
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<td>(170 AND ABOVE)MERIT HFD FOXWD KLANE TTERI REM DGO</td>
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<td>ROCKY MOUNTAIN–CLEARWATER (SLC)</td>
<td>GAYEL Q818 WOZZE Q935 HOCKE BAE DBQ FOD ONL</td>
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<td>J94 OCS NORDK (RNAV)–STAR</td>
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<td>ST LOUIS (STL)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYQ Q480 AIR J80 VHP AARCH (RNAV)–STAR</td>
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<td>BIGGY Q75 TEUF L BAAMF DAES (RNAV)–STAR...</td>
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<td>(RNAV ONLY)VEERS PWL BASYE Q448 PTW J48 MOL FLASK OZZZ (RNAV)–STAR...</td>
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<td>ATLANTA (ATL)</td>
<td>(RNAV ONLY)VEERS PWL BASYE Q448 PTW J48 MOL FLASK OZZZ (RNAV)–STAR...</td>
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<td>CHARLOTTE (CLT)</td>
<td>VEERS PWL BIZEX Q75 GVE AIROW CHSLY (RNAV)–STAR</td>
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<td>CHICAGO (MDW)</td>
<td>(DFW SOUTH FLOW)VEERS PWL BASYE DBABE BWJ6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR...</td>
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<td>CLEVELAND (CLE)</td>
<td>(DFW NORTH FLOW)VEERS PWL BASYE DBABE BWJ6 HVQ Q68 LITTR FEWWW BBDJE (RNAV)–STAR...</td>
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PREFERRED IFR ROUTES

Terminals

DENVER (DEN) ................................... CTR CAM ARNII Q816 HOCHE Q935 MONEE IANNA ONL
PORDR AALLE (RNAV)–STAR........................

DETROIT SATS (DET, CYQG ONLY) .... (DME/DME/IRU OR GNSS REQUIRED) CTR CAM Q822
GONZ COLTS GIGGY (RNAV)–STAR................

DETROIT SATS (YIP, PTK, ARB ONLY) .... (DME/DME/IRU OR GNSS REQUIRED) CTR CAM Q822
GONZ COLTS OXKLND (RNAV)–STAR ............

DETROIT (DTW) .................................. (DME/DME/IRU OR GNSS REQUIRED) CTR CAM Q822
GONZ DONEO TPGUN (RNAV)–STAR..............

FORT MYERS (RSW) ............................ VEERS PWL BIZEX Q75 SLOJO Q103 CYNTA SHFTY
(RNAV)–STAR...........................................

HOUSTON (IAH) .................................. (IAH EAST FLOW) VEERS PWL BASYE Q448 PTW J48
CSN FANPO Q40 AEX SKNRD (RNAV)–STAR....

MINNEAPOLIS (MSP) ........................... (TURBOJETS) CTR CAM ARNII Q816 KELTI Q812 ZOHAN
IDIOM MUSCL (RNAV)–STAR........................

MYRTLE BEACH (MYR) ........................ (TURBOJETS) CTR CAM ARNII Q816 KELTI Q812 ZOHAN
IDIOM MUSCL (RNAV)–STAR........................

PHILADELPHIA (PHL) ........................ (IAH WEST FLOW) VEERS PWL BASYE Q448 PTW J48
CSN FANPO Q40 AEX DOOBI (RNAV)–STAR....

PICTERSON/PILOTI (PIF) ....................... CTR HNK KONJE SLT HAYNZ (RNAV)–STAR...........

RALEIGH/DURHAM (RDU) ..................... VEERS PWL BIZEX Q75 GVE MELTN ALDAN
(RNAV)–STAR...........................................

ST LOUIS (SLF) ................................. (RNAV ONLY) VEERS PWL IGN Q480 AIR J80 VHP
AARCH (RNAV)–STAR................................

TAMPA (TPA) ...................................... VEERS PWL BIZEX Q75 TEUFL BAAMF DADES
(RNAV)–STAR...........................................

WASHINGTON (DCA) ........................... VEERS PWL BIZEX Q75 MKE CLPR (RNAV)–STAR...

WASHINGTON (IAD) ........................... VEERS PWL GANDE HYPER (RNAV)–STAR...........

Worcester (ORH) ............................... ORW CCC Q97 KENLL TARPN (RNAV)–STAR .......

FLL, OPF ........................................ (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)
(WATER) ORW CCC Q97 KALDA Q131 CHIEZ
Y291 MAJIK CUUDA (RNAV)–STAR..............

ISM, LEE, MCO, ORL, SFB .................... (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)
(WATER) ORW CCC Q97 KALDA Q131 CHIEZ
Y291 MAJIK CUUDA (RNAV)–STAR..............

ISM, MCO ........................................ (MCO LANDING NORTH) ORW CCC Q97 SAWED MOXXY
Q85 LPERD SNFLD (RNAV)–STAR..............

ORLANDO (MCO) .................................. (MCO LANDING SOUTH) ORW CCC Q97 SAWED MOXXY
Q85 LPERD GTOUT (RNAV)–STAR..............
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<td>TRAFFIC ENTERING ZMA FOR CARIBBEAN FLIGHTS TO AGUADILLA (TJBQ)</td>
<td>SOUTHBOUND</td>
<td>BRUWN Y578 JENY HOBOfy Y488 SAUCR L453 RODRk FIPEk Y439 MEEGL</td>
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<td>BRRW Y578 JENY ROLLE ATUGI L454 KNDLL FIPEK Y439 MEEGL</td>
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<td>ECG AR8 OXANA L452 SLUKA FIPEK Y439 MEEGL</td>
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<td>JFK SHIPP Y488 SAUCR L453 RODRk FIPEk Y439 MEEGL</td>
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<td>SKARP Y327 JAINS L451 IORIO FIPEK Y439 MEEGL</td>
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<td>TRAFFIC ENTERING ZMA FOR CARIBBEAN FLIGHTS TO BRADSHAW INTL (TKPK)</td>
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### PREFERRED IFR ROUTES

#### HIGH ALTITUDE—PREFERRED DIRECTION ROUTES

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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 FSSs and to use the route descriptions provided in this directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. Additional routes and other changes will appear in forthcoming editions as necessary. The acronym “TEC” should be included in the remarks section of the flight plan. This will advise ATC that the pilot intends to remain within approach control airspace for the entire flight. The following items should be noted before using the graphics and route descriptions:

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show general geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains four columns of information: i.e., the approach control area (listed alphabetically) within which the departure airport is located (check appropriate flight information publications), the specific route (airway, radial, etc.), the highest altitude allowed for the route, and the destination airport (listed alphabetically). Be advised, many destination airports are associated with a larger primary airport. Check the legend preceding this listing for this association.

3. The word “DIRECT” will appear as the route when radar vectors will be used or no airway exists. Also, this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival Route (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC.

5. Routes beginning or ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, the pilot may select which route is desired. Unless otherwise stated, all routes may be flown in either direction.

7. Routes are effective only during each respective terminal facility's normal operating hours. Pilots are cautioned to check NOTAMS to ensure appropriate terminal facilities will be operating for the planned flight time.

8. All identifiers used for NAVAIDS, airports, and intersections are official identifiers.

9. Altitudes are listed in thousands of feet. ATC may require altitude changes to maintain flight within approach control airspace. ATC will provide radar monitoring and, if necessary, course guidance if the highest altitude assigned by ATC is below the Minimum Enroute Altitude (MEA).

10. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in proximity to major airports via the same routing.

11. Flight plans should be filed with a Flight Service Station (FSS).

### TOWER ENROUTE CONTROL CITY PAIRS

(1) Single Engine only.
(2) Props less than 210 KT IAS.
(3) Props less than 250 KT IAS.
(4) Jets and Props greater than 210 KT IAS.
(5) Jets and Props greater than 250 KTS IAS.

**Boston—NO SATS = BED/LWM/6BY/FIT/6B6/2B2**
**SO SATS = BOS/OWD/1B9/3B2**
Bradley = BDL/BAF/CEF/7B2
Bradley/Hartford = HFD/MMK/JID/4B8
Bradley/Worcester = ORH/3B0/1B6
Manchester = MHT/ASH/CON/LCI
Manchester/Pease = PSM/DAW/3B4
New York/Bridgeport = BDR/VNW/OXC/3B9
Philadelphia = NO SATS = OQN/MQS/LOM/PNE/CKZ/PTW/UKT/TTN
**SO SATS = ILG/EVY**
Portland = PWM/IWI/NHZ/RKD
Portland/Augusta = AUG/LEW/WVL/IZG/81B
Providence = PVD/EWB/TAN/SFZ/UUJ/LZD
Providence/Groton = GDN/WST/BID/0B8

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NE, 16 MAY 2024 to 11 JUL 2024
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**HARRISBURG(CXY)**

**DIREC**

* 10000 | ALBANY(ALB) |
* 10000 | ALLENTOWN(ABE) |
* 10000 | ATLANTIC CITY(ACY) |
* 10000 | ATLANTIC CITY(ACY) |
* 10000 | AUGUSTA(AUG) |
* 8000 | BALTIMORE(BWI) |
* 8000 | BALTIMORE(BWI) |
* 8000 | WASHINGTON(DCA) |
* 8000 | WASHINGTON(DCA) |
* 8000 | WASHINGTON(IAD) |
* 8000 | WASHINGTON(IAD) |
* 7000 | WHITE PLAINS(HPN) |
* 7000 | WILKES-BARRE/SCRANTON(AVP) |
* 5000 | WILMINGTON(ILG) |
* 7000 | WILMINGTON(ILG) |
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NE, 16 MAY 2024 to 11 JUL 2024
## TOWER ENROUTE CONTROL

**Approach Control Area (Including Satellites)**

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<th>Destination</th>
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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

#### Route (Including Satellites)

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<td>MITCH V123 SWANN T356 ODESA DQO</td>
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<td>OJAAY ZUNAR(DME/DME/RU OR GPS)</td>
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WASHINGTON(DCA)
TOWER ENROUTE CONTROL

**Approach Control Area (Including Satellites)**

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**WASHINGTON (IAD)**

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**WHITE PLAINS (HPN)**

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(Including Satellites)

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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 American 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 designated 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 turn points;
   5. route(s) shall avoid active Class F airspace;
   6. “NRP” shall be entered in the Remarks section of the flight plan; and
   7. flight plans to be filed at least one hour prior to departure.

(e) In the event that a NRP aircraft has to be recleared due to weather or tactical reasons, ATC will attempt to return the aircraft to the original NRP routing as soon as practical. Aircraft that depart from the NRP routing due to a pilot request or an ATC clearance authorizing a direct routing will be considered as a non participant of the NRP.

(f) Unless published routing restrictions are in effect, North Atlantic International flights planning to operate within the NAR System may file NRP routes beyond 200 NM of the NAR identified system airport and the published Inland Navigation Fixes (INFs).

Specific FAA Requirements

The following specific FAA requirements apply:

(a) Flights may not be filed via a DP/STAR within offshore transition areas (12 NM or more off the U.S. shoreline).

(b) Flights may be filed and flown on the complete transition of DPs and/or STARs for specific airports in lieu of the 200 NM route planning requirement described in Common Procedures, paragraph “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

GENERAL

a. The objectives of the NAR System are as follows:
   1. To expedite flight planning;
   2. To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and
   3. To minimize the time spent in the route clearance delivery function.

b. The NAR System is designed to accommodate major airports in North America where the volume of North Atlantic (NAT) traffic and route complexity dictate a need to meet the above objectives. It is for the use of traffic entering/exiting the NAT and consists of a series of pre-planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:
   1. Common Portion: That portion of the route between a specified coastal fix or an oceanic entry/exit point and a specified inland navigation fix (INF). Some routes have a common portion only (N598A-N700A); and
   2. Non–common Portion: That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.

c. The routes are prefixed by the abbreviation “N” with the numbering for the common portions oriented geographically from south to north. The ODD numbers have eastbound applications while the EVEN numbers apply to westbound. Following a one–to three–digit number, an alpha character indicates the validation codes and forms part of the route identifier. Validation codes are associated to amendments to the common portions, or the system airport. The routes are prefixed by the abbreviation “N” with the numbering for the common portions oriented geographically from south to north. The ODD numbers have eastbound applications while the EVEN numbers apply to westbound. Following a one–to three–digit number, an alpha character indicates the validation codes and forms part of the route identifier. Validation codes are associated to amendments to the common portions, or the system airport.

d. Since a primary function of the NAR system is to compliment the NAT traffic flow, a limited number of NAR routes, appropriate for the coastal fixes or oceanic entry/exit points serving the organized Organized Track System (OTS) and the domestic traffic organization, are included in the daily NAT/OTS message published by the Gander and Shanwick Oceanic Area Centers.

e. Aircraft can only join the NAR system:
   1. At an identified coastal fix or oceanic entry/exit point; or
   2. On departure from one of the identified system airports; or
   3. At an identified INF.
Westbound
a. Westbound routes begin at the oceanic exit points, thence along common route portions to an INF and then fan-out along non common routes to selected system airports;
b. For aircraft proceeding to an identified system airport and the route of flight to destination is described by a single NAR designator, use the designator;
c. For aircraft proceeding to a non system airport but the route of flight is described by the common route portion to an identified INF, use the designator to the INF followed by a detailed routing to the destination.

Eastbound
a. Eastbound routes only have a common portion from the INF to a coastal fix or oceanic entry point;
b. When the route of flight is described by a single NAR designator, use the designator;
c. For aircraft departing from a non-system airport, file via an appropriate detailed routing to the applicable INF and thence via the common portion to the coastal fix or oceanic entry point using the NAR designator;

General
For those cases not described above, a detailed routing is required.

NAR REQUIREMENT

General
a. Generally there is no requirement to flight plan and operate using the NAR system. Eastbound aircraft intending to operate on the NAT OTS and operating wholly on or south of a line between the intersections BAREE and TUDEP shall flight plan and operate using one of the NARs published on the daily OTS Message. Westbound aircraft exiting the ocean via oceanic/coastal fixes JEBBY, CARAC, BOBTU, JAROM or RAFIN must file via one of the published NAT common portions as specified in the NFS unless re-entering NY oceanic via M201/M202/M203:
   i. JEBBY CARAC - N26B, N28B, N30B, N32B, N34B
   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 designator followed by the detailed routing;
c. For aircraft not operating in the NAR System, the ATC routing clearance and pilot readback will be via a detailed route;
d. Aircraft cleared to a system airport via a NAR designator are to follow the common and the non–common portion of the route to a system airport. If either the common or non–common portion of the issued NAR is incompatible or unacceptable, the pilot is to advise ATC accordingly.

DOCUMENTATION

a. It is expected that the following NAR documentation will be carried on the flight deck of each aircraft operating within the NAR system:
   1. The current publications of NAV CANADA Canadian Flight Supplement; or Federal Aviation Administration Airport/Facility Directory Northeast U.S. (AFDNE); or another product which provides the current NAT; and
   2. the information in the current NAT/OTS message.
b. Changes to the NAR routes are advertised in the monthly publication Notices to Airmen Publication (NTAP).

COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE

a. The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede state procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure.
   1. If so equipped, the pilot of an aircraft experiencing a two–way radio communications failure shall:
      i. operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C; and
      ii. attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.
   b. Communications failure prior to entering NAT oceanic airspace
      1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.
      2. If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfill. That first oceanic level and speed shall be maintained to landfill.
   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 landfill, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfill. 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 landfill. 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, 16 MAY 2024 to 11 JUL 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 American Route structure and the North Atlantic Track system. The North Atlantic Advisory provides specific routing for international traffic transitioning Boston ARTCC airspace and proceeding across the North Atlantic with the following exceptions:

Departures from 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 FOXXD QUBIS/TAFFY/MIILS/TPPS/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 via 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, 16 MAY 2024 to 11 JUL 2024
KZBW TO Q439/KPHL

Office of Primary Responsibility (OPR): Boston ARTCC Traffic Management Unit
Contact Information: 603-879-6033
Original: August 2023

NE, 16 MAY 2024 to 11 JUL 2024
### COMMON PORTION (EASTBOUND)

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* Check for all active CYBG NOTAMS before flight planning this NAR. NARS affected by each military area can be determined by the following:

**AFFECTED NARS BLW FL330:**

**AFFECTED NARS ABV FL310:**
- CYR666: N458A, N460A, N500B, N542B
## Non–Common Portion (Westbound) via Allex

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**Inland Navigation Facility/Fix**

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### NORTH AMERICAN ROUTES

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NE, 16 MAY 2024 to 11 JUL 2024
### NORTH AMERICAN ROUTES

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*NOTE: St. Louis route usable only for aircraft at or above FL350.*

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### 612 NORTH AMERICAN ROUTES

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<td>WHALE</td>
<td>BOS TR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)–STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS BAF Q406 BWJ J6 HVQ Q68 LITR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT WORTH</td>
</tr>
<tr>
<td>WHALE</td>
<td>CAM Q822 GON NZ DONEO TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>WHALE</td>
<td>LARIE Q220 RIFLE Q439 BRIG SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS BAF HYPER Arrival</td>
<td>DULLES</td>
</tr>
<tr>
<td>WHALE</td>
<td>ACK Q430 RIFLE Q167 KALDA COPN RDU</td>
<td>FAYETTEVILLE, NC</td>
</tr>
<tr>
<td>WHALE</td>
<td>ACK Q430 RIFLE HEADI Q97 Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
<td>FT LAUDERDALE</td>
</tr>
<tr>
<td>WHALE</td>
<td>ACK Q430 COPES Q75 GVE FUBL JUNNR (RNAV)–STAR</td>
<td>GREER, SC</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>WHALE</td>
<td>PLYM PARCH Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS BAF Q406 BWJ J6 HVQ Q68 YOCKY UNCKL MAUDD (RNAV)–STAR</td>
<td>LOUISVILLE</td>
</tr>
<tr>
<td>WHALE</td>
<td>LARIE Q220 RIFLE Q439 DRIFT T416 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>WHALE</td>
<td>ACK Q430 RIFLE HEADI Q97 Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
<td>MELBOURNE, FL</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS BAF Q406 BWJ J6 HVQ Q68 RAMRD BLUZZ (RNAV)–STAR</td>
<td>MEMPHIS</td>
</tr>
<tr>
<td>WHALE</td>
<td>ACK Q430 RIFLE HEADI Q97 Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS BAF Q406 BWJ J6 HVQ Q68 YOCKY GROAT PASLY (RNAV)–STAR</td>
<td>NASHVILLE</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS BAF Q406 BWJ J6 HVQ Q68 YOCKY GROAT PASLY (RNAV)–STAR</td>
<td>NEW ORLEANS</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDNI TRSSH (RNAV)–STAR</td>
<td>NEW ORLEANS</td>
</tr>
<tr>
<td>WHALE</td>
<td>COPLY BOS NELIE FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>WHALE</td>
<td>ACK Q430 RIFLE HEADI Q97 Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>WHALE</td>
<td>LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS TR HNK KONU SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>WHALE</td>
<td>ACK Q430 RIFLE Q167 JIAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>WHALE</td>
<td>COPLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>WHALE</td>
<td>ACK Q430 COPES Q75 TUEFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>WHALE</td>
<td>COPLY BOS BAF MOBBS SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>WHALE</td>
<td>COPLY BOS NELIE VALRE VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
<tr>
<td>WHALE</td>
<td>LFV SEY ARCAV HTO</td>
<td>WESTHAMPTON BEACH</td>
</tr>
<tr>
<td>WHALE</td>
<td>BOS T303 GRAYM WITNY</td>
<td>WINDSOR LOCKS</td>
</tr>
</tbody>
</table>

### VIA YBC

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>YBC</td>
<td>POLY Q804 DERLO WWSHR UKATS TIGRR (RNAV)–STAR</td>
<td>CINCINNATI</td>
</tr>
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</table>

NE, 16 MAY 2024 to 11 JUL 2024
<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY</th>
<th>AIRPORT NAME</th>
<th>LOCATION IDENTIFIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>CT</td>
<td>WINDSOR LOCKS</td>
<td>BRADLEY INTL</td>
<td>BDL</td>
</tr>
<tr>
<td>MA</td>
<td>HYANNIS</td>
<td>CAPE COD GATEWAY</td>
<td>HYA</td>
</tr>
<tr>
<td>MD</td>
<td>FREDERICK</td>
<td>FREDERICK MUNI</td>
<td>FDK</td>
</tr>
<tr>
<td>ME</td>
<td>MILLINOCKET</td>
<td>MILLINOCKET MUNI</td>
<td>MLT</td>
</tr>
<tr>
<td>ME</td>
<td>PORTLAND</td>
<td>PORTLAND INTL JETPORT</td>
<td>PWM</td>
</tr>
<tr>
<td>ME</td>
<td>PRESQUE ISLE</td>
<td>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>
</tr>
<tr>
<td>NY</td>
<td>JAMESTOWN</td>
<td>CHAUTAUQUA COUNTY/JAMESTOWN</td>
<td>JHW</td>
</tr>
<tr>
<td>NY</td>
<td>NEW YORK</td>
<td>NEW YORK STEWART INTL</td>
<td>SWF</td>
</tr>
<tr>
<td>NY</td>
<td>WATERTOWN</td>
<td>WATERTOWN INTL</td>
<td>ART</td>
</tr>
<tr>
<td>PA</td>
<td>BUTLER</td>
<td>PITTSBURGH/BUTLER RGNL</td>
<td>BTP</td>
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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>
</tr>
<tr>
<td>WV</td>
<td>CHARLESTON</td>
<td>WEST VIRGINIA INTL YEAGER</td>
<td>CRW</td>
</tr>
</tbody>
</table>

NE, 16 MAY 2024 to 11 JUL 2024
In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:
1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., 🌃, 🌄, 🌅
2. Approach lighting systems that do not bear a system identification are indicated with a negative "(!)" beside the name.
A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., 🌄

To activate lights, use frequency indicated in the communication section of the chart with a (%) or the appropriate lighting system identification e.g., UNICOM 122.8 🌅, 🌄, 🌅

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

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., 8AK12, 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/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point

NOTE:

Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation

Runway Slope (shown when rounded runway slope is \( \geq 0.3\% \))

NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within \( \pm 600 \) feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway [end-to-end, including displaced thresholds if any] but excluding areas designated as stopways.

A \( \Delta \) symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

Displaced Threshold

Runway Identification

Visual Screen

Runway Slope

Runway End Elevation

Runway Dimensions (in feet)

Runway Heading (Magnetic)

Movement Area Dimensions (in feet)

Scope

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
An “Airport surface hot spot” is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A “hot spot” is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONNECTICUT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANBURY</td>
<td>HS 1</td>
<td>Maint vigilance confusing twy configuration. Pilots unfamiliar should ask for progressives.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Active ramp adjacent to twy.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Hold position marking on Twy C for Rwy 26 is further from the rwy than the std location. It will appear before you expect it.</td>
</tr>
<tr>
<td>GROTON (NEW LONDON)</td>
<td>HS 1</td>
<td>When ldg Rwy 15–33 and exit on Twy C, you immediately enter the parallel Twy B.</td>
</tr>
<tr>
<td>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>HARTFORD</td>
<td>HS 1</td>
<td>Helipad is in close proximity to the intersection of Twy A and Twy H.</td>
</tr>
<tr>
<td>HARTFORD–BRAINARD (HFD)</td>
<td>HS 2</td>
<td>Acft on Twy S missing Twy C may enter Rwy 24.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft on Twy D missing Twy S may enter Rwy 33.</td>
</tr>
<tr>
<td>WINDSOR LOCKS</td>
<td>HS 1</td>
<td>Acft on Twy S missing Twy C may enter Rwy 24.</td>
</tr>
<tr>
<td>BRADLEY INTL (BDL)</td>
<td>HS 2</td>
<td>Acft on Twy D missing Twy S may enter Rwy 33.</td>
</tr>
<tr>
<td>DELAWARE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOVER</td>
<td>HS 1</td>
<td>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>WILMINGTON</td>
<td>HS 1</td>
<td>Twy F intersects Rwy 09–27 which is in close proximity to the thld of Rwy 14–32.</td>
</tr>
<tr>
<td>NEW CASTLE</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>(ILG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WASHINGTON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MANASSAS RGNL/HARRY P DAVIS FLD (HEF)</td>
<td>HS 1</td>
<td>Maint vigilance on Twy K crossing Rwy 16L–34R to lw markings leading towards Twy B3.</td>
</tr>
<tr>
<td>WASHINGTON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RONALD REAGAN WASHINGTON NTL (DCA)</td>
<td>HS 1</td>
<td>Twy N, Twy K, Twy L, and Twy J complex int in close proximity of the rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Maint awareness of Hold Line posn for Rwy 19 fr the Hold Bay and while approaching Rwy 19 on Twy J.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft joining Twy J inadvertently cont onto Twy G or Twy M and enter Rwy 01–19 wo cnc.</td>
</tr>
<tr>
<td>DISTRICT OF COLUMBIA</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 maint vigilance apch the Rwy 18 hold short marking which is lctd further S on Twy C than most pilots would anticipate.</td>
</tr>
<tr>
<td>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>EASTON</td>
<td>HS 1</td>
<td>Acft taxiing southbound on Twy A to Rwy 33 inadvertently miss the turn onto Twy B and enter Rwy 33 without a clearance. Twy A and Twy B intersection in close proximity to the rwy.</td>
</tr>
<tr>
<td>EASTON/NEWNAM FLD (ESN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREDERICK</td>
<td>HS 1</td>
<td>Northbound tfc on Twy A must remain alert as to not miss Twy B when taxiing to Rwy 30 and Southeast bound tfc on Twy B as not to miss Twy A when taxiing to Rwy 23.</td>
</tr>
<tr>
<td>FREDERICK MUNI (FDK)</td>
<td>HS 2</td>
<td>Northbound tfc on Twy A need to be alert as not to miss Twy B and inadvertently taxi onto Rwy 30.</td>
</tr>
<tr>
<td>HAGERSTOWN</td>
<td>HS 3</td>
<td>Southeast bound tfc on Twy B need to be alert as not to miss Twy A and inadvertently taxi onto Rwy 23.</td>
</tr>
<tr>
<td>HAGERSTOWN RGNL/ RICHARD A HENSON FLD (HGR)</td>
<td>HS 1</td>
<td>Maint vigilance congestion area and close proximity to rwy</td>
</tr>
<tr>
<td>BEDFORD</td>
<td>HS 1</td>
<td>Pilots become confused with the wide expanse of pavement and convergence of numerous twys.</td>
</tr>
<tr>
<td>LAURENCE G HANSCOM FLD (BED)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEVERLY</td>
<td>HS 1</td>
<td>Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp.</td>
</tr>
<tr>
<td>BEVERLY RGNL (BVY)</td>
<td>HS 2</td>
<td>Acft taxiing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.</td>
</tr>
<tr>
<td>BOSTON</td>
<td>HS 1</td>
<td>Maint vigilance when taxiing on Rwy 15L–33R approaching Rwy 04L–22R.</td>
</tr>
<tr>
<td>GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)</td>
<td>HS 2</td>
<td>Twy N and Rwy 15R–33L.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maint vigilance on Twy E and Twy K when approaching Rwy 04L–22R.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance on Twy C when approaching Rwy 09–27. Maint vigilance on Twy D when approaching Rwy 15R–33L.</td>
</tr>
<tr>
<td>LAWRENCE</td>
<td>HS 1</td>
<td>Maintain vigilance approaching Rwy 05–23 hold lines.</td>
</tr>
<tr>
<td>LAURENCE MUNI (LWM)</td>
<td>HS 2</td>
<td>Maintain vigilance on Twy A; hold line to Rwy 14–32 appears quickly.</td>
</tr>
<tr>
<td>NANTUCKET</td>
<td>HS 1</td>
<td>Maint vigilance while taxiing. High tfc area.</td>
</tr>
<tr>
<td>NANTUCKET MEML (ACK)</td>
<td>HS 2</td>
<td>Maint vigilance while taxiing. High tfc area.</td>
</tr>
<tr>
<td>W ESTFIELD/SPRINGFIELD</td>
<td>HS 1</td>
<td>Maint vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwy.</td>
</tr>
<tr>
<td>WESTFIELD–BARNES RGNL (BAF)</td>
<td>HS 2</td>
<td>Unusual locn for rwy hold posn marking on Twy A for Rwy 15.</td>
</tr>
<tr>
<td>NEW HAMPSHIRE</td>
<td>HS 1</td>
<td>Rwy hold position marking for Rwy 25 on Twy B is further down the twy than most pilots would expect. When taxiing to Rwy 25 on Twy B the hold line will appear before you expect it.</td>
</tr>
<tr>
<td>LEBANON MUNI (LEB)</td>
<td>HS 3</td>
<td>Acft routinely back taxi on Rwy 18–36.</td>
</tr>
</tbody>
</table>

NE, 16 MAY 2024 to 11 JUL 2024
<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>Maint 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 taxiing to Rwy 28 northbound on Twy P should exercise caution at intersection of Twy P and Twy N due to close proximity to Rwy 28.</td>
</tr>
<tr>
<td>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>NEWARK LIBERTY INTL (EWR)</td>
<td>HS 2</td>
<td>Southbound tfc on Twy Z5 &amp; Twy Z6 should not confuse Rwy 11–29 for Twy Z.</td>
</tr>
<tr>
<td>TETERBORO</td>
<td>HS 1</td>
<td>Maintain vigilance on Twy L at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>TETERBORO (TEB)</td>
<td>HS 2</td>
<td>Maintain vigilance on Twy G at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>WRIGHTSTOWN</td>
<td>HS 1</td>
<td>Acft southbound on Twy H may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. Rwy 36 Apch Zone is prior to Rwy 36 Hold Short Line.</td>
</tr>
<tr>
<td>MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)</td>
<td>HS 2</td>
<td>Acft southwest bound on Twy G may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use.</td>
</tr>
<tr>
<td>BUFFALO</td>
<td>HS 1</td>
<td>Maintain vigilance Twy D and Twy A waiver for ATC crossings.</td>
</tr>
<tr>
<td>BUFFALO NIAGARA INTL (BUF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FARMINGDALE</td>
<td>HS 1</td>
<td>When taxing to Rwy 01 on Twy A, pilots fail to make a right on Twy B and enter Rwy 01/19.</td>
</tr>
<tr>
<td>NEW YORK</td>
<td>HS 1</td>
<td>Maint vigilance Twy K and Twy J complex int close proximity to Rwy 04L and Rwy 31L.</td>
</tr>
<tr>
<td>JOHN F KENNEDY INTL (JFK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW YORK</td>
<td>HS 1</td>
<td>Intersection of rwys and Twy G, Twy P, Twy R, Twy S.</td>
</tr>
<tr>
<td>LAGUARDIA (LGA)</td>
<td>HS 2</td>
<td>Maintain vigilance when exiting Rwy 04 at Twy Q. Be sure to completely cross the hold line which requires crossing onto another twy.</td>
</tr>
<tr>
<td>NEW YORK</td>
<td>HS 1</td>
<td>Maintain vigilance at Int. of Rwy 24 and 33L, pilots often depart Rwy 24 instead of 33L.</td>
</tr>
<tr>
<td>LONG ISLAND MAC ARTHUR (ISP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW YORK</td>
<td>HS 1</td>
<td>Northbound tfc on Twy C sometimes encounter tfc on Twy A.</td>
</tr>
<tr>
<td>NEW YORK STEWART INTL (SWF)</td>
<td>HS 2</td>
<td>Be alert of hold line Ictn on twy for Rwy 09–27.</td>
</tr>
<tr>
<td>NIAGARA FALLS</td>
<td>HS 1</td>
<td>Rwy 28R departures from Twy D1 close proximity to Rwy 24.</td>
</tr>
<tr>
<td>NIAGARA FALLS INTL (JAG)</td>
<td>HS 2</td>
<td>Twy D goes full len Rwy 24 departures. Twy D1 is for full len departures Rwy 28R.</td>
</tr>
<tr>
<td>POUGHKEEPSIE</td>
<td>HS 1</td>
<td>Hold line further back on Twy A. ATC non–viz area btw Twy A6 and Rwy 06.</td>
</tr>
<tr>
<td>HUDSON VALLEY RGNL (POU)</td>
<td>HS 2</td>
<td>Be alert of hold line Ictn on Twy A5 for Rwy 06–24.</td>
</tr>
<tr>
<td>SYRACUSE</td>
<td>HS 1</td>
<td>Acft taxiing to Rwy 28 have missed the left turn on Twy A or taxiing to Rwy 33 missed the right turn on Twy M.</td>
</tr>
<tr>
<td>SYRACUSE HANCOCK INTL (SYR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>------------------------------</td>
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<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>PENNSYLVANIA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRISBURG</td>
<td>HS 1</td>
<td>Rwy 26 LAHSO pavement marking is difficult to see in late afternoon due to sun.</td>
</tr>
<tr>
<td>CAPITAL CITY (CXY)</td>
<td>HS 2</td>
<td>Rwy 08 ILS Critical Area hold line pavement marking is NSTD.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy C at Rwy 30. Entrance to Twy B is difficult to see from Twy C due to large pavement area.</td>
</tr>
<tr>
<td>HARRISBURG INTL (MDT)</td>
<td>HS 1</td>
<td>Acft taxiing westbound on Twy G inadvertently miss the turn onto Twy A and enter Rwy 13–31 wo authorization. Twy A and Twy G int in close proximity to the rwy.</td>
</tr>
<tr>
<td>PHILADELPHIA INTL (PHL)</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></td>
<td>HS 2</td>
<td>Maint vigilance, Twy E apch hold to protect Rwy 26 ovm.</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>HS 1</td>
<td>Hold lines on Twy B for Rwy 31 and Rwy 36 can be confusing due to close proximity.</td>
</tr>
<tr>
<td>READING RGNL/CARL A SPAATZ FLD (RDG)</td>
<td>HS 2</td>
<td>Area along Twy H from Twy D to Rwy 18 hold line not visible from ATCT.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Area along Twy A from terminal ramp to Rwy 36 hold line not visible from ATCT.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance confusing twy configuration near adj ramp.</td>
</tr>
<tr>
<td>WILLIAMSPORT</td>
<td>HS 1</td>
<td>Tfc approaching the Rwy 27 and Rwy 30 Hold Line on Twy B must remain alert so as not to mistake that Hold Line as applying to a single rwy only. The Hold Line applies to Rwy 27 and Rwy 30.</td>
</tr>
<tr>
<td>WILLIAMSPORT RGNL (IPT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 1</td>
<td>Maint 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>RHODE ISLAND TF GREEN INTL (PVD)</td>
<td>HS 2</td>
<td>Int of Rwy 16–34, Twy V, Twy N, and Twy T–complex int with a convergence of numerous twys with Rwy 16–34.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy M at the int of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance dep northwest ramp. Twy S is immed adj to NW ramp. Acft could inadvertently enter Rwy 16–34.</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Maint vigilance hold short for Rwy 34 not where expected.</td>
</tr>
<tr>
<td>RHODE ISLAND</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BURLINGTON</td>
<td>HS 1</td>
<td>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 or after exiting Rwy 15–33. 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>VERMONT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
</tr>
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<td>------------------------------</td>
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<td>--------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>NEWPORT NEWS</td>
<td>HS 1</td>
<td>Maintain vigilance. Due to the large pavement area at the int of Rwy 07–25 and Rwy 02–20, pilots can easily become disoriented through the int.</td>
</tr>
<tr>
<td>VIRGINIA NEWPORT NEWS/WILLIAMSBURG INTL (PHF)</td>
<td>HS 2</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 07 or Rwy 02 may mistakenly depart the adjacent rwy due to the close proximity of the thld.</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 thld. Actt 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>WEST VIRGINIA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HUNTINGTON</td>
<td>HS 1</td>
<td>Maintain vigilance, Twy A does not lead to the end of Rwy 12. Full length departures rqr rwy crossing.</td>
</tr>
</tbody>
</table>
AIRPORT DIAGRAM
Baltimore/Washington Intl Thurgood Marshall (BWI)
AL-804 (FAA)
Baltimore, Maryland

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

CHARLOTTESVILLE-ALBEMARLE (CHO)
CHARLOTTESVILLE, VIRGINIA

ATIS
118.425
CHARLOTTESVILLE TOWER *
124.5 338.275
GND CON
121.9 338.275

AIRPORT DIAGRAM

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W

TERMINAL
TWR
685
FIRE STATION
HANGARS

FIELD ELEV 640
HANGAR

RWY 03-21
PCN 65 F/C/X/T
S-120, D-228, 2D-368

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

CHARLOTTESVILLE, VIRGINIA

CHARLOTTESVILLE-ALBEMARLE (CHO)

NE, 16 MAY 2024 to 11 JUL 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT

ATIS
127.0
GROTON TOWER
125.6, 236.775
GND CON
121.65, 236.775
CLNC DEL
119.85 (When Tower Closed)
121.65

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

72°03.0'W 72°02.5'W

NE, 16 MAY 2024 to 11 JUL 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
TRI-STATE/MILTON J FERGUSON FLD (HTS)
HUNTINGTON, WEST VIRGINIA

ATIS
125.2
HUNTINGTON TOWER
118.5 270.1
GND CON
121.9
CINC DEL
118.05

FIELD ELEV 828

JANUARY 2020
ANNUAL RATE OF CHANGE
0.00 W

HIS 1

FIRE STATION
TERMINAL
TWR/BCN 885

GENERAL AVIATION
SOUTH RAMP

RWY 12-30
PCN 81 F/C/X/T
S-110, D-140, 2D-230

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
JOHNSTOWN, PENNSYLVANIA

ATIS
118.325
JOHNSTOWN TOWER
125.75
GND CON
121.6
CLNC DEL
126.85 235.775

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
ARNOLD PALMER RGNL (LBE)
LATROBE, PENNSYLVANIA

ATIS
118.375
PALMER TOWER *
125.0
GND CON
121.8

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0* W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 16 MAY 2024 to 11 JUL 2024
AIRPORT DIAGRAM

LAWRENCE MUNI (LWM)
LAWRENCE, MASSACHUSETTS

ATS
126.75
LAWRENCE TOWER
119.25 (CTAF)
GND CON
124.3
CLNC DEL
126.15 (WHEN LWM TWR CLSD)

ELEV 122

ELEV 134

ELEV 135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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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)
AL-479 (FAA)
MORGANTOWN, WEST VIRGINIA

ASOS 120.675
MORGANTOWN TOWER *
125 1 237.8
GND CON
121.7

ELEV 1236

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

79°55.5'W  79°55.0'W  39°38.0'N

JANUARY 2020 ANNUAL RATE OF CHANGE D.0' W

FIELD ELEV 1244

RWY 18-36
PCN 36 F/C/W/T
S-65, D-90, 2D-175

NE, 16 MAY 2024 to 11 JUL 2024
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.

RWY 04L-22R
PCN 90 F/B/W/T
D-210, 2D-550, 2D/2D2-1100

RWY 04R-22L
PCN 90 F/B/W/T
D-210, 2D-550, 2D/2D2-1100

RWY 13L-31R
PCN 14B R/A/W/T
D-210, 2D-550, 2D/2D2-1100

RWY 13R-31L
PCN 98 R/B/W/T
D-210, 2D-550, 2D/2D2-1100

RWY 04R-22L
PCN 90 F/B/W/T
D-210, 2D-550, 2D/2D2-1100

RWY 04R-22L
PCN 90 F/B/W/T
D-210, 2D-550, 2D/2D2-1100

RWY 04R-22L
PCN 90 F/B/W/T
D-210, 2D-550, 2D/2D2-1100

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.

NEWARK, NEW JERSEY
NEARWARK LIBERTY INTL (EWR)

NE, 16 MAY 2024 to 11 JUL 2024

AIRPORT DIAGRAM
AL-285 (FAA)
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

AIRPORT DIAGRAM
AL-285 (FAA)
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
AL-285 (FAA)
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READERBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

NE, 16 MAY 2024 to 11 JUL 2024

24025

NE, 16 MAY 2024 to 11 JUL 2024

AIRPORT DIAGRAM

24025
AIRPORT DIAGRAM

NE, 16 MAY 2024 to 11 JUL 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

TETERBORO (TBR)
TETERBORO, NEW JERSEY

NE, 16 MAY 2024 to 11 JUL 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Submitting Pilot Weather Reports (PIREPs)

1. **UA - Routine PIREP / UUA - Urgent PIREP**

2. **/OV - Location:** Use Airport or NAVAID identifiers only.
   - Location can be reported as a single fix, radial DME, or a route segment (Fix-Fix)
   - Examples: /OV LAX, /OV LAX-SLH20005, /OV PDZ-PSP.

3. **/TM – Time:** When conditions occurred or were encountered.
   - Use 4 digits in UTC.
   - Examples: /TM 1645, /TM 0915

4. **/FL - Altitude/Flight Level**
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   - Examples: /FL095, /FL310, /FLUNKN

5. **/TP - Type aircraft:** Required if reporting Turbulence or Icing
   - No more than 4 characters, use UNKN if the type is not known.
   - Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. **/SK – Sky Condition/Cloud layers:**
   - Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   - Report bases in hundreds of feet: BKN005, SCT015, OVC200
   - If bases are unknown, use UNKN
   - Report cloud tops in hundreds of feet: TOP120
   - Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK 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 001110KT

10. **/TB - Turbulence:**
    - Report intensity using LGT, MOD, SEV, or EXTRM
    - Report duration using INTMT, OCNL or CONS when reported by pilot.
    - Report type using CAT or CHOP when reported by pilot.
    - Include altitude only if different from /FL.
    - Use ABV or BLO when limits are not defined.
    - Use NEG if turbulence is not encountered.
    - Examples: /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, /TB NEG

11. **/IC - Icing:**
    - Report intensity using TRACE, LGT, MOD or SEV
    - Report type using RIME, CLR, or MX
    - Include altitude only if different than /FL.
    - Use NEG if icing not encountered.
    - Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. **/RM - Remarks:** Use to report phenomena that does not fit in any other field.
    - Report the most hazardous element first.
    - Name of geographic location from /OV field fix.
    - Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
    - /RM MTN WAVE, /RM DURC, /RM DURD, /RM MULLAN PASS
    - /RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED SN

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP
UA /OV DHT360015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG
UUUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAJON PASS

NE, 16 MAY 2024 to 11 JUL 2024
# PIREP FORM

<table>
<thead>
<tr>
<th>Items</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>3 or 4 letter Identifier</td>
</tr>
<tr>
<td>2.</td>
<td>/OV Location</td>
</tr>
<tr>
<td>3.</td>
<td>/TM Time</td>
</tr>
<tr>
<td>4.</td>
<td>/FL Altitude/Flight Level</td>
</tr>
<tr>
<td>5.</td>
<td>/TP Aircraft Type</td>
</tr>
<tr>
<td>6.</td>
<td>/SK Sky Condition</td>
</tr>
<tr>
<td>7.</td>
<td>/WX Flight Visibility &amp; Weather</td>
</tr>
<tr>
<td>8.</td>
<td>/TA Temperature (Celsius)</td>
</tr>
<tr>
<td>9.</td>
<td>/WV Wind</td>
</tr>
<tr>
<td>10.</td>
<td>/TB Turbulence</td>
</tr>
<tr>
<td>11.</td>
<td>/IC Icing</td>
</tr>
<tr>
<td>12.</td>
<td>/RM Remarks</td>
</tr>
</tbody>
</table>

Items 1 through 5 are mandatory for all PIREPs