UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION

CHART SUPPLEMENT
NORTHEAST U.S.

Effective 0901Z  11 JUL 2024
   to 0901Z  5 SEP 2024

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GENERAL INFORMATION

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

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

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

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

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<table>
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<tr>
<th>Effective Date</th>
<th>Airport Information Cut–off date</th>
<th>Airspace Information* Cut–off date</th>
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*Airspace Information includes changes to preferred routes and graphic depictions on charts.

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

NE, 11 JUL 2024 to 5 SEP 2024
GENERAL INFORMATION

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**CITY/MILITARY AIRPORT CROSS REFERENCE**

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

<table>
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<td>LAKEHURST MAXFIELD FLD</td>
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<td>JOINT BASE MCGUIRE DIX LAKEHURST</td>
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<td>WHEELER SACK AAF</td>
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<tr>
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<td>MUIR AHP (FORT INDIANTOWN GAP)</td>
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<td>ALLAN C PERKINSON BLACKSTONE AAF</td>
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<tr>
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<td>WILLIAMSBURG</td>
<td>CAMP PEARLY LNDG STRIP</td>
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## Seaplane Landing Areas

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

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<td>ME</td>
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<td>LUCKY LANDING MARINA</td>
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<td>CHESUNCOOK</td>
<td>CHESUNCOOK LAKE HOUSE SPB</td>
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<td>ME</td>
<td>CHESUNCOOK</td>
<td>NUGENT CHAMBERLAIN LAKE</td>
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<tr>
<td>ME</td>
<td>EAST WINTHROP</td>
<td>LAKESIDE LODGE AND MARINA</td>
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<tr>
<td>ME</td>
<td>GREENVILLE</td>
<td>MOOSEHEAD AERO MARINE</td>
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<tr>
<td>ME</td>
<td>GREENVILLE JUNCTION</td>
<td>CURRIER'S</td>
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<td>JACKMAN</td>
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<td>LINCOLN</td>
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<td>MILLINOCKET</td>
<td>MILLINOCKET</td>
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<td>BRANDY POND</td>
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<tr>
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<td>ME</td>
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<td>BUCKHORN CAMPS</td>
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<td>DEWITT FLD/OLD TOWN MUNI</td>
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<td>SHIN POND</td>
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<td>MCLAUGHLIN SPB</td>
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The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—“req” may mean “request”, “requesting”, “requested”, or “requests”).

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

**ABBREVIATIONS**

<table>
<thead>
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<th>Abbreviation</th>
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<td>A/G</td>
<td>air/ground</td>
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<tr>
<td>AAF</td>
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<tr>
<td>abv</td>
<td>above</td>
</tr>
<tr>
<td>ACC</td>
<td>Air Combat Command Area Control Center</td>
</tr>
<tr>
<td>act</td>
<td>activity</td>
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<tr>
<td>ACWS</td>
<td>Aircraft Control and Warning Squadron</td>
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<tr>
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<td>ADCUS</td>
<td>Advise Customs</td>
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<td>Foreign Object Damage</td>
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<td>General Air Traffic (Europe–Asia)</td>
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<td>Hours or hours plus...minutes past the hour</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
intr intersection
intctl intercontinental
intcp intercept
intl international
intmt intermittent
ints intense, intensity
invof 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
LCPI French Peripheral Classification Line
lctd located
lctn location
lcr locator
LCVASI Low Cost Visual Approach Slope Indicator
lcrv localizer
LD long distance
LDA Landing Distance Available
ldg landing
LDIN Lead–in Lights
LDOCF Long Distance Operations Control Facility
len length
lgt, lgti, lght light, lighted, lights
LIRL Low Intensity Runway Lights
LLWAS Low-Level Wind Shear Alert System

Abbreviation Description
LLZ Localizer (Instrument Approach Procedures Identification only)
LMM Compass locator at Middle Marker ILS
Lo low
LoALT or LA Low Altitude
LOC Localizer
LOM Compass locator at Outer Marker ILS
LR Long Range, Lead Radial
LRA Landing Rights Airport
LRRS Long Range RADAR Station
LSB lower side band
ltd limited
M meters, magnetic (after a bearing)
MACC Military Area Control Center
mag magnetic
maint maintain, maintenance
majo major
MALS Medium Intensity Approach Lighting System
MALSF MALs with Sequenced Flashers
MALSRI 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 Climatic Center
MCOLF Marine Corps Outlying Field
MDA Minimum Descent Altitude
MEA Minimum Enroute Altitude
med medium
MEHT Minimum Eye Height over Threshold
mem memorial
MET Meteorological, Meteorology
METAR Aviation Routine Weather Report (in international MET figure code)
METRO Pilot–to–Metro voice cell
MF Medium Frequency (300 to 3000 KHz), Mandatory Frequency (Canada)
MFA Minimum Flight Altitude
mgnmt Management
mgr manager
MHz Megahertz
ml mile
MID/ASIA Middle East/Asia (ICAO Region)
MUJ Meaconing, Intrusion, Jamming, and Interference
Mil, mil military
min minimum, minute
MIRL Medium Intensity Runway Lights
mis missile
mkr marker (beacon)
MM Middle Marker of ILS
mnt monitor
MOA Military Operations Area
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<td>Altimeter Setting of 29.92 inches which provides height above standard datum plane</td>
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<td>Altimeter Setting which provides height above mean sea level</td>
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<td>Runway Point of Intercept</td>
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**GENERAL INFORMATION**

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<td>SSALS/R</td>
<td>Simplified Short Approach Lighting System/with RAIL</td>
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<td>SSB</td>
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<td>SSR</td>
<td>Secondary Surveillance Radar</td>
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<td>Straight–in</td>
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<td>Abbreviation</td>
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<td>TA</td>
<td>Transition Altitude</td>
</tr>
<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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<tr>
<td>TALCE</td>
<td>Tanker Aircraft Control Element</td>
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<td>TCA</td>
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<td>Terminal Doppler Weather Radar</td>
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<td>Take-Off Run Available</td>
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<tr>
<td>TPA</td>
<td>Traffic Pattern Altitude</td>
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<td>TRACON</td>
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<td>Upper Advisory Area</td>
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<tr>
<td>UDF</td>
<td>Ultra High Frequency Direction Finder</td>
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<tr>
<td>UFN</td>
<td>until further notice</td>
</tr>
<tr>
<td>UHF</td>
<td>Ultra High Frequency (300 to 3000 MHz)</td>
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<tr>
<td>UIR</td>
<td>Upper Flight Information Region</td>
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<td>una</td>
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<td>USA</td>
<td>United States Army</td>
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<td>USAF</td>
<td>United States Air Force</td>
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<td>USB</td>
<td>Upper Side Band</td>
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<tr>
<td>USCG</td>
<td>United States Coast Guard</td>
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<td>USMC</td>
<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>
</tr>
<tr>
<td>UTC</td>
<td>Coordinated Universal Time</td>
</tr>
<tr>
<td>V</td>
<td>Defense Switching Network (telephone, formerly AUTOVON)</td>
</tr>
<tr>
<td>V/STOL</td>
<td>Vertical and Short Take–off and Landing</td>
</tr>
<tr>
<td>VAL</td>
<td>Visiting Aircraft Line</td>
</tr>
<tr>
<td>var</td>
<td>variation (magnetic variation)</td>
</tr>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
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<tr>
<td>VFR–S</td>
<td>FLIP VFR Supplement</td>
</tr>
<tr>
<td>VHF</td>
<td>Very High Frequency (30 to 300 MHz)</td>
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<tr>
<td>VIP</td>
<td>Very Important Person</td>
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<tr>
<td>vis</td>
<td>visibility</td>
</tr>
<tr>
<td>VMC</td>
<td>Visual Meteorological Conditions</td>
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<td>VOIP</td>
<td>Voice Over Internet Protocol</td>
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<td>VOT</td>
<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>WCH</td>
<td>Wheel Crossing Height</td>
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<td>Wed</td>
<td>Wednesday</td>
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<td>with immediate effect</td>
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<td>WIP</td>
<td>work in progress</td>
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<td>WSP</td>
<td>Weather System Processor</td>
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<td>weight</td>
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<td>wx</td>
<td>weather</td>
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<td>yard</td>
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<td>yr</td>
<td>year</td>
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<tr>
<td>Z</td>
<td>Greenwich Mean Time (time groups only)</td>
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**Abbreviation** | **Description**
<table>
<thead>
<tr>
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<tbody>
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<td>TALCE</td>
<td>Upper Area Control Center (used outside US)</td>
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<td>unk</td>
<td>unknown</td>
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<tr>
<td>unlgtd</td>
<td>unlighted</td>
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</tbody>
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GENERAL INFORMATION

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NE, 11 JUL 2024 to 5 SEP 2024
AIRPORT/FACILITY DIRECTORY LEGEND

1. CITY NAME
2. AIRPORT NAME (ALTERNATE NAME) (LTS/KLTS) CIV/MIL 3. N UTC-6 (-5DT) 4. 138/41.93’ W99°20.20’
3. 200 B TPA—1000(800) AOE 5. LPA Class IV, ARF Index A NOTAM FILE ORL Not insp. MON Airport
4. JACKSONVILLE
5. COPPER
6. H-4G, L-19C
7. IAP, DIAP, AD

SAMPLE

AIRPORT/FACILITY DIRECTORY LEGEND

1. RWY 18-36H12004X200 (ASPH—CONC—GRVDP) S-90, D-160, 2D-300 PCN 80 R/W/T HIRL CL
2. RWY 18: RLLS. MALSF. TDZL. REIL. RAP (P/R2) — GA 3.0’ TCH 36°. RVR—TMR. Thld displcd 300’. Trees. Rgt tlc. 0.3% up.
3. RWY 36: ALSF1. 0.4% down.
4. RWY 09-27: H6000X150 (ASPH) PCR 1234 R/B/W/T MIRL
5. RWY 173-35: H5315X150 (ASPH—PFC) AUW PCN 59 F/A/W/T
6. LAND AND HOLD—SHORT OPERATIONS
7. LDG RWY HOLD—SHORT POINT AVBL LDG DIST
8. RWY 18 09–27 6500
9. RWY 36 09–27 5400
10. RUNWAY DECLARED DISTANCE INFORMATION
11. RWY 18: TORA—12004 TODA—12004 ASDA—11704 LDA—11504
12. RWY 36: TORA—12004 TODA—12004 ASDA—12004 LDA—11704
13. ARRESTING GEAR/SYSTEM
14. RWY 18 HOOK E5 (65’ OVRN) BAK–14 BAK–12B (1650’).
15. BAK–14 BAK–12B (1087’) HOOK E5 (74’ OVRN) RWY 36
16. SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT ACTIVATE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11–29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17–35—CTAF. MILITARY—A—GEAR—5 connected on dep end, disconnected on apch end.
17. JASU 3(A32A–60) 2(A/M32A–86) FUEL J8(J)(NC—100, A)
18. FLUID W SP PRESAIR LOK OIL 0–128 MAINT S1 Mon–Fri 1000–2200‡
19. TRAN ALERT Vblp 1300–0200‡ svc limited weekends.
20. NOISE: Noise abatement 3 miles from Rwy 18. Contact tower manager.
23. AIRPORT MANAGER: (580) 481–5739
24. WEATHER DATA SOURCES: AWOS—1 120.3 (202) 426–8000, LAWRS.
25. COMMUNICATION: SFA CTAF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (202) 426–8003 PTD 372.2
26. NAME FSS (ORL) on arpt. 123.65 122.65 122.2
27. NAME RCO 112.27 112.1R (NAME RADIO)
28. ® NAME APP/DEP CON 127.35 275.725 (1200–0400‡)
29. TOWER 119.65 255.6 (1200–0400‡) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55 CPLDC —H2WZX, D—TAXI, DCL (LOGON KMEM)
30. NAME COMO POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5
31. AIRSPACE: CLASS B See VFR Terminal Area Chart.
32. VOR TEST FACILITY (VOT): 116.7
33. RADIO AIDS TO NAVIGATION: NOTAM FILE ORL VHF/OF ctc FSS.
34. (H) (H) VORTAC 112.2 MOO Chan 59 N28°32.55’ W81°20.12’ at fld. 1110/8E.
35. (H) TACAN Chan 29 CBU (109.2) N28°32.65’ W81°21.12’ at fld. 1115/8E.
36. HERNY NDB (LOM) 221 OR N28°37.40’ W81°21.05’ 177° 5.4 NM to fld.
37. ILS/OME 108.5 I— ORL Chan 22 Rwy 18. Class IE. LOM HERNY NDB.
38. ASR/PAR (1200–0400‡)
39. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
40. HELIPAD H1: H100X75 (ASPH)
41. HELIPAD H2: H600X60 (ASPH)
42. HELIPOP REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.
43. WATERSHED 10–18: 5000X425 (WATER)
44. SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.

All bearings and radii are magnetic unless otherwise specified. All mileages are nautical unless otherwise noted.
All times are Coordinate Universal Time (UTC) except as noted. All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.
The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

NE, 11 JUL 2014 to 5 SEP 2024
AIRPORT/FACILITY DIRECTORY LEGEND

**SKETCH LEGEND**

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

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

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

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. A.
- V indicates Pilot Controlled Lighting (PCL).
- Runway Centerline Lighting
- Approach Lighting System ALSF
- Short Approach Lighting System
- Simplified Short Approach Lighting System (SSALS) with RAIL
- Medium Intensity Approach Lighting System (MALSR) and RAIL
- Medium Intensity Approach Lighting System (MALSR)
- Omnidirectional Approach Lighting System (ODALS)
- Navy Parallel Row and Cross Bar

**VISUAL APPROACH SYSTEMS**
- Air Force Overflow
- Visual Approach Slope Indicator with Standard Threshold Clearance provided
- Pulsating Visual Approach Slope Indicator (PVASI)
- Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
- Tri-color Visual Approach Slope Indicator (TRVC)
- Approach Path Alignment Panel (APAP)
- Precision Approach Path Indicator (PAPI)
**AIRPORT/FACILITY DIRECTORY LEGEND**

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

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

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

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

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

2. **Alternate Name**
   - Alternate names, if any, will be shown in parentheses.

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

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

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

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

6. **Time Conversion**
   - Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time (UTC-5/-6/-7). 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.

NE, 11 JUL 2024 to 5 SEP 2024
7. **GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)**
Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

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

9. **INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS**
IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each Chart Supplement volume alphabetically by associated city and airport name.

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

11. **ELEVATION**
The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as “00”. When elevation is below sea level a minus “-“ sign will precede the figure.

12. **ROTATING LIGHT BEACON**
B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

13. **TRAFFIC PATTERN ALTITUDE**
Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. TPA will only be published if they differ from the recommended altitudes as described in the AIM, Traffic Patterns. Multiple TPA shall be shown as “TPA—See Remarks” and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

14. **AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS**
U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.
AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.
LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.
NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

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

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

### AIRPORT CLASSIFICATIONS

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

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

<table>
<thead>
<tr>
<th>Airport Index</th>
<th>Required No. Vehicles</th>
<th>Aircraft Length</th>
<th>Scheduled Departures</th>
<th>Agent + Water for Foam</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>&lt;90’</td>
<td>≥1</td>
<td>500# DC or HALON 1211 or 450# DC + 100 gal H₂O</td>
</tr>
<tr>
<td>B</td>
<td>1 or 2</td>
<td>≥90’, &lt;126’</td>
<td>≥5</td>
<td>Index A + 1500 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥126’, &lt;159’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>2 or 3</td>
<td>≥126’, &lt;159’</td>
<td>≥5</td>
<td>Index A + 3000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥159’, &lt;200’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>3</td>
<td>≥159’, &lt;200’</td>
<td>≥5</td>
<td>Index A + 4000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt;200’</td>
<td></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 (952–7433) or online through the FAA PilotWeb at https://pilotweb.faa.gov. Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at https://www.notams.faa.gov. Pilots flying to or from airports not available through the FAA PilotWeb or DINS can obtain assistance from Flight Service.

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

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

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

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

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

RUNWAY SURFACE AND SURFACE TREATMENT

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

(AFSC)—Aggregate friction seal coat
(AM2)—Temporary metal planks coated with nonskid material
(ASPH)—Asphalt
(CONC)—Concrete
(DIRT)—Dirt
(GRDV)—Grooved

(GRVL)—Gravel, or cinders
(MATS)—Pierced steel planking, landing mats, membranes
(PFM)—Part concrete, part asphalt
(PFC)—Porous friction courses
(PSP)—Pierced steel plank
(RFSC)—Rubberized friction seal coat

(SAND)—Sand
(TURF)—Turf
(TRTD)—Treated
(WC)—Wire combed

RUNWAY WEIGHT BEARING CAPACITY

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

<table>
<thead>
<tr>
<th>CURRENT</th>
<th>NEW</th>
<th>NEW DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>S</td>
<td>Single wheel type landing gear (DC3, (C47), (F15), etc.</td>
</tr>
<tr>
<td>D</td>
<td>D</td>
<td>Dual wheel type landing gear (BE1900, (B737), (A319), etc.</td>
</tr>
<tr>
<td>T</td>
<td>T</td>
<td>Dual wheel type landing gear (P3, (C9).</td>
</tr>
<tr>
<td>ST</td>
<td>2S</td>
<td>Two single wheels in tandem type landing gear (C130).</td>
</tr>
<tr>
<td>TRT</td>
<td>2T</td>
<td>Two triple wheels in tandem type landing gear (C17), etc.</td>
</tr>
<tr>
<td>DT</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B707), etc.</td>
</tr>
<tr>
<td>TF</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B757, (K135).</td>
</tr>
<tr>
<td>SBTT</td>
<td>2D/D1</td>
<td>Two dual wheels in tandem/dual wheel body type landing gear (K110).</td>
</tr>
<tr>
<td>None</td>
<td>2D/2D</td>
<td>Two dual wheels in tandem/two dual wheels in tandem body type landing gear (A340–600).</td>
</tr>
<tr>
<td>DDT</td>
<td>2D/2D</td>
<td>Two dual wheels in tandem/two dual wheels in double tandem body type landing gear (B747, (E4).</td>
</tr>
<tr>
<td>TTT</td>
<td>3D</td>
<td>Three dual wheels in tandem type landing gear (B777), etc.</td>
</tr>
<tr>
<td>TT</td>
<td>D2</td>
<td>Dual wheel gear two struts per side main gear type landing gear (B52).</td>
</tr>
<tr>
<td>TDT</td>
<td>C5</td>
<td>Complex dual wheel and quadruple wheel combination landing gear (C5).</td>
</tr>
</tbody>
</table>

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

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

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

Omission of weight bearing capacity indicates information unknown.

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

Details of the coded format are as follows:

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

NE, 11 JUL 2024 to 5 SEP 2024
NOTE: Prior permission from the airport controlling authority is required when the ACN/ACR of the aircraft exceeds the published PCN/PCR or aircraft tire pressure exceeds the published limits.

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

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

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

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

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

**RUNWAY LIGHTING**

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

NSTD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIIR—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAIL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDZL—Touchdown Zone Lights.
ODALS—Omni Directional Approach Lighting System.
AF OVRN—Air Force Overrun 1000’ Standard Approach Lighting System.
MALS—Medium Intensity Approach Lighting System.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
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.
SSALS—Simplified Short Approach Lighting System.
SSALSF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF—Sequenced Flashing Lights.
OLS—Optical Landing System.
WAVE—OFF.

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

**VISUAL GLIDESLOPE INDICATORS**

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.
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

NE, 11 JUL 2024 to 5 SEP 2024
SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

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

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

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

VASI—Visual Approach Slope Indicator

V2L  2-box VASI on left side of runway
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

6L  6-box VASI on left side of runway
6R  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., LGT ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

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

### RUNWAY SLOPE

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

### RUNWAY END DATA

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

### LAND AND HOLD—SHORT OPERATIONS (LAHSO)

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

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

### RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take–off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.

TODA—Take–off Distance Available. The length of the take–off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

### ARRESTING GEAR/SYSTEMS

Arresting gear 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:

<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, 1/4 inch Cable and 50,000 pounds weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>E28</td>
<td>Rotary Hydraulic (Water Brake).</td>
</tr>
<tr>
<td>M21</td>
<td>Rotary Hydraulic (Water Brake) Mobile.</td>
</tr>
</tbody>
</table>
The following device is used in conjunction with some aircraft arresting systems:

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

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

**UNI–DIRECTIONAL CABLE**

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

**FOREIGN CABLE**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>44B–3H</td>
<td>Rotary Hydraulic (Water Brake)</td>
<td>E–5</td>
</tr>
<tr>
<td>CHAG</td>
<td>Chain</td>
<td></td>
</tr>
</tbody>
</table>

**UNI–DIRECTIONAL BARRIER**

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

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

**OTHER**

<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**

<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*, C/LI#, SDA##, FP** minus 40°C.</td>
</tr>
<tr>
<td>A++100</td>
<td>Jet A, Kerosene, with FS–II*, C/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 40°C.</td>
</tr>
<tr>
<td>A1+</td>
<td>Jet A–1, Kerosene with FS–II*, FP** minus 47°C.</td>
</tr>
</tbody>
</table>

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

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

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

**OXYGEN—CIVIL**

<table>
<thead>
<tr>
<th>Code</th>
<th>Pressure Type</th>
<th>Code</th>
<th>Pressure Type</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:**

**AM32A-86**
- AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire
- DC: 28v, 1500 amp, 72 kw (with TR pack)

**MC-1A**
- AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire
- DC: 28v, 500 amp, 14 kw

**MD-3**
- AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
- DC: 28v, 1500 amp, 45 kw, split bus

**MD-3A**
- AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
- DC: 28v, 1500 amp, 45 kw, split bus

**MD-3M**
- AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
- DC: 28v, 500 amp, 15 kw

**MD-4**
- AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, “WYE” neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, “DELTA” 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire

**AIR STARTING UNITS**

**AM32-95**
- 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia

**AM32A-95**
- 150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)

**LASS**
- 150 +/- 5 lb/min @ 49 +/- 2 psia

**MA-1A**
- 82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press

**MC-1**
- 15 cfm, 3500 psia

**MC-1A**
- 15 cfm, 3500 psia

**MC-2A**
- 15 cfm, 200 psia

**MC-11**
- 8,000 cu in cap, 4000 psig, 15 cfm

**COMBINED AIR AND ELECTRICAL STARTING UNITS:**

**AGPU**
- AC: 115/200v, 400 cycle, 3 phase, 30 kw gen
- DC: 28v, 700 amp
- AIR: 60 lb/min @ sea level

**AM32A-60**
- AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia
- AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva
- DC: 28v, 500 amp, 15 kw

**AM32A-60A**
- AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
- AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire
- DC: 28v, 200 amp, 5.6 kw

**AM32A-60B**
- AIR: 130 lb/min, 50 psia
- AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire
- DC: 28v, 200 amp, 5.6 kw

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

NE, 11 JUL 2024 to 5 SEP 2024
USN JASU

ELECTRICAL STARTING UNITS:
- NC-8/A1: DC: 500 amp constant, 750 amp intermittent, 28v;
  AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
- NC-10/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/A47A–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

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

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

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

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

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

CARTRIDGE:
- MXU–4A: USAF

FUEL—MILITARY

Fuel available through US Military Base supply. DESC Into–Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into–Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into–Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into–Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at https://cis.energy.dla.mil/ap__cis/. See legend item 14 for fuel code and description.

SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE
- WA1: Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
- SP: Single Point Refueling.
- PRESAIR: Air Compressors rated 3,000 PSI or more.
AIRPORT/FACILITY DIRECTORY LEGEND

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

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

LHMXRB  Low and high pressure oxygen servicing and replacement bottles;
LPXRB  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.
LNIT   Low and high pressure nitrogen servicing.

OIL—MILITARY

US AVIATION OILS (MIL SPECS):

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

TRANSPORT ALERT (TRAN ALERT)—MILITARY
Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute rework, 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 preceding 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 aircraft 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 NAVAID line), it shall be indicated by a bold ASOS or AWOS followed by the frequency, identifier and phone number, if available.
COMMUNICATIONS

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

Communications will be listed in sequence as follows:

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

The FSS telephone nationwide is toll free 1–800–WX–BRIEF (1–800–992–7433). When the FSS is located on the field it will be indicated as “on arpt”. Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available. FSS’s provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS’s for select non–tower airports or airports where the tower is not in operation.

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

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

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

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

a. 122.2 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 VORs.

d. Some FSS’s are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS AVG 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.

GOA—Ground Control Approach System.

GND CON—Ground Control.

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

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

CLCN DEL—Clearance Delivery.

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

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

PRE TAXI CLNC—Pre taxi clearance.

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

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

COMD POST—Command Post followed by the operator call sign in parenthesis.
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” svc 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” svc APP CON other times CLASS G

or

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

or

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

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

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

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

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

VOR TEST FACILITY (VOT)

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

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

NAVAID information is tabulated as indicated in the following sample:

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Class</th>
<th>Frequency</th>
<th>Identifier</th>
<th>Distance</th>
<th>Magnetic Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABE</td>
<td></td>
<td>N40°43.60' W75°27.30'</td>
<td>180° 4.1 NM to fld.</td>
<td>1100/8E</td>
<td></td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Class</th>
<th>Frequency</th>
<th>Identifier</th>
<th>Distance</th>
<th>Magnetic Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABE</td>
<td></td>
<td>N40°43.60' W75°27.30'</td>
<td>180° 4.1 NM to fld.</td>
<td>1100/8E</td>
<td></td>
</tr>
</tbody>
</table>

**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>14,500’ to 18,000’</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>18,000’ to 45,000’</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>45,000’ to 60,000’</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>(VL) VOR Low</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td>5,000’ to 18,000’</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>(VH) VOR High</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td>5,000’ to 14,500’</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>14,500’ to 18,000’</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>18,000’ to 45,000’</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>45,000’ to 60,000’</td>
<td>100</td>
<td></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>45,000’ to 60,000’</td>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>Automatic Weather Broadcast.</td>
</tr>
<tr>
<td>DF</td>
<td>Direction Finding Service.</td>
</tr>
<tr>
<td>DME</td>
<td>UHF standard (TACAN compatible) distance measuring equipment.</td>
</tr>
<tr>
<td>DME(Y)</td>
<td>UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the &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>S</td>
<td>Simultaneous range homing signal and/or voice.</td>
</tr>
<tr>
<td>SABH</td>
<td>Non–directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Direction Facility.</td>
</tr>
<tr>
<td>TACAN</td>
<td>UHF navigational facility–omnidirectional course and distance information.</td>
</tr>
<tr>
<td>VOR</td>
<td>VHF navigational facility–omnidirectional course only.</td>
</tr>
<tr>
<td>VOR/DME</td>
<td>Collocated VOR navigational facility and UHF standard distance measuring equipment.</td>
</tr>
<tr>
<td>VORTAC</td>
<td>Collocated VOR and TACAN navigational facilities.</td>
</tr>
<tr>
<td>W</td>
<td>Without voice on radio facility frequency.</td>
</tr>
<tr>
<td>Z</td>
<td>VHF station location marker at a LF radio facility.</td>
</tr>
</tbody>
</table>
ILS FACILITY PERFORMANCE CLASSIFICATION CODES

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

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

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

ILS information is tabulated as indicated in the following sample:

<table>
<thead>
<tr>
<th>ILS/DME</th>
<th>Frequency</th>
<th>Channel</th>
<th>ILS Facility Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>108.5</td>
<td>I–ORL</td>
<td>Chan 22</td>
<td>Class IIIE. LOM HERNY NDB.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FREQUENCY PAIRING TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VHF</strong></td>
</tr>
<tr>
<td>Frequency</td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>108.10</td>
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<td>108.30</td>
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<td>108.50</td>
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<td>108.70</td>
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<td>108.05</td>
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DSSURDFKFRQWUROIDFLOLWLHVZLOOKDYHDFOHDUDQFHGHOLYHU\SKRQHQXPEHUOLVWHGKHUH

NE, 11 JUL 2024 to 5 SEP 2024

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

BRADLEY  N41°55.83’ W72°41.99’  NOTAM FILE BDL.
(L) 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
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 06  11–29  3700
RWY 11  06–24  3350

RUNWAY DECLARED DISTANCE INFORMATION

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

ARRESTING GEAR/SYSTEM
RWY 06:  EMAS

SERVICE:  S4  FUEL  100LL, JET A  OX3, 4  LGT When ATCT clsd, ACTVT REIL Rwy 06 and 24, 11 and 29; PAPI Rwy 06, 11 and 29; HIRL Rwy 06–24 and 11–29 —CTAF.

AIRPORT REMARKS:  Attended 1100–0500Z. Birds and wildlife frequently on and inv of arpt. 120’ pole .75 NM south of arpt unlgtd. PAEW adjacent to all operational sfcs daig hrs Apr through Oct. There may be standing water adjacent to all sfcs. Uneven sfcs Rwy 29 safety area apch end left side. Extensive helicopter ops bw 10,000 ft 5–15 miles NW thru NE, for tlc information when inv of arpt ctc Sikorsky ops on 133.6 (1200–2130Z). Arpt clsd to scheduled air carriers more than 10 passengers and unscheduled air carriers more than 30 pax exc 90 day PPR. Rwy 29 clsd to takeoff acft more than 45,000 lb exc 30 min PPR 203–576–7497. Rwy 11–29 clsd to all air carrier ops. Avoid overflying residential areas NE and SE of arpt. Departing Rwy 24 avoid turns until 1/2 mile byd shoreline. TPA–1009(1000) for single engine acft, 1509(1500) all others. When winds are less than 5 kts requested use of Rwy 11 or Rwy 29. When the twr is clsd all engine runups are prohibited. However, if an actrq reqrs nighttime engine maintenance, PPR from arpt manager is rqrd and the runups are to be performed on Twy G between Twy J and Twy K. Pilots are advised to use care in positioning their actq to prevent damage from prop wash to sfld sign. Rwy 11–29 not avbl for skedd acr ops more than 9 pax seats or unsked acr ops at least 31 pax seats. Pkg fee all actq aft 2 hrs. Ldg fee all actq exc solo students. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER:  203-576-8163

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

COMMUNICATIONS: CTAF 120.9  ATIS 119.15  UNICOM 123.0

RCO 122.2  (BRIDGEPORT RADIO)

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

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

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

VOR TEST FACILITY (VOT) 109.25

CONTINUED ON NEXT PAGE
CONNECTICUT
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: 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 5,000’
360°–105° byd 30 NM blo 3,000’

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

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

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

BRIDGEPORT N41°09.64’ W73°07.47’ NOTAM FILE BDR. NEW YORK
(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 15 NM blo 3,000’
161°–180° byd 30 NM blo 1,300’
181°–260° byd 30 NM blo 2,500’
261°–359° byd 30 NM blo 5,000’
360°–105° byd 30 NM blo 3,000’

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

RCO 122.2 (BRIDGEPORT RADIO)

CANDLELIGHT FARMS (See NEW MILFORD on page 39)

CANDLELIGHT HELIPORT (See NEW MILFORD on page 39)

CHESTER (SNC)(KSNC) 3 SW UTC–5(–4DT) N41°23.02’ W72°30.35’ NEW YORK
416 B NOTAM FILE SNC
RWY 17–35: H272XX50 (ASPH) S–8.5 MIRL 0.5% up S
RWY 17: REIL. Thld dsplcd 559’. Tree.
RWY 35: REIL.

SERVICE: S4 FUEL 100LL LGT SS–SR. Rotating bcn opr 24 hrs.
AIRPORT MANAGER: 860-718-2109
WEATHER DATA SOURCES: AWOS–3 118.325 (860) 526–1551.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.25 (BRIDGEPORT RADIO)

© NEW YORK APP/DEP CON 124.075
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

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

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

NE, 11 JUL 2024 to 5 SEP 2024
CONNECTICUT

DANBURY MUNI (DXR)(KDXR) 3 SW UTC-5(–4DT) N41°22.29’ W73°28.93’

457 B TPA—See Remarks NOTAM FILE DXR

RWY 08–26: H4421X150 (ASPH–GRVD) S–38, D–70, 25–90 MIRL

RWY 08: REIL. Thld dsplcd 367’. Trees.

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

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

RWY 17: Thld dsplcd 223’. Pole.


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


AIRPORT 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 N41°16.81’ W73°34.88’ 051° 7.1 NM to fld. 693/12W.

VOR unusable:

001°–015°

195°–225°

245°–270°

325°–355°

DME unusable:

000°–015° byd 20 NM

034°–045° byd 20 NM

055°–135° byd 20 NM blo 5,000’

180°–200°

340°–359° byd 20 NM blo 6,000’

LOC/DME 111.55 I–DXR Chan 52(Y) Rwy 08. LOC unmonitored when ATCT clsd. Localizer offset angle 3.00 deg. LOC unusable byd 20° right side of course. DME unusable byd 10 NM; and 10° right of course and byd 20° left of course.

NEW YORK L–33B, 34I

IAP, AD

NE, 11 JUL 2024 to 5 SEP 2024
CONNECTICUT

1. DANIELSON (LZD)(KLZD) 2 NW UTC–5(–4DT) N41°49.19' W71°54.06' 238 B NOTAM FILE BDR
Rwy 13–31: H2700X75 (ASPH) S–29 MIRL
Rwy 13: Tree.
Rwy 31: REIL, Tree.
SERVICE: S4 FUEL 100LL LGT ACTVT REIL Rwy 31; MIRL Rwy 13–31—CTAF.
AIRPORT MANAGER: 860-982-2443
COMMUNICATIONS: CTAF/UNICOM 123.0
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.

2. EAST HADDAM
GOODSPEED (42B) 1 SE UTC–5(–4DT) N41°26.74' W72°27.34' 9 NOTAM FILE BDR
Rwy 14–32: H2120X50 (ASPH) S–8 LIRL
Rwy 32: Trees.
SERVICE: S4 LGT Arpt lgts opr 24 hrs.
AIRPORT REMARKS: Unattended. Caution deer, birds and waterfowl on and inv of arpt. Parl turf twy mkd with yellow cones. May be soft when wet or after rain. Seaplane dock and ramp. Overnight parking fee. Ldg fee.
AIRPORT MANAGER: (860) 615-9068
COMMUNICATIONS: CTAF/UNICOM 122.8
WATERWAY 16W–34W: 4500X1000 (WATER)
WATERWAY 16W: Bridge.
WATERWAY 34W: Hill.

3. ELLINGTON (7B9) 2 N UTC–5(–4DT) N41°55.53' W72°27.43' 253 NOTAM FILE BDR
Rwy 01–19: H1800X50 (ASPH) S–9 RWY LGTS(NSTD)
Rwy 01: Trees.
Rwy 19: Trees.
SERVICE: S4 FUEL 100LL LGT Non–std LIRL due to spacing, for lgts aft 0500Z‡ call 860–871–2054 durg bus hrs.
AIRPORT MANAGER: 860-614-1854
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

4. FARMINGTON CT71 N41°42.54' W72°48.13'363 AWOS–AV 129.825 AWOS–AV wx bcst on 129.825 (3 mic clicks).
GOODSPEED (See EAST HADDAM on page 35)
CONNECTICUT

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(4L)—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(4R)—GA 4.0º TCH 45´. Thld dsplcd 307´. Tree.
RWY 33: REIL. PAPI(4L)—GA 3.75º TCH 34´. Thld dsplcd 205´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5000  TODA–5000  ASDA–5000  LDA–5000
RWY 15: TORA–4000  TODA–4000  ASDA–3798  LDA–3491
RWY 23: TORA–5000  TODA–5000  ASDA–5000  LDA–5000
RWY 33: TORA–4000  TODA–4000  ASDA–3871  LDA–3666

ARRESTING GEAR/SYSTEM
RWY 05: EMAS
RWY 23: EMAS

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

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

AIRPORT REMARKS:  Attended 1100–0200Z‡.  Deer, birds and waterfowl on and inv of arpt.  For fuel after hrs call before 2100
lcl day of arr, 860–715–8800.  Conditions not monitored from 1800 local to 0600 local, Monday through Friday, and from
1500 local to 0700 local, Saturday through Sunday.  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 lds 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) lgct
acft, 1509 (1500) all turbine powered acft.  Terminal aerodrome forecast svc avbl.  Rwy 23 nr not std.  Ldg fee for business,
corporate and revenue producing acft. Flight Notification Service (ADCUS) avbl. U.S. Customs svc avbl with 6 hr PPR call
Mon–Fri 1300–2100Z‡ on 203–773–2040 (or toll free in the U.S. 1–800–973–2867) and from Canada
407–975–1740.  Call before 2000Z‡ on Fri for weekend or holiday svc requests.

AIRPORT MANAGER:  860-841-9664

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

® PROVIDENCE APP/DEP CON 125.75 (Sun–Fri 1030–0530Z‡ Sat 1030–0500Z‡ other times ctc)
® BOSTON CENTER APP/DEP CON 124.85
TOWER 125.6 (1200–0300Z‡)  GND CON 121.65  CLNC DEL 121.65  119.85

CLEARANCE DELIVERY PHONE:  For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
AIRSPACE:  CLASS D  svc 1200–0300Z‡; other times CLASS G.

VOR TEST FACILITY (VOT):  110.25

RADIO AIDS TO NAVIGATION:  NOTAM FILE GON.
(T) (T) VOR/DME 110.85  GON  Chan 45(Y)  N41°19.82´ W72°03.12´ at fld. 9/14W.
VOR portion usable:
241º–265º blo 5,000´
DME usable:
355º–019º blo 3,000´
ILS/DME 111.3  I–GON  Chan 50  Rwy 05.  Class IT.  Unmonitored when ATCT closed.

HELIPAD H1:  H45X45 (ASPH)

GROTON–NEW LONDON  (See GROTON (NEW LONDON) on page 36)

NE, 11 JUL 2024 to 5 SEP 2024
HARTFORD–BRAINARD (HFD)(KHFD) 3 SE UTC–(–4DT) N41°44.20’ W72°38.97’

RWY 02–20: H4417X150 (ASPH–GRVD) S–30, D–43, 2D–70 HIRL

RWY 02: REIL. PAPI(P4L)—GA 4.0º TCH 42’. Thld 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: 54 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 area. Populated areas to south and west should be avoided. Apch/depart over river when possible. See Brainard twr Letters to Airmen.


Turf Rwy NE–SW clsd during winter months from Nov 2 to Apr 30 exc for ski–equipped acft and helicopter training. Arpt clsd to air carrier ops. Voluntary compliance requested, no touch and go ldg and practice instrument apch Mon–Sat 0300–1100Z‡ and Sun 0300–1400Z‡. Ldg fee for business, corporate and revenue producing acft.

AIRPORT MANAGER: 860-982-2443

COMMUNICATIONS:
CTAF 119.6
ATIS 126.45
860–246–5929
UNICOM 122.95

®
BRADLEY
APP/DEP CON 127.8
TOWER 119.6 (1100–0500Z‡) GND CON 121.6 CLNC DEL 121.6

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

VOR TEST FACILITY (VOT) 108.2

RADIO AIDS TO NAVIGATION:
(L) (L) VORW/DME
114.9 HFD Chan 96 N41°38.47’ W72°32.85’ 334º 7.3 NM to fld. 849/13W.

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

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

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

HARTFORD NOTAM FILE HFD.

L–33C, 34I
IAP, AD

NE, 11 JUL 2024 to 5 SEP 2024
MERIDEN MARKHAM MUNI (MMK)(KMMK) 3 SW UTC–5(–4DT) N41°30.52′ W72°49.77′

RWY 18–36: H3100X75 (ASPH) S–30 MIRL

RWY 18: Tree.

RWY 36: REIL, PAPI(P4L)—GA 3.5º TCH 38′. 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 dalgt. PPR for jet. Rwy 36 no touch and go ldg. Std left tcf for both rws. Calm wind Rwy 18.

AIRPORT MANAGER: 203-630-2878

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

COMMUNICATIONS: CTAF/UNICOM 123.05

Bradley App/Dep Con 127.8

NEW HAVEN

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


RWY 02: MALSF, PAPI(P4L)—GA 3.0º TCH 50′. RVR–T Trees.

RWY 20: PAPI(P4L)—GA 3.5º TCH 55′. RVR–R Trees.

RUNWAY DECLARED DISTANCE INFORMATION

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


SERVICE: S4 FUEL 100LL, JET A

When ATCT clsd actvt MALSF Rwy 02; HIRL Rwy 02–20—CTAF.

NOISE: Noise abatement procedures in effect. Departing Rwy 20, right and left turn made only after passing shoreline. Csd to actv over 78 decibels 1200–0300Z‡, 73 decibels 0300–0500Z‡ and 1100–1200Z‡, 68 decibels 0500–1100Z‡ excp mil emerg and medical acct; PPR call 203–907–9818.


Class I, ARFF Index—See Remarks LRA ARFF Index—See Remarks NOTAM FILE HVN


AIRPORT MANAGER: 203-466-8833

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

COMMUNICATIONS: CTAF 124.8 ATIS 133.65 UNICOM 122.95

NEW YORK

NEW YORK APP/DEP CON 124.075

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

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

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

RADIO AIDS TO NAVIGATION:

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.

N41°15.74′ W72°53.11′ NOTAM FILE HVN.

103 B NOTAM FILE MMK

RWY 18–36: N41°30.52′ W72°49.77′

NE, 11 Jul 2024 to 5 Sep 2024
NEW MILFORD

CANDLELIGHT HELIPORT (6Y2) 2 W UTC–5(–4DT) N41°34.07’ W73°27.64’
675 NOTAM FILE BDR
HELIPAD H1: HSOX50 (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 122.9

NORTHFIELD HELIPORT (See THOMASTON on page 41)

NORWICH

N41°33.38’ W71°59.96’ NOTAM FILE BDR.
(L) (L) VOR/DME 110.0 ORW Chan 37 338º 13.9 NM to Windham. 310/14W.
H–10I, L–33C, 34I

OXFORD

WATERBURY–OXFORD (OXC)(KOCX) 3 N UTC–5(–4DT) N41°28.70’ W73°08.11’
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.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TODA–5801 ASDA–5801 LDA–5801
RWY 36: TODA–5801 ASDA–5801 LDA–5301
SERVICE: S4 FUEL 100LL, JET A LST ACTIVATE REIL Rwy 36; PAPI Rwy 18 and Rwy 36; HIRL Rwy 18–36—CTAF. Rwy 18 VGSI lghts bldg 6 degs L of cntrl. Rwy 36 VGSI lghts bldg due to trees & pwr ln twr byd 5 degs R of cntrl.
AIRPORT REMARKS: Attended continuously. Deer and birds on and inv of arpt. Twp D clsd. 748’ electric transmission twrs running NE to SW 0.2 miles north of middle marker. PAEW vicinity Rwy 18–36 safety zone summer only SR–SS (mowing in progress daily). Arpt clsd to ac ops. TGL & PLA prohibited between 0400–1200Z‡. Practice low apch Rwy 36 NA when Rwy 18 is active. All sod areas clsd. Rwy 36 calm wind rwy. TPA—1699 (973) for acft up to 12,500 lbs, 2199 (1473) acft over 12,500 lbs. Twp B, south of Twp G, reflectors only. Ldg fee for business, corporate and revenue producing acft. Steep drop off after safety area north and south of Twp A.
AIRPORT MANAGER: 203-264-8010
WEATHER DATA SOURCES: AWOS–3PT 132.975 (203) 262–1190.
COMMUNICATIONS: CTAF 118.475 ATIS 132.975 203–262–1190 UNICOM 122.95
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.
MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83’ W72°41.53’ 309º 22.3 NM to fld. 216/13W.
DME usable:
330°–090° byd 30 NM bld 4,000’
CONNECTICUT

PLAINVILLE

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

202 B TPA—See Remarks NOTAM FILE BDR

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

RWY 02: REIL Trees.

RWY 20: REIL Trees.

SERVICE: S4 FUEL 100LL, JET A 0X3, 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) VOR/DME 114.9 HFD Chan 96 N41°38.47' W72°32.85' 295º 14.6 NM to fld. 849/13W.

HELIPAD H1: H30X30 (ASPH)

PUTNAM

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

770 NOTAM FILE BDR

RWY 17–35: H1756X60 (ASPH) 0.9% up N

RWY 17: Trees.

RWY 35: Trees.


40’ drop off at each rwy end.

AIRPORT MANAGER: 860-974-2099

COMMUNICATIONS: CTAF 122.9

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

DME unusable:

265º–301º byd 36 NM blo 3,000’

PUTNAM

N41°57.33' W71°50.65' 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)

SIKORSKY HELIPORT

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

195 NOTAM FILE BDR

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

RWY 03: Trees.


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

AIRPORT REMARKS: Attended 1330–2200Z. 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)

NE, 11 JUL 2024 to 5 SEP 2024
CONNETICUT 41

STRATFORD  (JSJ)(KJSJ) PVT  3 N  UTC–5(–4DT)  N41º14.84´ W73º05.87´  NEW YORK L–33B, 34I
AIRSPACE: CLASS D svc 1300Z–SS Mon–Fri, 1300Z–SS Sat–Sun as required; other times CLASS G.

THOMASTON
NORTHFIELD HELIPORT (N09)  4 NW  UTC–5(–4DT)  N41º43.42´ W73º06.94´  NEW YORK
903  NOTAM FILE BDR
HELIPAD HL: 100X100 (TURF)
HELIPORT REMARKS: Unattended. VFR only. 30´ poleline, 282´ E of helipad. Recommended approach from north to south.
57´ trees, 475´ from center of helipad, approach ratio 8:1. Heli phys location 253 Newton Rd, Northfield, CT.
AIRPORT MANAGER: 860-484-9597
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597

TOUTANT  (See PUTNAM on page 40)

TWEED/NEW HAVEN (See NEW HAVEN on page 38)

WAREHOUSE POINT
SKYLARK AIRPARK (7B6)  2 E  UTC–5(–4DT)  N41º55.71´ W72º34.58´  NEW YORK L–33C, 34I
120  NOTAM FILE BDR
RWY 10–28: H3242X60 (ASPH)  S–9  LIRL(NSTD)
RWY 28: Thld dsplcd 175´. Trees.
AIRPORT MANAGER: (413) 537-5121
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597
RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.
HARTFORD (L) (L) VORW/DME 114.9  HFD  Chan 96  N41º38.47´ W72º32.85´  009º 17.3 NM to fld. 849/13W.

WATERBURY (N41)  4 N  UTC–5(–4DT)  N41º38.01´ W73º02.81´  NEW YORK
850  NOTAM FILE BDR
RWY 17–35: 2005X135 (TURF)
RWY 17: Trees.
RWY 35: Trees.
RWY 02–20: 1600X250 (TURF)
RWY 02: Trees.
RWY 20: Trees.
AIRPORT REMARKS: Airport attended irregularly. Poor drainage ldg/taxi AER 35 winter months and after heavy rain. Turf rwys are soft during wet periods.
AIRPORT MANAGER: 203-775-1604
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

WATERBURY–OXFORD  (See OXFORD on page 39)
WILLIMANTIC

WINDHAM (IJD) (KIJD) 3 NE UTC–5 (–4DT) N41°44.64’ W72°10.81’
246 B NOTAM FILE IJD
RWY 09–27: H2471X100 (ASPH) S–30 MIRL
  RWY 06: Thld dsplcd 258’. Trees.
  RWY 27: REIL. Tree.
RWY 18–36: H2799X75 (ASPH) S–30 0.4% up S
  RWY 18: Trees.
SERVICE: S4 FUEL 100LL, JET A+ LGT ACTIVATE REIL Rwy 27; MIRL
  Rwy 09–27–CTAF.
AIRPORT REMARKS: Unattended. Self svc fuel credit card only. Jet A has ovr wing and snpl point nozzles. Birds on and invof arpt. 4 obstruction lghts on surrounding hills OTS indef. Ldg fee for business/corporate acft.
AIRPORT MANAGER: 860-982-2443
WEATHER DATA SOURCES: ASOS 133.675 (860) 456–8839.
COMMUNICATIONS: CTAF/UNICOM 122.975
Bradley Heliport 127.8
Boston Center 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’ 338º 13.9 NM to fld. 310/14W.
LOC/DME 108.35 I–IJD Chan 20(Y) Rwy 27. LOC unusable byd 20º right and left side of course. DME unusable byd 12 NM.

WINDHAM (See WILLIMANTIC on page 42)
WINDSOR LOCKS
BRADLEY INTL (BDL)(KBDL) P (ANG ARNG) 3 W UTC–5(–4DT) N41°56.34´ W72°41.06´

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

RWY 06: ALSF2. TDZL. REIL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR Trees.
RWY 24: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR Trees.
RWY 15–33: H6847X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350 PCN 64 F/A/X/T HIRL CL
RWY 15: REIL. PAPI(P4L)—GA 3.5º TCH 61´. RVR–R Trees.
RWY 33: MALSF. PAPI(P4R)—GA 3.0º TCH 72´. RVR–T Trees.

LAND AND HOLD–SHORT OPERATIONS

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

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–9509 TODA–9509 ASDA–9509 LDA–9509
RWY 15: TORA–6847 TODA–6847 ASDA–6847 LDA–6847
RWY 24: TORA–9509 TODA–9509 ASDA–9509 LDA–9509
RWY 33: TORA–6847 TODA–6847 ASDA–6847 LDA–6847

SERVICE: S4 FUEL 100LL, JET A
OX 1, 2, 3, 4 LGT Unmonitored when afld clsd. Afld ops ltd to tenant acft when afld clsd.
MILITARY— JASU (MD)–3 FUEL A++(Mil) A, A+ (C860–627–3300.) (NC–100LL) FLUID SP LOX OIL L–129–133–148 (Mil) SOAP

AIRPORT REMARKS: Attended continuously. Numerous birds freq on or invof arpt. No trng flts, no practice apchs, no touch and go ldgs btn 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. Parf twy ops on Twy C and Twy B rstrd to acft with wingspans of 171´ or less. Twy D clsd btn S and D1 to acft with wing spans in excess of 170´. Twy C btwn Twy B and Twy C4 acft tax spd rstrn of 8 kts/10 mph max for acft with wingspan 214´ or grt. ASD–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. Lgtd obst ant 36 ´ AGL/205´ MSL (Rwy 24 ILS/GS Ant) 162´ NW of Twy C cntrln marking btwn Twy B and Twy C4. Non–based dvsrs 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 N41°38.47´ W72°32.85´ 354º 18.9 NM to fld. 849/13W.
ILS/DME 111.1 I–BDL Chan 48 Rwy 06. Class IIIE.
ILS/DME 111.1 I–MYQ Chan 48 Rwy 24. Class IIE. DEM unusable fm .4 NM inbd to Rwy 24.
ILS/DME 108.55 I–KX Chan 22(Y) Rwy 33. Class IE.
ASR
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  (0N4)  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 invof arpt Oct–Feb. Rwy 04 dsplcd thld marked with white line, dashed white lines leading to displaced thld is faded. Rwy 22 dsplcd thld marked with white line, dashed white lines leading to displaced thld is faded. Rwy 04–22 has vertical, horizontal and alligator cracking. Tree trimming on rwy end 04 cmpld. Tree removal on rwy end 22 on–going.

AIRPORT MANAGER:  302-287-9623

COMMUNICATIONS:  CTAF/UNICOM


DOVER AFB  (DOV)(KDOV)  MIL/CIV AF  3 E UTC–5(–4DT)  N39°07.77´ W75°27.96´

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

RWY 14–32: H12903X150 (ASPH–CONC–GRVD)  PCN 105R/B/W/T  HIRL

RWY 14: PAPI(P4L)—GA 3.0º TCH 78´. Thld dsplcd 4251´.

RWY 32: REIL. PAPI(P4L)—GA 2.93º TCH 69´.

RWY 01–19: H9602X150 (CONC–GRVD)  PCN 150R/A/W/T  HIRL  CL

RWY 01: ALSF2. TD2L. PAPI(P4L)—GA 3.0º TCH 75´. RVR–T

RWY 19: ALSF1. REIL. PAPI(P4L)—GA 3.0º TCH 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.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. RSTD Contact airfield management DSN 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 DSN 445–2861. All acft with hazardous material/rqr remote/isolated parking will ctc 436 airborne pulse search. Explosive Handling Section DSN 445–2304 1230–2130Z or ATOC Duty Officer DSN 445–2300 2130–1230Z for PPR. Base OPS DSN 445–2861/4192, C302–677–2861/4192. All inbnd px/cargo acft must ctc Comd Post no later than 30 min prior to ldg. Rwy 32 tlk distance avbl 10,070’. Actf taxing out of main ramp using taxi lane L bfn 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/CP for advance coordination and to obtain a current copy of DT aircrew brochure. CAUTION Possible jet wake turbulence in tfc pat and C5 Chan 37

126.35 279.625 132.425 135.15X 257.875 (VFR sequencing svc 25 NM out on 125.9 282.325) fld. 17/12W.


DOVER/CHESWOLD

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

PCN 14 F/C/X/T MIRL

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


AIRPORT MANAGER: (302) 571-6312

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

COMMUNICATIONS: CTAF/UNICOM 123.075

SMYRNA RCO 122.5 (MILLVILLE RADIO)


RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) (L) VORTAC 111.4 ENO Chan 51 N39º13.90´ W75º30.96´ 268º 4.0 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´

NE, 11 JUL 2024 to 5 SEP 2024
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 inv of arpt. Loading pad adjacent to east side Rwy 34.
AIRPORT MANAGER: 302-349-5055
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WATERLOO (L) (L) VOR/DME  112.6   ATR   Chan 73   N38°48.59′ W75°12.68′  286° 19.0 NM to fld. 5/9W.
DME unusable: 179°–293° byd 30 NM blo 2,000′
VOR unusable: 345°–010°

GEORGETOWN

DELAWARE COASTAL (GED)(KGED)  2 SE   UTC–5(–4DT)   N38°41.26′ W75°21.56′
53  B   LRA   NOTAM FILE GED
RWY 04: MALS. REIL. PAPI(P4L)—GA 3.0º TCH 45′. Thld dsplcd 370′. Trees.
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
COMM/NAV/WEATHER REMARKS: GCO avbl on freq 125.55.

HADIN

N39°34.88′ W75°36.84′ NOTAM FILE ILG.
NDB (DMMW) 248  IL  013º 5.9 NM to New Castle. 21/10W.

JENKINS (See WYOMING on page 51)
LAUREL  (N66)  1 SW   UTC–5(–4DT)   N38º32.53’ W75º35.66’
30   B   NOTAM FILE MIV
RWY 15–33: 3175X270 (TURF) LIRL
RWY 15: Trees.
RWY 33: Thld dsplcd 270’. Tree.
SERVICE: LGT ACTVT LIRL Rwy 15–33—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT MANAGER: 302-349-5055
COMMUNICATIONS: CTAF/UNICOM 122.8
PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc
POTOMAC APP/DEP CON 127.2
CLEARANCE DELIVERY PHONE: For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.
SALISBURY (L) (L) VORTACW 111.2 SBY Chan 49  N38º20.70’ W75º30.63’ 354º 12.5 NM to fld. 48/12W.
VOR unusable:
007º–026º byd 20 NM blo 7,000’
027º–089º byd 13 NM blo 5,000’
090º–110º byd 20 NM blo 5,000’
111º–113º byd 19 NM blo 5,000’
114º–120º byd 16 NM blo 5,000’
261º–285º blo 6,000’
294º–007º blo 5,000’
TACAN AZIMUTH unusable:
009º–055º byd 20 NM
261º–285º blo 6,000’
294º–007º blo 5,000’
DME unusable:
009º–055º byd 20 NM
261º–285º blo 6,000’
294º–007º blo 5,000’

MIDDLETOWN
SUMMIT  (ERV/KEVY)  5 N   UTC–5(–4DT)   N39º31.26’ W75º43.42’
70   B   NOTAM FILE MIV
RWY 17–35: H4488X65 (ASPH) MIRL
RWY 17: REIL. PAP(44)—GA 3.0º TCH 41’. Trees.
RWY 35: REIL. PAP(41)—GA 3.0º TCH 41’.
RWY 11–29: 3601X200 (TURF) LIRL
RWY 11: REIL. Tree.
RWY 29: REIL.
SERVICE: S4 FUEL 100LL, JET A  OX2  LGT LIRL Rwy 11–29 OTS indef.
REIL Rwy 11 and Rwy 29 OTS indef. ACTIVATE LIRL and REIL Rwy 11–29—123.5.
AIRPORT REMARKS: Attended 1200–0000Z‡. Rwy 11–29 clsd for night ops. Extensive medium/heavy helicopter training in progress all hrs on and inv of arpt, high rotor down wash velocities. When CH47 helicopters opr, req advisories on UNICOM. South end of parking ramp and mid–fld twy clsd.
AIRPORT MANAGER: 302-834-5400
COMMUNICATIONS: CTAF/UNICOM 122.725
PHILADELPHIA APP/DEP CON 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
DUPONT (L) (L) VORTAC 114.0 DQO Chan 87  N39º40.69’ W75º36.43’  220º 10.9 NM to fld. 70/10W.
VOR unusable:
230º–265º byd 20 NM
TACAN AZIMUTH unusable:
230º–265º byd 20 NM
DME unusable:
230º–265º byd 20 NM
NEW CASTLE (See WILMINGTON on page 50)

SMYRNA (38N) 1E 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)
<table>
<thead>
<tr>
<th>Rwy</th>
<th>Declared Distance Information</th>
<th>Arresting Gear/System</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 01</td>
<td>TORA–7012 TODA–7012 ASDA–7012 LDA–7012</td>
<td>RWY 19: EMAS</td>
</tr>
<tr>
<td>RWY 09</td>
<td>TORA–7275 TODA–7275 ASDA–7000 LDA–7000</td>
<td>SERVICE: S4 FUEL 100LL, JET A, OX 1, 2, 3, 4 LGT</td>
</tr>
<tr>
<td>RWY 14</td>
<td>TORA–4602 TODA–4602 ASDA–4602 LDA–4602</td>
<td>When twr clsd ACTVT MALSR Rwy 01; REIL Rwy 09, Rwy 27 and Rwy 19; PAPI Rwy 09 and Rwy 27; HIRL Rwy 01–19 and Rwy 09–27; MIRL Rwy 14–32—CTAF.</td>
</tr>
<tr>
<td>RWY 19</td>
<td>TORA–7012 TODA–7012 ASDA–7012 LDA–7012</td>
<td>AIRPORT REMARKS: Attended continuously. Birds on and inv of 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, tkt or gnd travel on rws and twys. When twr clsd announce emergencies on CTAF directly to ARFF station. Rwy 01 5000 ft dist rmng sign misg. Rwy 09 2000 ft dist rmng sign misg. Rwy 27 5000 ft dist rmng sign misg. Rwy 14–32 clsd to sked air carrier ops with more than 9 pax seats and non sked air carrier ops with more than 30 pax seats exc for taxi. Terminal apron clsd exc air carrier. Private gnd vehicles cross Twy A between Twy A4 and Twy C. Taxilane G northwest of Twy H ltd to acft with wingspan of 79´ or less. Taxilane G section between Twy H and Twy G1 ltd to acft with wingspan of 49´ or less. Terminal apron fence line 118 ft E of Twy A centerline. Rwy 14–32 NSTD mil assault ldg zone (ALZ) lgtn. Ldg fee for all acft over 7,500 lbs exc federal government and Mil.</td>
</tr>
<tr>
<td>RWY 27</td>
<td>TORA–7275 TODA–7275 ASDA–7000 LDA–7000</td>
<td>AIRPORT MANAGER: (302) 229-6315</td>
</tr>
</tbody>
</table>

**NOTAM FILE ILG.**

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

JENKINS (15N)  I 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)

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**WASHINGTON**

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

<table>
<thead>
<tr>
<th>S/N</th>
<th>RWY</th>
<th>Type</th>
<th>L–R</th>
<th>Dist.</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>16L</td>
<td>R</td>
<td>MALSR. PAPI(P4L)—GA 3.0º TCH 55´.</td>
<td>S–50, D–140</td>
<td>HIRL</td>
<td></td>
</tr>
<tr>
<td>34R</td>
<td>L</td>
<td>MALSF. PAPI(P4L)—GA 3.0º TCH 40´.</td>
<td>Trees.</td>
<td>Rgt tfc.</td>
<td></td>
</tr>
<tr>
<td>16R</td>
<td>L</td>
<td>H3715X75 (ASPH) S–12.5 MIRL 0.3% up N</td>
<td>Trees.</td>
<td>Rgt tfc.</td>
<td></td>
</tr>
<tr>
<td>34L</td>
<td>R</td>
<td>H6200X100 (ASPH–GRVD) S–50, D–140</td>
<td>HIRL</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SERVICE:**

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

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

**AIRPORT REMARKS:**

- Attended 1130–0330Z‡. Birds and deer on and inv of arpt. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter.
- Twy B safety area wid 44´ laterally east side fm Twy E to Twy G. U.S. Customs avbl Mon–Sun 1000–0400Z‡. Call Command Center 703–661–2800 for appointment. 24 hr notice required. All weekend flights must be arranged before 2200Z‡ on Fri before. Terminal apron for transient and US Customs parking.

**AIRPORT MANAGER:** 703-361-1882

**COMMUNICATIONS:**

- CTAF 133.1 (1130–0330Z‡)
- ATIS 125.175 (703) 361–6160
- POTOMAC APP/DEP CON 128.525
- TOWER 133.1 (1130–0330Z‡) GND CON 121.8
- CLNC DEL 120.2 (When twr clsd)

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

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

**RADIO AIDS TO NAVIGATION:**

- NOTAM FILE IAD.
- ARMEL (L) (L) VOR/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´ 198º 13.0 NM to flt. 296/8W.
- VOR unusable:
  - 055º–092º blo 4,500´
  - 093º–115º
  - 116º–210º blo 4,500´
- DME unusable:
  - 055º–210º byd 28 NM blo 2,500´
  - 211º–230º byd 30 NM blo 3,000´
- ILS 109.1 L–HEF Rwy 16L. Class E.
RONALD REAGAN WASHINGTON NTL (DCA)(KDCA) 3 S UTC–5(–4DT) N38°51.09´ WA
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 33: REIL. PAPI(P4L)—GA 3.0º TCH 37’. Trees.
RWY 15: MALSF. PAPI(P4L)—GA 3.0º TCH 52’. 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
SERVICE: S2 FUEL JET A LGT Rwy 19 PAPI–4L consists of two PAPI–4L systems. Rwy 19 PAPI–4L is rotated 21 degs to right of cntrln. The rotated PAPI–4L system supports visual and instr apchs to Rwy 19.
AIRPORT REMARKS: Attended continuously. Flocks of birds on and 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 (KDDA) 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. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Twy K ends at Gate 5. Acft arr/dep the general aviation parking area are prohibited from taxiing btn air carrier pushback ops and the gates. Tmk fts 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 btn apch end Rwy 15 and Twy K clsd to acft wingspan more than 124 FT. Ldg fees. NOTE: See Special Notices—District of Columbia Ronald Reagan Washington National Airport. Noise Abatement and Prohibited Area (P–56) Avoidance Procedures.
AIRPORT MANAGER: 703-417-8050
WEATHER DATA SOURCES: ASOS 132.65 (703) 418–1177. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS 132.65 (703) 419–3917 UNICOM 122.95
WASHINGTON RCO 122.2
© POTOMAC APP CON 119.85 (West/South) 124.2 (East) 124.7
WASHINGTON TOWER 119.1 (134.35 Helicopters) GND CON 121.7 CLNC DEL/PRE TAXI CLNC 128.25
© POTOMAC DEP CON 118.95 (West) 125.65 (East) 124.7
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.
CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WASHINGTON (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 5,500’
146º–155º byd 20 NM blo 6,000’
156º–170º blo 5,000’
171º–177º byd 20 NM blo 5,000’
178º–260º byd 20 NM blo 4,500’
261º–283º 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’

COMM/NV/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 req the extr of flaps and to provide for an orderly flow of tfc to the final apch crs. Dependent upon the arpt acceptance rate, in–trail spacing btn successive arr may necessitate using speed adjustments prior to reaching the Washington Terminal Area. Descent, under most cond, will be from arr fixes established 30 to 36 miles from the rwy end. Advance ntc as to where to exp descent and when to exp base leg should be given. It is imperative that pilots ctl their descent at a uniform rate to preclude intermediate alt restrictions. Procedures are based on a near idle thrust, 300’ per mile descent in still air cond.

SOUTH CAPITOL STREET HELIPORT (09W) 0 N UTC–5(–4DT) N38º52.12’ W77º00.45’ WASHINGTON COPTER
HELIPAD H1: H6X60 (ASPH) PERIMETER LGTS
HELIPAD H1: LLIS.
SERVICE: FUEL JET A LGT SS–SR. Helipad H1 perimeter.
HELIPORT REMARKS: Attended Mon–Fri 1200–0000Z‡ Sat– Sun 1600–0000Z‡. Open holidays upon reservation. Large loose grvl south and west of pavement. Helipad H1 75’ lgtd bridge 500’ east; 50’ stack 400’ west; 40’ bldg 60’ northeast. Ingress and egress routes northeast and southwest over Anacostia River.
AIRPORT MANAGER: 202-484-8616
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.
WASHINGTON DULLES INTL (IAD)(KIAD)  20 W UTC–5 (–4DT)  N38°56.85´

WASHINGTON

COPPER

H–10H, 12I, L–29E, 34E, 36I, A

IAP, AD

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

ARMEL (L) VOR/DME 113.5 AML Chan 82 N38°56.08’ W77°28.00’ at fld. 296/8W.

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

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

ILS 111.3 I–OSZ Rwy 01C. Class IIE.

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

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

ILS 109.3 I–AJU Rwy 12. Class IIE.

ILS 111.3 I–DLX Rwy 19C. Class IIIE.

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

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

ASHLAND

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

WATERWAY 15W–3W: 15000X1500 (WATER)


AIRPORT MANAGER: 207-433-0660

COMMUNICATIONS: CTAF 122.9

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

AUBURN/LEWISTON MUNI (LEW)(KLEW) 4 SW UTC–5(–4DT) N44º02.91´ W70º17.01´


RWY 04: MALS.R. 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 MALS.R Rwy 04; REIL Rwy 22; HIRL Rwy 04–22 and MIRL Rwy 17–35—CTAF.


Ldg fee.

AIRPORT MANAGER: 207-786-0631

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

COMMUNICATIONS: CTAF/UNICOM 122.8

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

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

CLNC DEL 124.05 PRETAI CLNC 124.05

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (VL) (DH) VOR/DME 114.95 AUG Chan 96(Y) N44º19.20´ W69º47.79´ 250º 26.6 NM to fld. 349/18W.

VOR unusable:

005º–015º byd 10 NM blo 7000’

018º–050º byd 40 NM

055º–058º byd 40 NM

065º–089º byd 40 NM

075º–089º byd 25 NM blo 3000’

090º–115º byd 15 NM

116º–175º byd 40 NM

116º–189º byd 25 NM blo 3000’

188º–207º byd 40 NM

190º–205º byd 10 NM blo 5000’

206º–220º byd 25 NM blo 3000’

208º–213º byd 40 NM blo 3000’

208º–213º byd 49 NM blo 7000’

208º–213º byd 68 NM

225º–245º byd 40 NM

246º–256º byd 40 NM blo 7000’

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 7000’

071º–143º byd 25 NM blo 3000’

144º–154º byd 25 NM blo 7000’

155º–189º byd 25 NM blo 3000’

190º–205º byd 10 NM blo 5000’

206º–220º byd 25 NM blo 3000’

221º–235º byd 15 NM blo 6000’

I–LEW Chan 26 Rwy 04. Class IA.
AUGUSTA

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

23  NOTAM FILE BGR
WATERWAY 13W–31W: 2500X100 (WATER)
WATERWAY 31W: Trees.
SEAPLANE REMARKS: Unattended. Daytime use only. Unmarked shoals E of sealane. Location has tidal fluctuation of 4’. Sealane poorly marked, irregular shaped channel. Docks removed during winter months Oct–May.

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

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

352  B  TPA—1400(1048)  NOTAM FILE AUG
RWY 17–35: H5002X100 (ASPH–GRVD)  S–50, D–60  HIRL
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 122.0
RCO 122.1R 114.95T 122.2 (BANGOR RADIO)
PORTLAND APP/DEP CON 128.35 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 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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MAINE
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AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:

(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’
- 215°–285° byd 15 NM blo 6,000’
- 215°–285° byd 68 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 25 NM blo 6,000’
- 225°–285° byd 25 NM blo 7,000’
- 225°–285° byd 53 NM

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

ILS 108.7 I–AUG Rwy 17. Class IB. LOM DUNNS NDB. Gideslope 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 (–4 DT) N44°48.45’ W68°49.69’

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

PCN 120R/A/W/T HIRL CL

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

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

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–11440 T0DA–11440 ASDA–11440 LDA–11440

RWY 33: TORA–11440 T0DA–11440 ASDA–11440 LDA–11440

SERVICE: S4 FUEL 100LL, JET A. OK 2, 4 MILITARY—JASU 1(MD–3)
1(MC–11) (MA–1A) FUEL A++(Mil), A, A+ (C207–992–4600)
(NC–100LL) FLUID SP PRESAIR LPOX LOX—Off-base contracted LOX
avbl H24–rqr 24 hr notice. OIL 0–133–148(Mil)

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

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

CAUTION Bash Phase II period Sep–Nov, Apr–May. Expect increased bird activity. Ctc Base Ops/Command Post/SOF for current bird watching cond. MISCl Rwy 15–33 grooved. ANG Opr 1100–1930‡

Mon–Fri, clsd weekends and hol. PPR rqr for ANG ramp. Ctc afrd mgmt DSN 698–7232, C207–404–7232 for PPR dur hrs. Pre–coord all transportation requirements and and haz cargo with PPR rqr. PPR valid +/– 1 hr unless prior coord.


AIRPORT MANAGER: 207-992-4600

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

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

(TH) VH VORTACW 114.8  BGR  Chan 95  N44°50.51’  W68°52.44’  155° 2.8 NM to fld. 360/19W.

ILS/DME 109.5  I–JMH  Chan 32  Rwy 15.  Class III.  DME also serves Rwy 33.

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

ASR

HELIPAD H1: H100X100 (CONC)

LUCKY LANDING MARINA SPB (Ø6B) 7 N UTC–5(–4DT) N44°54.42’  W68°48.30’

BANKS (See SWANS ISLAND on page 88)

BANCO BAR HARBOR

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

COMMUNICATIONS: CTAF 123.0

BAR HARBOR

COMMUNICATIONS: CTAF 122.9

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

AIRPORT MANAGER: 207-667-7329

WEATHER DATA SOURCES: AWOS–3PT 118.35 (207) 667–7364.

COMMUNICATIONS: CTAF/UNICOM 123.0

WEATHER DATA SOURCES: AWOS–3PT 118.35 (207) 667–7364.

COMMUNICATIONS: CTAF/UNICOM 123.0

WEATHER DATA SOURCES: AWOS–3PT 118.35 (207) 667–7364.

COMMUNICATIONS: CTAF/UNICOM 123.0

WEATHER DATA SOURCES: AWOS–3PT 118.35 (207) 667–7364.

COMMUNICATIONS: CTAF/UNICOM 123.0
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 MIRL 1.0% up NW
RWY 15: REIL.
RWY 33: REIL.

SERVICE: FUEL 100LL, JET A+  LGT ACTIVATE REIL Rwy 15 and Rwy 33 and MIRL Rwy 15–33—CTAF.


AIRPORT MANAGER: 603-970-1947

WEATHER DATA SOURCES: AWOS–AV 122.975 (207) 930–7071. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.975

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (VHF) (H) VORTAC W

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) MIRL 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; MIRL Rwy 14–32—CTAF.

AIRPORT REMARKS: Unattended. Turkeys and geese on or in and 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) N44°38.01′ W71°11.17′ 128° 20.4 NM to fld. 1730.

DME unusable:
080°–125° blo 10,000′
188°–198° blo 10,000′
275°–292° blo 10,000′
BIDDEFORD MUNI (B19)  2 S  UTC–5(–4DT)  N43°27.85′ W70°28.34′

157  B  TPA—995(838)  NOTAM FILE BGR

RWY 06–24: H3000X75 (ASPH)  S–25  MIRL  0.3% up NE
  RWY 06: REIL. PAP(P4L)—GA 3.5° TCH 31’. Brush.
  RWY 24: Brush.

SERVICE:  FUEL  100LL  LGT Actvl REIL Rwy 06; PAPI Rwy 06; MIRL Rwy 06–24—CTAF.

NOISE: Noise abatement ctc AMGR for dttls.


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) VORW/DME 117.1  ENE  Chan 118 N43°25.54′ W70°36.81′ 086° 6.6 NM to fld. 192/17W.

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

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

BOWDOINHAM

MERRymeeting FLD (08B)  1 SE  UTC–5(–4DT)  N44°00.00′ W69°53.23′

61  NOTAM FILE BGR

RWY 14–32: 1935X100 (TURF)
  RWY 14: Thld dsplcd 425’. Trees.
  RWY 32: Thld dsplcd 143’. Trees.

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

**BREWER** (BGR) 2 S UTC–5 (–4DST) 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 460 ft N of Rwy 19 end. Rwy 01–19 +35 ft trees and brush 30 ft to 125 ft from centerline along east side. Rwy 19 +25 ft house 80 ft from thr, 50 ft right of cntrln. Wildlife on or inv of arpt. Public golf course at EOR 01. During winter ski only ops. Make all apch/deps to east of arpt. Rwy 01–19 cntr 50 ft mowed.

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

**COMMUNICATIONS:** CTAF 122.9

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

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**BRUNSWICK EXEC** (BXM) 2 SE UTC–5 (–4DST) 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+

**OX 1, 2, 3, 4**

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

**AIRPORT REMARKS:** Attended 1200–0000Z‡. Birds and deer 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 122.725

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**NE, 11 JUL 2024 to 5 SEP 2024**

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**PORTLAND APP/DEP CON** 119.75 (112º–292º) 120.4 (293º–111º) 1045–0500Z‡

**BOSTON CENTER APP/DEP CON** 123.65

**CLNC DEL 123.65**

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

**AIRSPACE:** CLASS E.

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

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

**VOR unusable:**

- 005º–015º byd 10 NM blw 7,000’
- 018º–050º byd 40 NM
- 055º–058º byd 40 NM
- 065º–089º byd 40 NM
- 075º–089º byd 25 NM blw 3,000’
- 090º–115º byd 15 NM
- 116º–175º byd 40 NM
- 116º–189º byd 25 NM blw 3,000’
- 188º–207º byd 40 NM
- 190º–205º byd 10 NM blw 5,000’
- 206º–220º byd 25 NM blw 3,000’
- 208º–213º byd 40 NM blw 3,000’
- 208º–213º byd 49 NM blw 3,000’
- 208º–213º byd 68 NM
- 225º–245º byd 40 NM
- 246º–256º byd 40 NM blw 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 blw 7,000’
- 071º–143º byd 25 NM blw 3,000’
- 144º–154º byd 25 NM blw 7,000’
- 155º–189º byd 25 NM blw 3,000’
- 190º–205º byd 10 NM blw 5,000’
- 206º–220º byd 25 NM blw 3,000’
- 221º–285º byd 15 NM blw 6,000’

**ILS/DME** 109.3 I–BXM Chan 30 Rwy 01R. Class IT. ILS Rwy 01R unmonitored btn 0300–1100Z‡.
BUCKHORN CAMPS SPB  (See NORCROSS(MILLINOCKET) on page 78)

BUCKS HARBOR  N44°37.68’ W67°23.70’  HALIFAX  RCO 122.5 (BANGOR RADIO)

BURNHAM  N44°41.86’ W67°23.70’  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’  HALIFAX  RWY 01–19:  H4003X100 (ASPH)  S–30  MIRL
 RWY 01:  Ground.
 RWY 11–29: H3016X75 (ASPH)  S–30  MIRL
 RWY 29:  Thld dsplcd 398’. Bldg.
 SERVICE:  FUEL 100LL  LGT ACTIVATE MIRL Rwys 01–19 and 11–29—CTAF.
 AIRPORT REMARKS: Unattended. 24 hr fuel avbl with credit card. TPA 800’ AGL light actf, 1000’ AGL multi and large single engine actf. Rwy 01 +23’ power pole and trees approximately 950’ from thld across apch. Rwy 01–19 obstruction lghts along both sides of primary sfc and tree line. Flight Notification Service (ADCUS) available.
 AIRPORT MANAGER: 207-493-3324
 WEATHER DATA SOURCES: ASOS 135.125 (207) 496–3153.
 COMMUNICATIONS: CTAF/UNICOM 122.8  RCO 122.3 (BANGOR RADIO)

© BOSTON CENTER APP/DEP CON 124.75 CLNC DEL 124.75 (Boston Center)
 CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
 RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
 PRESQUE ISLE (VII) (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 blo 3,400’
 VOR unusable:
 000°–030° byd 40 NM
 040°–070° byd 40 NM
 080°–090° byd 40 NM
 130°–165° byd 40 NM
 180°–185° byd 40 NM
 200°–210° byd 40 NM
 220°–235° byd 40 NM blo 19,000’
 235°–260° byd 40 NM
 270°–280° byd 40 NM
 286°–296° byd 40 NM blo 8,000’
 286°–296° byd 81 NM
 300°–355° byd 40 NM

NE, 11 JUL 2024 to 5 SEP 2024
CARRABASSETT

SUGARLOAF RGNL (B21) 1 N UTC–5(–4DT) N45°05.12’ W70°12.98’
880 TPA—2880(2000) NOTAM FILE BGR
RWY 17–35: H2797X75 (ASPH) S–12 0.8% up N
RWY 17: Road.
RWY 35: Thld dsplcd 89’, Bldg.
SERVICE: FUEL 100LL, MOGAS
AIRPORT MANAGER: 207-350-1415
WEATHER DATA SOURCES: AWOS–AV 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: NOTAM FILE AUG.
AUGUSTA (VL) (DH) VOR/DME 114.95 AUG Chan 96(Y)
N44º19.20’ W69º47.79’ 35º 49.3 NM to fld. 349/18W.

VOR unusable:
005º–015º byd 10 NM blo 7,000’
018º–050º byd 20 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM blo 3,000’
090º–115º byd 15 NM
116º–175º byd 40 NM
116º–189º byd 25 NM blo 3,000’
188º–207º byd 40 NM
190º–205º byd 10 NM blo 5,000’
206º–220º byd 25 NM blo 3,000’
208º–213º byd 40 NM blo 3,000’
208º–213º byd 49 NM blo 7,000’
208º–213º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM blo 7,000’
246º–256º byd 53 NM
257º–261º byd 40 NM
271º–275º byd 40 NM
300º–353º byd 40 NM

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

CENTRAL MAINE/NORRIDGEWOCK (See NORRIDGEWOCK on page 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´

NOTAM FILE BGR
WATERWAY ALL–WAY: 15000X1100 (WATER)
AIRPORT MANAGER: 207-745-5330
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NUGENT CHAMBERLAIN LAKE SPB  (39B)  11 NE  UTC–5(–4DT)  N46º12.15´ W69º14.42´

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

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

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

NOTAM FILE BGR
RWY 09–27: 2950X40 (GRVL)
RWY 06: 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´

NOTAM FILE BGR
RWY 15–33: H4500X75 (ASPH)  S–84, D–200, 2D–400
AIRPORT REMARKS: Unattended. Clsd wntnr 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 hrs and cntrln faded or misg. Rw 33 hrs and cntrln faded or misg.
AIRPORT MANAGER: 207-941-4502
COMMUNICATIONS: CTAF 122.9
BOSTON CENTER APP/DEP CON 124.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (VH) (H) VORTACW 114.8  BGR Chan 95  N44º50.51´ W68º52.44´ 119º 38.3 NM to fld. 360/19W.

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

DEXTER RGNL (1BØ) 3 E UTC–5(–4DT) N45º00.27´ W69º14.25´
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 invof arpt.
AIRPORT MANAGER: 207-270-0239
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (VH) (H) VORTAC W 114.8 BGR Chan 95 N44º50.51´ W68º52.44´ 321º 18.3 NM to fld. 360/19W.

DOVER/FOXcroft

CHARLES A CHASE JR MEML FLD (44B) 1 SW UTC–5(–4DT) N45º10.65´ W69º14.68´
520 B NOTAM FILE BGR
RWY 09–27: 2926X75 (TURF) 1.3% up E
RWY 09: Trees.
RWY 27: Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rwy 09–27 thlds 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

N44º24.66´ W69º51.64´ NOTAM FILE AUG.
NDB (LDMW) 366 AU 171º 6.1 NM to Augusta State. 238/18W.

EAST WINTHROP

LAKESIDE LODGE AND MARINA SPB (83M) 4 E UTC–5(–4DT) N44º18.91´ W69º53.22´
165 B 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)

NE, 11 JUL 2024 to 5 SEP 2024
MAINE

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. PAP(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  N45°19.75´W67°42.25´ W67°42.25´ 130º 38.7 NM to fld. 398.
    DME unusable: 300º–330º byd 25 NM blo 4,500´

ELIOT

SEACOAST AIRFIELD (3B4)  2 SE UTC–5(–4DT)  N43°08.59´W70°46.41´
125  NOTAM FILE BGR
RWY 12–30: H2701X50 (ASPH)  S–B  0.7% up NW
    RWY 12: Trees.
    RWY 30: Thld dsplcd 86´. Trees.
AIRPORT MANAGER: 949-378-8405
COMMUNICATIONS: CTAF 122.9
BOSTON APP/DEP CON 125.05
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
    ROLLINS NDB (MHW) 260  ES  N43°13.21´W70°49.70´ 168º 5.2 NM to fld. 72/16W.

NE, 11 JUL 2024 to 5 SEP 2024
FRENCHVILLE

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

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

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

AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡, Sat and Sun
1500–2100Z‡. Wildlife on and inv of arpt. For fuel afte hrs call AMGR
207-436-1350. Ldg fee.

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/DME 116.4 PQI Chan 111
N46°46.45’ W68°05.67´ 005º 32.0 NM to fld. 592/21W.
DME unusable:
180º–200º byd 30 NM blo 3,400´
VOR unusable:
000º–030º byd 40 NM
040º–070º byd 40 NM
080º–090º byd 40 NM
130º–165º byd 40 NM
180º–185º byd 40 NM
200º–210º byd 40 NM
220º–235º byd 40 NM blo 19,000´
236º–260º byd 40 NM
270º–280º byd 40 NM
286º–296º byd 40 NM blo 8,000´
286º–296º byd 81 NM
300º–355º byd 40 NM

NE, 11 JUL 2024 to 5 SEP 2024
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+  LTG 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 inv of arpt. 24 hr credit card fuel: For 100LL, call–out fee, for Jet A after hrs 207–935–4711 (FB0). Lght 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 Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (VH) (DH) VORW/DME 117.1 ENE Chan 118
N43º25.54´ W70º36.81´ 354º 36.9 NM to fld. 192/17W.
DME unusable:
030º–184º byd 25 NM blo 2,000’
185º–230º byd 25 NM blo 2,500’
268º–278º byd 30 NM blo 4,600’
VOR unusable:
017º–040º byd 40 NM
130º–133º byd 40 NM
192º–202º byd 40 NM blo 2,500’
192º–202º byd 48 NM blo 5,000’
192º–202º byd 69 NM
203º–294º byd 40 NM
295º–305º byd 40 NM blo 5,000’
295º–305º byd 52 NM
306º–359º byd 40 NM

GILLESPIE FLD (See MEDDYBEMPS on page 76)

GREATON AIRFIELD (See SACO on page 87)
GREENVILLE

GREENVILLE MUNI (3B1)  2 E  UTC–5(–4DT)  N45°27.77’ W69°33.10’

1402  B  NOTAM FILE BGR
RWY 14–32: H4000X75 (ASPH)  S–12.5  MIRL  0.3% up NW
RWY 14: REIL. PAPI(P4R)—GA 3.0° TCH 40°.
RWY 32: PAPI(P4L)—GA 3.1° TCH 40°.
RWY 03–21: H3001X75 (ASPH)  S–12.5  0.9% up NE
RWY 03: Tree.

SERVICE:  S4  FUEL  100LL, JET A

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

AIRPORT MANAGER: 207-695-2421

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.

MILLINOCKET (VH) (DH) VOR/DME 117.9  MLT  Chan 126
N45°35.20’ W68°30.93’  281° 44.3 NM to fld. 553/20W.

DME unusable:
330°–350° byd 35 NM blo 6,000’
VOR unusable:
030°–040° byd 40 NM
272°–278° byd 40 NM
279°–289° byd 40 NM blo 5,900’
290°–297° byd 82 NM
330°–340° byd 35 NM blo 6,000’
334°–343° byd 40 NM
349°–355° byd 40 NM

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

MOOSEHEAD AERO MARINE SPB (52B)  0 N  UTC–5(–4DT)  N45°28.48’ W69°36.23’

1028  NOTAM FILE BGR
WATERWAY 14W–32W: 6000X1200 (WATER)
WATERWAY 18W–36W: 5000X1000 (WATER)

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

AIRPORT MANAGER: 207-299-4522

COMMUNICATIONS: CTAF 122.9
BOSTON CENTER APP/DEP CON 120.25

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.

MILLINOCKET (VH) (DH) VOR/DME 117.9  MLT  Chan 126
N45°35.20’ W68°30.93’  282° 46.4 NM to fld. 553/20W.

DME unusable:
330°–350° byd 35 NM blo 6,000’
VOR unusable:
030°–040° byd 40 NM
272°–278° byd 40 NM
279°–289° byd 40 NM blo 5,900’
290°–297° byd 82 NM
330°–340° byd 35 NM blo 6,000’
334°–343° byd 40 NM
349°–355° byd 40 NM

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

GREENVILLE JUNCTION
CURRIER’S SPB  (21M)  0 N  UTC–5(–4DT)  N45°28.70´ W69°37.16´
1029  NOTAM FILE BGR
WATERWAY 18W–36W: 10000X3000 (WATER)
WATERWAY 36W: Rgt tfc.
SEAPLANE REMARKS: Attended May–Oct dalgt hrs. Nov–Apr unattended. SPB may be unusable from mid–Nov to mid–May due to fall ice formation, spring ice break–up and other adverse conditions. Acft may rqst skis during winter months due to frozen sfc conditions. For SPB conditions call 207–695–2778. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert: nearby 52B Moosehead Aero Marine SPB (1.1 mi east) utilize same CTAF 122.9.

AIRPORT MANAGER: 207-695-2778
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
COMM/NAV/WEATHER REMARKS: Be alert: Nearby 52B Moosehead Aero Marine SPB (1.1 mi east) utilize same CTAF 122.9 mnt

GRIFFIN FLD  (See LEVANT on page 74)

HOULTON INTL  (HUL)(KHUL)  2 E  UTC–5(–4DT)  N46°07.48´ W67°47.54´
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 1200–2200Z‡. 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  MLT  Chan 126  N45°35.20´ W68°30.93´  063º 44.3 NM to fld.
553/20W.
DME unusable:
330º–350º byd 35 NM blo 6,000´
VOR unusable:
030º–040º byd 40 NM
272º–278º byd 40 NM
279º–289º byd 40 NM blo 5,900´
279º–289º byd 82 NM
290º–297º byd 40 NM
330º–340º byd 35 NM blo 6,000´
334º–343º byd 40 NM
349º–355º byd 40 NM

NE, 11 JUL 2024 to 5 SEP 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: Thrd dspcld 250´. Trees.
RWY 19: Road.
NOISE: Noise abatement mtn rwy hdg to 1000´ AGL.
AIRPORT REMARKS: Unattended. Arpt clsd ngts, daytime use only. Deer on and invof arpt. No touch and go ops. Helipad NW corner of ramp.
AIRPORT MANAGER: 207-734-2253
COMMUNICATIONS: CTAF 122.9
® BANGOR APP/DEP CON 118.925
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2500 ext 1.

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

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

KENNEBUNK N43°25.54′ W70°36.81′ NOTAM FILE BGR.
(VH) (DH) VOR/W/DMR 117.1 ENE Chan 118 262º 4.6 NM to Sanford Seacoast Rgnl. 192/17W.
DME unusable: 
030º–184º byd 25 NM blo 2,000´ 
185º–230º byd 25 NM blo 2,500´ 
268º–278º byd 30 NM blo 4,600´ 
VOR unusable: 
017º–040º byd 40 NM 
130º–133º byd 40 NM 
192º–202º byd 40 NM blo 2,500´ 
192º–202º byd 48 NM blo 5,000´ 
192º–202º byd 69 NM 
203º–294º byd 40 NM 
295º–305º byd 40 NM blo 5,000´ 
295º–305º byd 52 NM 
306º–359º byd 40 NM
KNOX CO RGNL  (See ROCKLAND on page 86)

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

LEVANT

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

200  NOTAM FILE BGR

**RWY 11–29:** 2440X175 (TURF)

**RWY 11:** P–line.

**RWY 29:** Trees.

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

**RWY 04:** Trees.

**RWY 22:** Trees.

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

**AIRPORT REMARKS:** Unattended. Phone 207–884–8283. Deer and deer on and in/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 clnc slope to lgts 5:1 due to 58˚ trees 315˚ fm end of rwy, 135˚ L of cntrln.

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

**COMMUNICATIONS:** CTAF

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

LIMINGTON–HARMON

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

292  TPA—1392(1100)  NOTAM FILE BGR

**RWY 11–29:** H2973X50 (ASPH)  LIRL(NSTD)  0.4˚ up W

**RWY 11:** Trees.

**RWY 29:** Trees.

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

**AIRPORT REMARKS:** Unattended. Wildlife on or in/of arpt. 24 hr self–serve fuel with major credit card. Rwy 11–29 NSTD LIRL. Rwy 29 has 1 thld lgts 175˚ from thld. Rwy 11 has 2 thld lgts 320˚ from thld. Rwy lgts spaced at 400˚, many lgts missing. Rwy 11 mdk as basic. Nrs dspldc 145˚ fm thld. Rwy 29 mdk as basic. Nrs dspldc 167˚ fm thld, nrs and cntrln faded. Rwy 11–29 svrly cracked, shallow potholes, loose aggregate on rwy.

**AIRPORT MANAGER:** 207-318-4427

**COMMUNICATIONS:** CTAF/UNICOM

**APP/DEP CON** 119.75

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

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

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

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

DME unusable: 030˚–184˚ byd 25 NM blo 2,000˚

185˚–230˚ byd 25 NM blo 2,500˚

268˚–278˚ byd 30 NM blo 4,600˚

VOR unusable: 017˚–040˚ byd 40 NM

130˚–133˚ byd 40 NM

192˚–202˚ byd 40 NM blo 2,500˚

192˚–202˚ byd 48 NM blo 5,000˚

192˚–202˚ byd 69 NM

203˚–294˚ byd 40 NM

295˚–305˚ byd 40 NM blo 5,000˚

295˚–305˚ byd 52 NM

306˚–359˚ byd 40 NM

NE, 11 JUL 2024 to 5 SEP 2024
LINCOLN RGNL  (LRC)(KLRC)  2 SW  UTC–5(−4DT)  N45°21.71´ W68°32.07´  
208  B   NOTAM FILE BGR  
RWY 16–34: H2805X60 (APSH)  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  
N45°35.20´ W68º30.93´  203º 13.5 NM to fld. 553/20W.  
DME unusable:  
330º–350º byd 35 NM blo 6,000´  
VOR unusable:  
030º–040º byd 40 NM  
272º–278º byd 40 NM  
279º–289º byd 40 NM blo 5,900´  
279º–289º byd 82 NM  
290º–297º byd 40 NM  
330º–340º byd 35 NM blo 6,000´  
334º–343º byd 40 NM  
349º–355º byd 40 NM  
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 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: Tree.  
RWY 26: Tree.  
SERVICE: LGT ACTVT LIRL Rwy 08–26 and rotating bcn—CTAF.  
AIRPORT REMARKS: Unattended. Deer on and invof arpt. 24 hr emerg calls to fire stn 733–4641. Customs on req 207–733–4331.  
AIRPORT MANAGER: 207-733-2341  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
LUCKY LANDING MARINA SPB  (See BANGOR on page 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) VORTACW 114.8  BGR Ch 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 280º 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  
Buoyz have been added to identify rocks at low water levels. Location of buoyz rqr tkf and ldg direction of Rwy 04–22 with buoyz at outer edges of sea lane. Unlighted 199˚ cell twr located 2 SM at 132º from dock. Twr underlies downwind to baseleg of pattern when ldg to the southwest.  
AIRPORT MANAGER:  207-723-8378  
COMMUNICATIONS:  CTAF 122.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.  

PAINTED POST  
PAINTED POST SPB  (48B)  10 NW  UTC–5(–4DT)  N44°00.79’ W67°31.82’  
77  NOTAM FILE BGR  
WATERWAY ALL–WAY:  1800X500 (WATER)  
SERVICE:  FUEL  100LL  
Buoyz have been added to identify rocks at low water levels. Location of buoyz rqr tkf and ldg direction of Rwy 04–22 with buoyz at outer edges of sea lane. Unlighted 199˚ cell twr located 2 SM at 132º from dock. Twr underlies downwind to baseleg of pattern when ldg to the southwest.  
AIRPORT MANAGER:  207-723-8378  
COMMUNICATIONS:  CTAF 122.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.  

NE, 11 JUL 2024 to 5 SEP 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.
SERVİCE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 29, VASI Rwy 29 and MIRL Rwy 11–29—CTAF.
AIRPORT MANAGER: 207-723-6649
WEATHER DATA SOURCES: ASOS 135.225 (207) 723–8396.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 117.9T 122.6 (BANGOR RADIO)
BOSTON CENTER APP/DEP CON 120.25
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859 .
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
(VH) (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 I-MLT Rwy 29.

MILLINOCKET N45°35.20’ W68°30.93’ NOTAM FILE MLT.
(H) (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

| WATERWAY 17W–35W: 7200X600 (WATER) |
| SERVICE: S2 FUEL MOGAS |
| AIRPORT MANAGER: (207) 693-6254 |
| 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

| WATERWAY 16W–34W: 15000X3960 (WATER) |
| SERVICE: FUEL 100LL |
| AIRPORT MANAGER: 207-232-2594 |
| 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

| WATERWAY NW: 4000X500 (WATER) |
| WATERWAY SE: 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. |

### NORCROSS(MILLINOCKET)

| WATERWAY E–W: 3000X500 (WATER) |
| WATERWAY E: Trees. |

### NEW YORK

**NE, 11 JUL 2024 to 5 SEP 2024**
NOTAM FILE BGR
RWY 15–33: H4000X100 (ASPH) S–30, D–60 MIRL
RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 43’. Tree.
RWY 33: REIL. Trees.
RWY 03–21: H3998X80 (ASPH) S–30, D–60
RWY 03: Trees.
RWY 21: Trees.
SERVICE: S4 FUEL 100LL, MOGAS LGT ACTIVATE REIL Rwy 15 and Rwy 33, PAPI Rwy 15. MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1200–1900Z‡, Unattended Sat–Sun. Birds and deer on and inv of arpt. 24 hr fuel avbl with major credit card. Rwy 21 has 30’ dropoff 100’ fm end of rwy. Rwy 03–21 markings faded, cntrln missing.
AIRPORT MANAGER: 207-634-2252
WEATHER DATA SOURCES: AWOS–AV 123.075.
COMMUNICATIONS: CTAF/UNICOM 122.8
© PORTLAND APP/DEP CON 128.35 (1045–0500Z‡)
© BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 124.25 (293º–111º) (0500–1045Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320. when Portland Apch clsd, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (VL) (DH) VOR/DME 114.95 AUG Chan 96(Y) N44º19.20’ W69º47.79’ 011º 23.9 NM to fld. 349/18W. VOR unusable:
005º–015º byd 10 NM blo 7,000’
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’
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 dspclcd 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‡)

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

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

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

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

DME unusable:
010°–070° byd 25 NM blo 7,000´
071°–143° byd 25 NM blo 3,000´
144°–154° byd 25 NM blo 7,000´
155°–189° byd 25 NM blo 3,000´
190°–205° byd 10 NM blo 5,000´
206°–220° byd 25 NM blo 3,000´
221°–285° byd 15 NM blo 6,000´
225°–245° byd 40 NM
246°–256° byd 40 NM blo 7,000´
246°–256° byd 53 NM
257°–261° byd 40 NM
271°–275° byd 40 NM
300°–353° byd 40 NM

PATTEN

SHIN POND SPB (85B)  8 NW  UTC–5(–4DT)  N46°05.60´ W68º33.86´

WATERWAY 02W–20W: 6000X200 (WATER)

SERVICE:  FUEL  100LL


AIRPORT MANAGER: 207-528-2626

COMMUNICATIONS: CTAF 122.9

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

PITTSFIELD MUNI (2B7)  1 SE  UTC–5(–4DT)  N44°46.11´ W69º22.47´

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) (DH) VORTACW 114.8  BGR  Chan 95  N44°50.51´ W68°52.44´  278° 21.8 NM to fld. 360/19W.

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

NDB unusable:
Byd 20 NM
PORTAGE LAKE MUNI SPB (87B) 1 W UTC–5(–4DT) N46°45.62′ W68°28.85′
608 NOTAM FILE BGR
WATERWAY 02W–20W: 5000X500 (WATER)
WATERWAY 15W–33W: 5000X500 (WATER)
SEAPLANE REMARKS: Unattended. Shallow water 2′ to 3′ deep near dock, watch for rocks.
AIRPORT MANAGER: 207-435-4361
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

PORTLAND INTL JETPORT (PWM)(KPWM) 2 W UTC–5(–4DT) N43°38.74′ W70°18.52′
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 3.0º TCH 52′. RVR–TMR Trees.
RWY 29: MALSR. PAPI(P4R)—GA 3.0º TCH 50′. RVR–TMR Tree.
RWY 18–36: H6100X150 (ASPH–GRVD) S–75, D–165, 2D–300 PCN 91 F/C/X/T MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 50′. Thld dsplcd 450′. Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.25º TCH 54′. Thld dsplcd 500′. Tree.
LAND AND HOLD–SHORT OPERATIONS
LDG Rwy HOLD–SHORT POINT ABL LDG DIST
RWY 11 18–36 5800
RWY 18 11–29 3100
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–7200 TODA–7200 ASDA–7200 LDA–7200
RWY 18: TORA–6100 TODA–6100 ASDA–5600 LDA–5150
RWY 29: TORA–7200 TODA–7200 ASDA–7200 LDA–7200
RWY 36: TORA–6100 TODA–6100 ASDA–5650 LDA–5150
SERVICE: S4 FUEL 100LL, JET A 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 affect for ldg Rwy 11 and dep Rwy 29.
AIRPORT REMARKS: Attended 1100–0300Z‡. Birds only on and inov arpt. For fuel aft hrs call 207–774–6318 or 207–523–0988. Actf emrgs on 0500–1045Z‡ ctc Portland Air Rescue 207–874–8576. No touch and go ldgs during snow removal. PAEW adj to rwy s; gnd vehicles monitor 120.9 when ATCT clsd. Twr occasionally stays open byd 0500Z‡ during adverse wx. Prior to any run–up ctc arpt ops on freq 129.95 or call 207–756–8310. Pushback onto Twy A rqr fm brn Gates 1–8, Twy C rqr fm rlcl Gates 1A. Acft may not push short of Twy A fm Gates 1–8 nor short of Twy C fm Gate 1A. Ctc Gnd 121.9. Addz pushback opr you have Alpha or Charlie prior to push. Landing rights arpt (LRA): GA cust/img fac lctd at cargo apron. Acft arrgy/depg cust must use extreme ctn when navigating on the cargo apron to minimize jet blast exposure to hngrs and acft. Flight Notification Svc (ADCUS) avbl.
AIRPORT MANAGER: 207-756-8310
WEATHER DATA SOURCES: ASOS 119.05 (207) 874–7914.
COMMUNICATIONS: CTAF 120.9 ATIS 119.05 (207) 775–1039 UNICOM 122.95
APP/DEP CON 119.75
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)
TOWER 120.9 (1045–0500Z‡) GND CON 121.9
CLNC DEL 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS C svc ctc APP CON svc 1045–0500Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 111.0

CONTINUED ON NEXT PAGE
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 48 NM blo 2,500’
192°–202° byd 69 NM
203°–294° byd 40 NM
295°–305° byd 40 NM blo 2,000’
295°–305° byd 52 NM
306°–359° byd 40 NM

HALIFAX

PRESQUE ISLE

PRESQUE ISLE SPB (83B) 2 NW UTC–5(–4DT) N46°42.36’ W68°03.64’

WATERWAY 01W–19W: 6000X300 (WATER)
WATERWAY 01W: Trees.


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’

RUNWAY DECLARED DISTANCE INFORMATION

RUNWAY 01: TORA–7441 TODA–7441 ASDA–7441 LDA–7441
RUNWAY 10: TORA–6000 TODA–6000 ASDA–6000 LDA–6000
RUNWAY 28: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

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

AIRPORT REMARKS: Attended 1100–0000Z‡. Csd to unsked ACR ops with more than 30 px seats, exc PPR call arpt manager 207–764–2550. PAEW adjacent to rws and twys (mowing) May 1 thru Nov 1. Ctn small UAS act fm sfc to 400’ AGL (1040’ MSL) 3.5 NM S of arpt dur datgt hrs. Flight Notification Service (ADCUS) available.

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.

CONTINUED ON NEXT PAGE
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 N 46°46.45′ W 68°05.67′ 179° 5.5 NM to fld. 592/21W.

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

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

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**PRESQUE ISLE**  N 46°46.45′ W 68°05.67′  NOTAM FILE PQI.

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

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

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**PRINCETON MUNI**  (PNN)(KPNN)  2 S UTC–5(–4DT)  N 45°12.04′ W 67°33.86′

Rwy 15–33: H4007X75 (ASPH) S–31, D–38 MIRL 0.3% up NW
Rwy 15: PAPI(P4L)—GA 3.5º TCH 44’. Tree.
Rwy 06–24: H3998X150 (ASPH)
Rwy 06: Trees.
Rwy 24: Thld dsplcd 503’. Trees.

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


AIRPORT MANAGER: 207-214-5144
WEATHER DATA SOURCES: AWOS–AV 122.7.
COMMUNICATIONS: CTAF/UNICOM 122.7
BOSTON CENTER APP/DEP CON 124.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

(L) DME 114.3 PNN Chan 90 N 45°19.75′ W 67°42.25′ 142°9.7 NM to fld. 398.

DME unusable:
300°–330° byd 25 NM blo 4,500’

COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks.
RANGELEY LAKE SPB (M57) 2 N UTC–5(–4DT) N44°57.20′ W70°39.78′

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 –27C.

AIRPORT MANAGER: 207-864-5307

COMMUNICATIONS: CTAF 122.9

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

BERLIN (H) DME 116.55  BML  Chan 112(Y)  N44°38.01′ W71°11.17′ 049° 29.5 NM to fld. 1730.

DME unusable:
080°–125° blo 10,000′
188°–198° blo 10,000′
275°–292° blo 10,000′

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

RWY 14–32: H4299X75 (ASPH) S–13 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0′ TCH 40′.

RWY 32: REIL. PAPI(P4L)—GA 3.0′ 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) DME 116.55  BML  Chan 112(Y)  N44°38.01′ W71°11.17′ 046° 31.0 NM to fld. 1730.

DME unusable:
080°–125° blo 10,000′
188°–198° blo 10,000′
275°–292° blo 10,000′
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 dsplcd 400´.

RWY 31:  REIL.  PAPI(P4L)—GA 3.0º TCH 50´. Trees.

RWY 03–21:  H4000X100 (ASPH)  S–65, D–80, 2S–83  MIRL

RWY 03:  REIL.  PAPI(P4L)—GA 3.0º TCH 34´. Trees.

RWY 21:  Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:  TORA–4000  TODA–4000  ASDA–4000  LDA–4000


RWY 21:  TORA–4000  TODA–4000  ASDA–4000  LDA–4000

RWY 31:  TORA–5412  TODA–5412  ASDA–5412  LDA–5412

SERVICE:  S4  FUEL  100LL, JET A  OX

LGT ACTVT MALSR Rwy 13; REIL Rwys 03 and 31, PAPI Rwys 03, 13, 31; HIRL Rwy 13–31; MIRL Rwy 03–21—CTAF.

NOISE:  Noise abatement procs in efect, 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 (293º–111º) 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:

NE, 11 JUL 2024 to 5 SEP 2024
GREATON AIRFIELD  
(98M)  6 NW  UTC–5(–4DT)  N43º34.54´ W70º31.13´  
170  NOTAM FILE BGR
RWY 06–24: 2200X50 (TURF)
RWY 06: Trees.
RWY 24: Trees.
AIRPORT REMARKS: Unattended. Rwy not plowed during winter months. Tiedowns not supplied. Wildlife inof arpt. Rwy 06–24 has +35–85´ trees 60´ to 90´ from centerline both sides. Rwy 06–24 is gently rolling for entire length.
AIRPORT MANAGER: 207-283-1298
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

SANFORD SEACOAST RGNL  
(SFM)(KSFM)  4 SE  UTC–5(–4DT)  N43º23.63´ W70º42.48´
244  B  NOTAM FILE SFM
RWY 07–25: H6389X100 (ASPH–GRVD) S–65, D–100 HIRL
RWY 07: REIL. PAPi(P4L)—GA 3.0º TCH 53´. Tree.
RWY 25: ODALS. PAPi(P4L)—GA 3.0º TCH 47´. Thld dspcld 388´. P–line.
RWY 14–32: H4999X100 (ASPH) D–72, 25–91 MIRL 0.3% up NW
RWY 14: PAPi(P4L)—GA 4.0º TCH 21´. Thld dspcld 885´. Tree.
RWY 32: PAPi(P4L)—GA 3.0º TCH 34´.
SERVICE: 54 FUEL 100LL, JET A, MOGAS OX 3, 4 LGT ACTVT ODALS Rwy 25; REIL Rwy 07; PAPI Rwy 07 and Rwy 25; HIRL 07–25; MIRL 14–32; twy lgts—CTAF. Twy lgts inop dalgt hrs.
AIRPORT MANAGER: 207-324-3172
COMMUNICATIONS: CTAF/UNICOM 120.025 (207) 324–1958.
® 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.

SEACOAST AIRFIELD  (See ELIOT on page 68)

SHIN POND SPB  (See PATTEN on page 81)
**SINCLAIR**

**LONG LAKE SPB** (92B) 3 NE UTC–5(–4DT) N47°11.59´ W68°13.89´

981 B NOTAM FILE BGR

WATERWAY 15W–33W: 25000X4000 (WATER)

WATERWAY 07W–25W: 15800X2640 (WATER)

SERVICE: FUEL MOGAS


AIRPORT MANAGER: 207-543-7584

COMMUNICATIONS: CTAF 122.9

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

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**STEPHEN A BEAN MUNI** (See RANGELEY on page 85)

**STONINGTON MUNI** (93B) 1 NW UTC–5(–4DT) N44°10.39´ W68°40.82´

32 NOTAM FILE BGR

RWY 07–25: H2099X60 (ASPH) 0.3% up W

RWY 07: Trees.


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

AIRPORT MANAGER: 207-367-2351

COMMUNICATIONS: CTAF 122.9

® BANGOR APP/DEP CON 133.6

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

HELIPAD H1: H40X40 (ASPH)

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**SUGARLOAF RGNL** (See CARRABASSET on page 65)

**SWANS ISLAND**

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

100 NOTAM FILE BGR

RWY 10–28: 1500X30 (GRVL) 2.0% up W

RWY 10: Tree.

RWY 28: Thld dsplcd 300´. Bldg.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA–1500 TODA–1500 ASDA–1500 LDA–1500

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


AIRPORT MANAGER: 207-460-1113

® BANGOR APP/DEP CON 133.6

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.
MAINE

TURNER  (3B5)  4 S  UTC–5(–4DT)  N44º11.34´ W70º13.97´

   355  NOTAM FILE BGR
   RWY 11–29: 2151X100 (TURF)
   RWY 11:  Road.
   RWY 12–30:  H2104X50 (ASPH)  S–8.5  0.3% up W
   RWY 12:  Trees.
   RWY 30:  Trees.

SERVICE:  S4  FUEL  MOGAS

AIRPORT REMARKS:  Attended 1300–2200Z‡ Mon–Sat, CLOSED Sun. Turkeys, geese and deer on and invof arpt. Rwy 12, first
300’ of rwy unmarked. Rwy 12–30 nrs and cntrln faded, non–std len and wid.

AIRPORT MANAGER:  207-225-3490

COMMUNICATIONS:  CTAF/UNICOM 122.8

APP/DEP CON 125.5

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

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

TWITCHELL  (See TURNER on page 89)

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

   440  LRA  NOTAM FILE BGR

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

Dock located near base of bridge. Flight Notification Service (ADCUS) available. U.S. Customs avbl 24 hrs,
207–868–3391.

AIRPORT MANAGER:  207-868-2886

COMMUNICATIONS:  CTAF 122.9

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

Wales  (ME6)  2 SSW  UTC–5(–4DT)  N44º10.47´ W70º01.14´

   210  NOTAM FILE BGR

RWY 04–22:  2100X80 (TURF)
   RWY 04:  Ground.
   RWY 22:  Tree.

AIRPORT REMARKS:  Unattended. Arpt CLOSED Nov–May, exc for skiing. Rwy 04–22 soft in spring, call prior to ldg
207–754–1372. Acft should mnt 122.8 invof arpt. 1239´ MSL twr 7000´ SE and 968´ MSL twr 9600´ SSE of arpt.
Rwy 04 nstd markings, has white plastic barrel markers along side of rwy with thld marked with single plastic white barrel.
Rwy 22 nstd markings, has white plastic barrel markers along side of rwy with thld marked with single plastic white barrel.
FCLP equipment directly adjacent to left side of Rwy 10 1335–1725´ approach end. FCLP equipment directly adjacent
to left side of Rwy 28 1340–1725´ from approach end.

AIRPORT MANAGER:  207-754-6322

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.

NEW YORK

NE, 11 JUL 2024 to 5 SEP 2024
WATERVILLE RGNL  (WVL)(KWVL)  2 SW  UTC–5(–4DT)  N44º32.00´ W69º40.53´
333  B  NOTAM FILE WVL  MON Airport
RWY 05–23:  H5500X100 (ASPH–GRVD)  S–40, D–60, 2D–105
  HIRL  1.2% up NE
  RWY 05:  MALSF. VASI(V4L)—GA 3.0º TCH 51´.
  RWY 23:  REIL. PAPI(P4L)—GA 3.0º TCH 40´.
RWY 14–32:  H2301X60 (ASPH)  S–25  0.4% up NW
RWY 14:  Trees.
SERVICE:  FUEL  100LL, JET A+  LGT ACTVT MALSF Rwy 05; REIL Rwy 23; HIRL Rwy 05–23—CTAF.
AIRPORT MANAGER:  207-861-8013
WEATHER DATA SOURCES:  AWOS–3PT 118.375 (207) 877–0519.
COMMUNICATIONS:  CTAF/UNICOM 122.7
® PORTLAND APP/DEP CON 128.35 (1045–0500Z‡) CLNC DEL 124.6
® BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 124.25 (293º–111º) (0500–1045Z‡)
CLEARANCE DELIVERY PHONE:  For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE AUG.
  AUGUSTA (VL) (D/H) VOR/DME 114.95  AUG Chan 96(Y)  N44º19.20´ W69º47.79´  040º 13.8 NM to fld. 349/18W.
VOR unusable:
  005º–015º byd 10 NM blo 7,000´
  018º–050º byd 40 NM
  055º–085º byd 40 NM
  065º–089º byd 40 NM
  075º–089º byd 25 NM blo 3,000´
  090º–115º byd 15 NM
  116º–175º byd 40 NM
  116º–189º byd 25 NM blo 3,000´
  188º–207º byd 40 NM
  190º–205º byd 10 NM blo 5,000´
  206º–220º byd 25 NM blo 3,000´
  208º–213º byd 40 NM blo 3,000´
  208º–213º byd 49 NM blo 7,000´
  208º–213º byd 68 NM
  225º–245º byd 40 NM
  246º–256º byd 40 NM blo 7,000´
  246º–256º byd 53 NM
  257º–261º byd 40 NM
  271º–275º byd 40 NM
  300º–353º byd 40 NM
DME unusable:
  010º–070º byd 25 NM blo 7,000´
  071º–143º byd 25 NM blo 3,000´
  144º–154º byd 25 NM blo 7,000´
  155º–189º byd 25 NM blo 3,000´
  190º–205º byd 10 NM blo 5,000´
  206º–220º byd 25 NM blo 3,000´
  221º–285º byd 15 NM blo 6,000´
ILS/DME 110.5  I–RLU Chan 42 Rwy 05.  Class IB.  Glideslope unusable byd 9 NM and unusable byd 5º left and right side of course.
WISCASSET (IWI)(KIWI) 3 SW  UTC–5(–4DT)  N43º57.69´ W69º42.75´  
70  B  NOTAM FILE IWI  
RWY 07–25: H3397X75 (ASPH)  S–22  MIRL  0.4% up W  
RWY 07: PAPI(P4R)—GA 4.0º TCH 40´. Pole.  
RWY 25: REIL. PAPI(P4L)—GA 3.5º TCH 40´. Tree. Rgt tfc.  
SERVICE: FUEL  100LL, JET A1+  LGT ACTIVATE REIL Rwy 25, PAPI  
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 invol apt. 24 hr credit card  
fuel opr. Rwy 7 aph obstn lghts on 60´ poles along right side of aph  
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  
⑩ PORTLAND APP/DEP CON 120.4 (293º–111º) 119.75 (112º–292º)  
(Mon–Fri 1045–0500Z‡)  
⑩ 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

ANAPOLIS

LEE  (ANP/KANP)  5 SW  UTC–5(–4DT)  N38º56.57´ W76º34.10´  NOTAM FILE DCA
Rwy 12–30:  H2505X48 (ASPH)  LIRL
SERVICE:  S4  FUEL  100LL  LGT  Arpt bcn opr dusk–0300Z‡. ACTVT LIRL Rwy 12–30—CTAF. Lighting inop btw 0300–1200Z‡.

AIRPORT MANAGER:  410-956-1280

WASHINGTON

WASHINGTON  NE, 11 JUL 2024 to 5 SEP 2024

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

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A

COPTER  L–29E, 34F, 36I, A
MARYLAND

BALTIMORE

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)(KBWI)

N39°10.54’ W76º40.14’


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


RWY 15R: MALSR. PAPI(P4R)—GA 3.0º TCH 73’. RVR–TMR Thld dsplcd 301’. Antenna.

RWY 33L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 72’. RVR–TMR Thld dsplcd 500”. Tower.

RWY 15L–33R: H5000X100 (ASPH–GRVD) S–30, D–45 PCR 269 F/A/X/T HIRL 0.5% up NW


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

RUNWAY DECLARED DISTANCE INFORMATION


RWY 15L: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 15R: TORA–9501 TODA–9501 ASDA–8601 LDA–8301


RWY 33L: TORA–9501 TODA–9501 ASDA–8801 LDA–8301

RWY 33R: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

SERVICE: S4 FUEL 100LL, JET A 0X 1, 2, 3, 4

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

AIRPORT MANAGER: 410-859-7024

CONTINUED ON NEXT PAGE

WASHINGTON

COPER

NE, 11 JUL 2024 to 5 SEP 2024
WEATHER DATA SOURCES: ASOS (410) 691–1278 TDWR.
COMMUNICATIONS: D–ATIS 115.1 127.8 UNICOM 119.4
BALTIMORE RCO 122.2 (LEESBURG RADIO)

**POTOMAC APP CON** 119.0 (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

®

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

CPDLC (LOGON KUSA)

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

ILS 111.7 I–FND Rwy 15R. Class IIE.

ILS 109.7 I–OEH Rwy 28. Class IE.

ILS 111.7 I–RUX Rwy 33L. Class IIE.

ILS 111.95 I–BWI Rwy 33R. Class ID.

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

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

14 B NOTAM FILE DCA

**RWY 16–34:** H2081X30 (ASPHE) MIRL

**RWY 16:** REIL. PAP(P2L)—GA 4.5º TCH 19´. Trees.

**RWY 34:** REIL. PAP(P2R)—GA 4.5º TCH 20´. Thld dsplcd 192´. Trees.

**SERVICE:** LGT ACTVT REIL Rwy 16 and Rwy 34; MIRL Rwy 16–34—CTAF.

**AIRPORT REMARKS:** Unattended. No touch and go ldgs. Pla and hel pat NA. PPR for mil, emerg and med acft.

**AIRPORT MANAGER:** 443-996-1743

**COMMUNICATIONS:** CTAF/UNICOM 122.7

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

**WATERWAY 16W–34W:** 3000X300 (WATER)

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**WASHINGTON COPTER**
MARYLAND

MARTIN STATE (MTN)(KMTN) P (ANG) 9 E UTC–5(–4DT) N39°19.54’ W76°24.83’

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. PVASI(PSIL)—GA 4.01º TCH 37’. Trees.

RWY 33: REIL. PVASI(PSIL)—GA 2.91º TCH 48’.

SERVICE: S2 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 procs in efct. When ATCT clsd no practice lndgs or apchs.

AIRPORT REMARKS: Attended 1100–0400Z‡. Arpt conds unmon 0400–1100Z‡. Seagulls on and involg arpt. 24 hr self serve 100LL avbl with credit card. Helicopters not authorized to access the 100LL self svc station under own pwr. PPR for practice tfk and ldg for acft weighing more than 12,500 lbs. TPA reciprocating engine acft 999(978), turbo prop and civil jet acft 1500(1478), military jet acft 1999(1978). 8,100’ avbl for tfk Rwy 15 and ldg Rwy 33 for mil acft only. ARFF svcx avbl 24 hrs daily. For ARFF svcx when ATCT clsd ctc ARFF station: CTAF or 410–918–6257/410–918–6911. No acft access to Twp S from Strawberry Point ramp. Helipad 800’ left of AER 33. Recreational sailboat masts +50´ & motor boats in waterway at AER 33 813´ fm thr on cntrln. Mowing ops conducted during daight. For additional information ctc arpt manager 410–682–8800.


AIRPORT MANAGER: 410-682-8800

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

COMMUNICATIONS: CTAF 121.3 ATIS 124.925 UNICOM 122.95® POTOMAC APP/DEP CON 119.0 119.7 282.275 290.475 TOWER 121.3 254.425 (1100–0300Z‡) GND CON 121.8 253.4 175 WG COMD POST 139.9 275.7

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) (L) VORTAC W 115.1 BAL Chan 98 N39°10.26’ W76°39.68’ 062º 14.8 NM to fld. 150/11W. DME unusable:

133º–155º byd 20 NM bly 10,000’
133º–155º byd 36 NM
30º–349º byd 35 NM

VOR unusable:

133º–155º byd 20 NM bly 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 bly 10,000’
180º–190º byd 17 NM
30º–349º byd 35 NM

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

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

HELIPAD HL: H60X60 (CONC)
PIER 7 HELIPORT  (4MD)  3 SE  UTC–5(–4DT)  N39º16.33’  W76º34.30’
HELPAD H1: H50X50 (CONC)  PERIMETER LGTS
SERVICE: FUEL  JET A  LGT ACTIVATE perimeter lighting on PCL—123.075—7 clicks.
HELPHOP REMARKS: Attended 1330–0600Z. Perimeter lgts. Ldg fee.
AIRPORT MANAGER: (443) 500-2355
COMMUNICATIONS: CTAF  123.025
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

BAY BRIDGE  (See STEVENSVILLE on page 116)

BOWIE  (See SALISBURY on page 114)

FREEWAY  (WEB)  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.
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 atnd. –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 act less than 4000 lbs max gross weight. TPA—1200(1032) for act greater than 4000 lbs. Twy runup area for Rwy 36 clsd.
AIRPORT MANAGER: 301-390-6424
COMMUNICATIONS: CTAF/UNICOM 123.075
® POTOMAC APP/DEP CON 128.0
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NOTTINGHAM (L) TACAN  Chan 84  OTT (113.7)  N38º42.35’
W76º44.68’  005º 14.2 NM to fld. 210/10W.
TACAN AZIMUTH unusable:
006º–194º blo 12,500’
DME unusable:
031º–050º byd 20 NM blo 4,000’
051º–065º byd 20 NM blo 5,000’
066º–076º byd 20 NM blo 3,000’
066º–076º byd 32 NM blo 5,000’
077º–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–300º byd 20 NM blo 3,000’
CAMBRIDGE–DORCHESTER RGNL (CGE/KCGE) 3 SE UTC–5(–4DT) N38°32.36’ W76°01.82’

MARYLAND

C
W
B
 NOTAM FILE DCA

RWY 16–34: H4477X75 (ASPH–GRVD) S–14 MIRL
RWY 16: REIL. PAPI(P2L)—GA 3.5º TCH 46’. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.25º TCH 35’. Road.

SERVICE: FUEL 100LL, JET A LGT Actvt REIL Rwy 16 & 34; PAPI Rwy 16 & 34; MIRL Rwy 16–34—121.9.

AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving, Christmas and New Years day.
AIRPORT MANAGER: 410-228-4571

WEATHER DATA SOURCES: AWOS–3 120.675 (410) 228–7559.

COMMUNICATIONS: CTAF/UNICOM 122.7

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

POTOMAC APP/DEP CON 135.625

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

RADIO AIDS TO NAVIGATION:

SALISBURY (L) (L) VORTAC W 111.2 SBY Chan 49 N38°20.70’ W75°30.63’ 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–055º byd 20 NM
261º–285º blo 6,000’
294º–007º blo 5,000’

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

CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER on page 117)

CHURCHVILLE

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

412 B NOTAM FILE DCA

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

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


SERVICE: S4 FUEL 100LL, JET A LGT Arpt bcn sked: dusk–0600Z‡. ACTVT REIL Rwy 01 and Rwy 19; PAPI Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF. Rwy 10–28 LIRL nstd; no dsplcd thr lgts.


AIRPORT MANAGER: 410-836-2828


COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 125.525

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

RADIO AIDS TO NAVIGATION:

DUPONT (L) (L) VORTAC 114.0 DGO Chan 87 N39°40.69’ W75°36.43’ 267º 28.4 NM to fld. 70/10W.

VOR unusable:
230º–265º byd 20 NM

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

DME unusable:
230º–265º byd 20 NM
CLAREMONT (See ELKTON on page 101)

CLEARVIEW AIRPARK (See WESTMINSTER on page 117)

<table>
<thead>
<tr>
<th>COLLEGE PARK (CGS) (KCGS)</th>
<th>1 SE UTC–5 (–4DT)</th>
<th>N38°58.83′ W76°55.33′</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 15–33: H2980X60 (ASPH)</td>
<td>MIRL 0.3% up NW</td>
<td>RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 27’. Thld dspclcd 564’. Trees.</td>
</tr>
<tr>
<td>RWY 15: TORA–2980 TUDA–2980 ASDA–2740 LDA–2176</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RWY 33: TORA–2980 TUDA–2980 ASDA–2846 LDA–2675</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SERVICE:</td>
<td>FUEL 100LL, JET A1+</td>
<td>LGT ACTVT REIL Rwy 15 and 33; PAPI Rwy 15 and 33; MIRL Rwy 15–33—CTAF.</td>
</tr>
<tr>
<td>AIRPORT REMARKS:</td>
<td>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 301–864–5484. No tkfs 0300–1200Z‡, ldg only. Bldg 0.1 NM S of arpt 23’ AGL lgtd. Transient parking: first 4 hrs free; fee aft, waived w/min fuel purchase; overnight fee. Hel ramp fee; waived if under 3500 lbs or min fuel purchase. Acft handling fee if relocation to/from fuel area rqr by arpt pers.</td>
<td></td>
</tr>
<tr>
<td>AIRPORT MANAGER:</td>
<td>301-864-5844</td>
<td></td>
</tr>
<tr>
<td>WEATHER DATA SOURCES:</td>
<td>AWOS–3 121.225 (301) 864–5497.</td>
<td></td>
</tr>
<tr>
<td>COMMUNICATIONS:</td>
<td>CTAF/UNICOM 122.975</td>
<td></td>
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<tr>
<td>POTOMAC APP/DEP CON 125.56 124.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLEARANCE DELIVERY PHONE:</td>
<td>For CD ctc Potomac Apch at 866-599-3874.</td>
<td></td>
</tr>
<tr>
<td>RADIO AIDS TO NAVIGATION:</td>
<td>NOTAM FILE BWI. BALTIMORE (L) (L) VORTACW 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 238° 16.7 NM to fld. 150/11W.</td>
<td></td>
</tr>
<tr>
<td>DME unusable:</td>
<td>133°–155° byd 20 NM blo 10,000’ 133°–155° byd 36 NM 300°–349° byd 35 NM</td>
<td></td>
</tr>
<tr>
<td>VOR unusable:</td>
<td>133°–155° byd 20 NM blo 10,000’ 197°–217° byd 17 NM 260°–281° byd 15 NM 282°–292°</td>
<td></td>
</tr>
<tr>
<td>TACAN AZIMUTH unusable:</td>
<td>029°–042° byd 30 NM 133°–155° byd 20 NM blo 10,000’ 180°–190° byd 17 NM 300°–349° byd 35 NM</td>
<td></td>
</tr>
</tbody>
</table>
CRISFIELD–SOMERSET CO  (W41)  3 NE  UTC–5(–4DT)  N38°01.09’ W75°49.61’

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 REMARKS:  Attended 1330–2130Z‡. Trees on and inv of arpt. Turf areas of arpt may be soft.

AIRPORT MANAGER:  410-968-1333

COMMUNICATIONS:  CTAF/UNICOM
® 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.

CUMBERLAND

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

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 tfc.
RWY 23: REIL, PAPI(P4L)—GA 3.59º TCH 29’.
RWY 11–29: H3000X150 (ASPH)  S–12  LIRL(NSTD)
RWY 11: Thld dsplcd 560’. Hill.

SERVICE:  FUEL  100LL, JET A  LGT  Actvt REIL Rwy 23; HIRL Rwy 05–23; LIRL Rwy 11–29; and twy lgts—CTAF. Rwy 11 nstd LIRL fm Rwy 11 thr to Rwy 11 dsplcd thr, due to improper lens colors and spacing.
AIRPORT MANAGER:  304-738-0002
WEATHER DATA SOURCES:  AWOS–3 128.625 (304) 738–0451.

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RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

GRANTSVILLE (L) DME 112.3 GRV Chan 70 N39°38.10’ W79°03.03’ 095° 13.5 NM to fld. 2640.

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

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

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

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 108)

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: H5500X100 (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 OR 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: CTAF 118.475 ATIS 124.475

® POTOMAC APP/DEP CON 124.55 133.75

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

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WATERLOO (L) (L) VOR/DME 112.6 ATR Chan 73 N38°48.59’ W75°12.68’ 279° 40.2 NM to fld. 5/9W.

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

VOF unusable:
345°–010°


NE, 11 JUL 2024 to 5 SEP 2024
ELKTON

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

106  B  NOTAM FILE DCA

RWY 13–31: H2988X70 (ASPH–AFSC)  MIRL  1.5% up NW


SERVICE:  FUEL  100LL  LGT  Acht rotg bcn—123.0. Acht REIL Rwy 13 & 31; PAPI Rwy 13 & Rwy 31; MIRL Rwy 13–31—123.0.


AIRPORT MANAGER:  (410) 398-0234

COMMUNICATIONS:  CTAF/UNICOM 122.8

PHILADELPHIA APP/DEP CON 118.35

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.

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

TACAN AZIMUTH unusable:

140°–150° byd 36 NM blo 2,000’

200°–300° byd 36 NM blo 3,000’

VORT unusable:

150°–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’

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


NDB unusable:

140°–320° 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(NSTD)

RWY 04: Thld dsplcd 315’. Trees.


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


AIRPORT MANAGER:  410-877-9889

COMMUNICATIONS:  CTAF 122.9

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

**TIPTON**  
(FME/KFME)  
1 SW  
UTC–5(–4DT)  
N39°05.12’ W76°45.56’  

150  
B  
TPA—1000(850)  
NOTAM FILE FME  

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

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

**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 1330–2300Z1. 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 tfc 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  

**POTOMAC APP/DEP CON 119.7**  

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

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

**FREDERICK MUNI**  
(FDK/KFDK)  
0 E  
UTC–5(–4DT)  
N39°25.02’ W77°22.48’  

309  
B  
TPA—See Remarks  
NOTAM FILE FDK  
MON Airport  

**RWY 05–23:**  
H5819X100 (ASPH–GRVD)  
S–60 PCN 30 FC/X/T  

HIRL 0.5% up SW  

**RWY 05:**  
REIL. PAPI(P4L)—GA 3.0º TCH 43’. Trees. Rgt tfc.  

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

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

**RWY 12:**  
REIL. PAPI(P2L)—GA 4.0º TCH 41’. Trees. Rgt tfc.  

**RWY 30:**  
REIL. PAPI(P2L)—GA 4.0º TCH 37’. Trees.  

**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†. FBO unatndd on 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  
124.875 UNICOM  
122.95  

**POTOMAC APP/DEP CON 126.1**  

**TOWER**  
123.4 (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.  

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RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (VH) (H) VORTAC 117.9 EMI Chan 126 N39°29.70’ W76°58.71’ 264° 19.0 NM to fld. 820/8W.

VOR unusable:
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° blo 35 NM blo 3,000’
(T) VORW 109.0 FDK N39°24.73’ W77°22.51’ at fld. 303/8W. NOTAM FILE FDK.

VOR unusable:
150°–160° byd 10 NM blo 3,000’
180°–190°
ILS 110.3 I–FDK Rwy 23. Class IT.

FREEWAY (See BOWIE on page 96)

FRIENDLY

POTOMAC AIRFIELD (VXX/KVXX) 0 NE UTC–5(–4DT) N38°44.92’ W76°57.36’
118 B NOTAM FILE DCA
RWY 06–24: H2665X40 (ASPH) MIRL 0.3% up NE
RWY 06: REIL. PAPI(P2L)—GA 5.0º TCH 19’. Tld dspld 376’. Trees.
RWY 24: REIL. PAPI(P2L)—GA 5.5º TCH 20’. Tld dspld 90’. Trees.

SERVICE: S4 FUEL 100LL LGT MIRL Rwys 06–24 opr SS–SR; To ACTVT otr times and ACTVT PAPI Rwy 06 and 24—CTAF. Rwy 06 PAPI cntrln use only. Rotating bcn located 1000’ north of arpt.

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

AIRPORT REMARKS: Attended 1200–0300Z†. Expect 24 hr surveillance: civil and mil, ground and air. Arpt within Flt Rstrd Zone (FRZ). FRZ pilots must file FRZ scty 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 act movement areas.

COMMUNICATIONS: CTAF/AUNICOM 122.8
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.
MARYLAND

GAITHERSBURG

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

539 B TPA—See Remarks NOTAM FILE DCA

RWY 14–32: H4202X75 (ASPH) MIRL 1.1% up SE
RWY 14: REIL VASI(V4L)—GA 3.0' TCH 53'. Trees.

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

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


AIRPORT MANAGER: 301-978-7009

WEATHER DATA SOURCES: AWOS–3PT 128.275 (301) 977–2971.

COMMUNICATIONS: CTAF/UNICOM 123.075 POTOMAC APP/DEP CON 128.7 CLNC DEL 121.6

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

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

VOR unusable:
055°–092° byd 4,500'
093°–115°
116°–210° byd 4,500'

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

FREDERICK (T) VOR 109.0 FDK N39°24.73' W77°22.51' 154° 17.6 NM to fld. 303/BW. NOTAM FILE FDK.

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

GOODEN AIRPARK (See RIDGELY on page 114)

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

(l) DME 112.3 GRV Chan 70 095° 13.5 NM to Greater Cumberland Rgnl. 2640.

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

GREATER CUMBERLAND RGNL (See CUMBERLAND on page 99)

N39°42.51′ W77°43.59′
703  B  ARFF Index—See Remarks  NOTAM FILE HGR
RWY 09–27: H7000X150 (ASPH–GRVD) S–100, D–150, 2S–175, 2D–250 PCN 62 F/B/X/T HIRL 0.3% up E
RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 55′.
RWY 27: MALSR. PAPI(P4L)—GA 3.0º TCH 55′.
RWY 02–20: H3165X100 (ASPH–GRVD) S–100, D–150, 2S–175, 2D–250 PCN 62 F/B/X/T HIRL 0.3% up N
RWY 02: REIL. PAPI(P2L)—GA 4.0º TCH 53′.
RWY 20: REIL. PAPI(P2L)—GA 4.0º TCH 33′.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: 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
ACTVT MALSR Rwy 27; REIL Rwy 09; HIRL Rwy 09–27—CTAF. MILITARY— FUEL A, A+ (Avbl 1000–0300Z‡, C301–791–9119, OT 3 hr PN C301–730–4700/301–730–4100, fee $100/hr.) (NC–100LL) OIL 0–128

AIRPORT REMARKS: Attended 1000–0300Z‡. Airport unatnd
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 CLOSED 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 9 pax seats and non skd acr ops with more than 30 pax seats exc for taxi. Twp P not avbl for air carrier ops. Ldg fee.

AIRPORT MANAGER: 240-313-2764
WEATHER DATA SOURCES: ASOS 126.375 (301) 745–3497.
COMMUNICATIONS: CTAF 120.3 UNICOM 122.95
® POTOMAC APP/DEP CON 126.825
TOWER 120.3 (1200–0300Z‡) GND CON 120.8
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Potomac Apch at 866-709-4993.
AIRSPACE: CLASS D svc 1200–0300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HGR.
(L) VORW 109.8 HGR N39°41.86′ W77°51.34′ 091º 6.0 NM to fld. 563/7W.
VOR unusable:
251°–280° byd 16 NM blo 4,000′
281°–300° byd 24 NM blo 8,000′
351°–050°
ST THOMAS (L) TACAN Chan 97 THS (115.0) N39°55.99′ W77°57.06′ 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 IE. OM/LOM OTS indef.

HARFORD CO (See CHURCHVILLE on page 97)

HAVRE DE GRACE SPB (M06) 1 E UTC–5(–4DT) N39°32.49′ W76°04.18′ WASHINGTON
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 Actv REIL Rwy 02; PAPI Rwy 02;

MIRL. Rwy 02–20—CTAF. Arpt deactivates PAPI Rwy 02 when winds favor Rwy 20.

**AIRPORT REMARKS:** Thanksgiving, Christmas and New Year’s Days. Birds and wildlife on and invof arpt.

**AIRPORT MANAGER:** 301-283-6202

**COMMUNICATIONS:** CTAF/UNICOM 122.7

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

NOTTINGHAM (L) TACAN Chan B4 OTT (113.7) N38º42.35´

W76º44.68´ 25º 16.7 NM to fld. 210/10W.

TACAN AZIMUTH unusable:

006º–194º blo 12,500´

DMF 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´

144º–180º byd 20 NM blo 5,000´

181º–259º byd 20 NM blo 2,500´

260º–030º byd 20 NM blo 3,000´

**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.


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

**FLUID** SP PRESAIR De–Ice LPOX HPOX LOX SOAP

**CONTINUED ON NEXT PAGE**
NOISE: Noise Abatement: No practice apch btn 0300–1100Z‡, all acr act exp full stop ldg. Quiet hr nmly 0300–1100Z‡. Scramble/Alert msn exempt. 0000–1100Z‡, daily, no helicopter overflight or tfc pat west of Rwy 01L–19R (over base housing) blw 800´ AGL. Strict compliance with procedure rqrd. 89 OSS AM OPS DNS 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. DNS 858–3411. All tran acft must obtain PPR NR for tracking and ramp availability via e-mail: 89OSS.OSA@US.AF.MIL or DNS 858–3411/9442 or C301–981–3411/9442 no earlier than 72 hr and not less than 48 hr prior to arr. Eff Rwy 01L–19R (btn dispcl thr) avbl for tfk and ldg is 9318´. Do not land prior to mdk rwy thr; dispcl thr may not be used for tfk or ldg roll out. Off TERPS end of rwy for obstr protection is mkhd thr. Do not use opposite end dispcl thr for tcl computations or tcl roll. Rwy 01L–19R len of 11318´ is for Presidental Airlift Group (PAG), 459 ARW actf, 1 ACCS and other 89 OG/CC apv actf ops. OG/CC apv cmd for the dispcl thresholds for tfk or ldgs. Rwy 01L–19R Len of 11318´ is for Presidential Airlift Group (PAG), 459 ARW actf and 1 ACCS actf and other 89 OG/CC apv actf ops. Apv for use of the dispcl thresholds for tfk or ldgs rqr 89 OG/CC apv. Ctc 89 OSS AM Ops for waiver DNS 858–3411. Rwy 01L–19R avl tfk for dist incl hardened ovm is 10918´ X 200´. Opr use of Rwy 01L–19R dispcl thr for tfk and/or ldg roll out specifically auth for Presidental Airlift Group (PAG), 459 ARW actf, 1 ACCS and other 89 OG/CC apv actf. Northernmost 400´ of ovm displaced threshold areas may accommodate only idle thrust jet blast. Only southernmost 600´ of Rwy 19R displaced threshold areas (North end of Rwy 01L–19R) is usable for tfk (i.e. point at which tfk power can be applied) due to proximity of LOC ant array install 1200´ fm Rwy 19R ldg thrd. PPR must be rqg 72 hr prior to arr, DNS 858–3411. Rwy 01R–19L due to weak feature at apch end Rwy 01R. Rwy 01L–19R South end underrun/orvrn unusbl due to pavement degradation. No ar/dp of tran fighter acft with live forward firing munitions. All inbd acft ctc Andrews Comd Post (316 WG comd Post) 1 hr out with DV codes, load msg, blocktime, EDT and rqr. AMC opr rpf rtd dur bird watch condition moderate (tfk or ldg perms only when dep/arr rtv avoid ident bird act, no lcl IFR/VFR tfc act) and severe (tfk or ldg proh wo OG/CC), ctc basecpr for current bird watch cond. Current bird watch cond. E–4 acft rqr sdmg of the weather or E4. Tfw E btn Twys E1 and E4 are only 50´ wide. All twys are 75´ wide exc Tfw E1 and Tfw E2. Tfw E, N, of E3 clsd to actw with wg span greater than 165´ (C5, B747, C17 KC10, etc). For RON svc call 316 WG Comd Post DNS 858–5058 or C301–981–5058. ASDE in use. Opr transponders with all reporting mode and ADS–B (if equipped) enable in ctw movement area. Rwy 01R–19L B–747/AN–124 opr proh, exc 89AW acft, due foreign object damage potential; waiver authority is 316 OG/CC. PPR exp AMC, SAM, DOD courier svc, and evac MSN DNS 858–3411. All acft filing to ADW must call for ramp freeze info, ramp freezes close afld up to 30 min, delays are possible. CAUTION Extremely heavy VFR conflicting tfc North and South quadrants. Visibility byd 3 miles rtd by trees. Wind flow from 200º–300º disrupted by hangar on SE side of afld. Deer haz, pilots repot any activity to twr/PTD. Obstruction (act tails) encroach upon 7:1 transition sfc, westside, between park rows 1–12, tail heights may encroach by 16´ 7”. East ramp, tail heights may encroach by 51´ 6”. Flight restricted zone and SFRA in the Washington DC metropolitan area. All non–DOD acft must ctc. Transportation Security Administration for SFRA Waiver IAW ZDC NOTAMS 5–7 days prior.

TFC PAT Because of extremely heavy VFR air actf to the W, all actf on overhead pass will enter the weather or rafld. Head wind, pilots repot any activity to twr/PTD. Obstruction (act tails) encroach upon 7:1 transition sfc, westside, between park rows 1–12, tail heights may encroach by 16´ 7”. East ramp, tail heights may encroach by 51´ 6”. Flight restricted zone and SFRA in the Washington DC metropolitan area. All non–DOD acft must ctc. Transportation Security Administration for SFRA Waiver IAW ZDC NOTAMS 5–7 days prior.

Noise Abatement: No practice apch btn 0300–1100Z‡, all acr act exp full stop ldg. Quiet hr nmly 0300–1100Z‡. Scramble/Alert msn exempt. 0000–1100Z‡, daily, no helicopter overflight or tfc pat west of Rwy 01L–19R (over base housing) blw 800´ AGL. Strict compliance with procedure rqrd. 89 OSS AM OPS DNS 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.

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

CONTINUED ON NEXT PAGE

NE, 11 JUL 2024 to 5 SEP 2024

CONTINUED FROM PRECEDING PAGE
WEATHER DATA SOURCES: TDWR.
COMMUNICATIONS: D–ATIS 133.675 251.05 D

® POTOMAC APP CON 128.0 335.5
TOWER 118.4 349.0 GND CON 121.8 275.8 CLNC DEL 127.55 285.475
® POTOMAC DEP CON 118.95 257.2 (West) 125.65 348.725 (East)
CPDLC (LOGON KUSA)
PDC
ANDREWS COMD POST 141.55 378.1 (VHS O/S UFN) PMSY METRO 344.6 H24 wx svc avbl at DSN 858–2840, C301–981–2840/5826. AN/FMQ–19 automated observing sys in use; augmented by human obsn when nec. If wx flt unavbl, remote svc able from 15th Opr Wx Squadron DSN 576–9755 C618–256–9755. AFRG OPS 143.8 351.2 A/G See Global HF Systems list in FIH.
AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) (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 STEVENVILLE on page 116)

LAYTONSVILLE

DAVIS (W50) 3 N UTC–5(–4DT) N39º14.61´ W77º08.99´

609 TPA—1409(800) NOTAM FILE DCA
RWY 08–26: H2000X50 (ASPH) 0.7% up E
RWY 08: Trees.
RWY 26: Trees.
SERVICE: S2 FUEL 100LL

AIRPORT MANAGER: 301-253-2897
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: UNICOM unmon.

LEE (See ANNAPOLIS on page 92)

NE, 11 JUL 2024 to 5 SEP 2024
NOTAM FILE DCA

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

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

RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 32’. Trees.

SERVICE: 54 FUEL 100LL, JET A

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

AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on & inv of Rwy 11–29 SS–SR. Glider, UAS, and ultralight activity on and inv of arpt. Mil act on instr apch to Pax River NAS may overfly arpt at 1600’ MSL & not mon CTAF. When Pax Rwy 14 in use, 2W6 acft cross apch path at or blw 1000’ or above 3000’. Mil helo ops inv of arpt. Self serve 100LL avbl with credit card. Rwy 29 15 ft depression (downslope) 300 ft fm thr 150 ft R–125 ft L. Rwy 11–29 unfilled cracks, vegetative growth, oxidation, ravelling. Rwy 29 markings faded. When R–4007 in effect, acft operating VFR at arpt must remain within 1.5 NM of arpt, at or blw 1500 MSL, and above 700’ AGL. All VFR flt ops conducted within R–4007 shall be at or blw 1000’ MSL. IFR and VFR apchs within R–4007 will be coordinated with Patuxent Apch on 121.0 or by phone 301–342–3740.

AIRPORT MANAGER: (301) 475-4200

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

COMMUNICATIONS: CTAF/UNICOM 123.0

® PATUXENT APP/DEP CON 121.0 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other time ctc ® POTOMAC APP/DEP CON 135.625

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

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

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

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

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

MARTIN STATE (See BALTIMORE on page 95)

MARYLAND (See INDIAN HEAD on page 106)

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

73 NOTAM FILE DCA

RWY 02–20: 3000X100 (TURF)

RWY 20: Thld dsplcd 120’. P–line.

AIRPORT REMARKS: Attended 1500–2200Z‡. Gliders, hang–gliders, powered prchts, ultralight act, on and inv of arpt. Rwy thr and sides marked with white cones. Rwy 20 dsplcd thr marked with 3 white cones on both sides.

AIRPORT MANAGER: 410-928-5270

COMMUNICATIONS: CTAF 122.9


MEXICO FARMS (See CUMBERLAND on page 100)

MONTGOMERY CO AIRPARK (See GAITHERSBURG on page 104)

WASHINGTON 29E, 34E, 36I, A NE, 11 JUL 2024 to 5 SEP 2024
NOTTINGHAM N38°42.35’ W76°44.68’ NOTAM FILE DCA. (L) TACAN 113.7 OTT Chan 84 328° 8.5 NM to Joint Base Andrews. 210/10W.

TACAN AZIMUTH unusable:
006°–194° blo 12,500’

DME unusable:
031°–050° byd 20 NM blo 4,000’
051°–065° byd 20 NM blo 5,000’
066°–076° byd 20 NM blo 3,000’
066°–076° byd 32 NM blo 5,000’
077°–086° byd 20 NM blo 5,000’
087°–122° byd 20 NM blo 7,000’
087°–143° byd 36 NM
123°–143° byd 20 NM blo 6,000’
123°–143° byd 32 NM blo 7,000’
144°–180° byd 20 NM blo 5,000’
181°–259° byd 20 NM blo 2,500’
260°–030° byd 20 NM blo 3,000’

OAKLAND

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

2933 B TP—3733(800) NOTAM FILE EKN

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

RWY 09: REIL PAP(P4L)—GA 3.0º TCH 44’.
RWY 27: REIL PAP(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.

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

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

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

CINCINNATI H–10H, 12I, L–29C

IAP NE, 11 JUL 2024 to 5 SEP 2024
MARYLAND

OCEAN CITY MUNI (OXB)(KOXB) 2 SW UTC-5(-4DT) N38°18.63’ W75°07.44’

16 B NOTAM FILE OXB

RWY 14–32: H4074X75 (ASPH) S–20 MIRL

RWY 14: REIL. PAPI(P2L)—GA 4.0º TCH 48˚. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 35˚.

RWY 02–20: H3204X75 (ASPH) MIRL

RWY 02: REIL. PAPI(P2L)—GA 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 cntrln.

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

AIRPORT MANAGER: (443) 235-4434


COMMUNICATIONS: CTAF/UNICOM 123.05

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

® POTOMAC APP/DEP CON 127.2

CLNC DEL 127.25 (When NHK apch clsd)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

SALISBURY (L) (L) VORTACW 111.2 SBY Chan 49 N38°20.70’ W75°30.63’ 108º 18.4 NM to fld. 48/12W.

VOR unusable:

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

TACAN AZIMUTH unusable:

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

DME unusable:

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

LOC/DME 109.15 I–OXB Chan 28(Y) Rwy 32. Unmonitored when FBO clsd.

PATUXENT N38°17.37’ W76°25.45’

RCO 122.5 (LEESBURG RADIO)
PATUXENT RIVER NAS (TRAPNELL FLD) (NHK)(KNHK) N O N UTC-5(–4DT) N38°17.18’

W76°24.60’

39 B TPA—See Remarks LRA NOTAM FILE DCA Not insp.

Rwy 06–24: H11799X200 (ASPH) PCN 70 R/B/W/T HIRL CL
Rwy 06: ALFS1. OLS. TDZL.
Rwy 24: OLS.

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

Rwy 02–20: H5021X75 (ASPH) PCN 79 R/B/W/T

ARRESTING GEAR/SYSTEM

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

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

ARRESTING GEAR/SYSTEM

Rwy 06 HOOK E28(B) (1499 FT). Rwy 24

Rwy 14 HOOK E28(B) (3050 FT). Rwy 32

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 trnl fac avbl. PPR requests should be emailed to paxprsr@us.navy.mil. To confirm receipt of PPRs call DSN 342–8923, C301–342–8923. Acft must make prior arrng and rcv PPR fr host squadron, or NAS Air Operations. Ltd ramp space, and ltd tran svc avbl expect delays. Twy all exp dly 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 ramps not vis fr twr. First 1630 ft. Rwy 32 may be clsd dalgt hrs Mon–Sat dur VFR. Buildings and equipment are located near the approach end of Rwy 32. TFC PAT TPA—VFR initial at 4 DME (Rwy 32 at 3 DME) 2000(1961), break 1500(1461), downwind 1000(961). Reduced rwy separation std in eff for lcl based USN/USMC acft. CSTMS/AG/IMG Ltd to acft on official business at Patuxent River with 72 hr prior notice. Ctc AODO at DSN 342–3836, C301–342–3836.

MISC NS Norfolk, Chamber Fld coord all flt planning svc. Flt plans should be emailed to W_CNI_NRFK_NSNFOLK_N32_ATC_USERS@NAVY.MIL or fax to DSN 565–9680, C757–455–9680. To confirm receipt of flt plans call NS Norfolk, Chambers Fld Flt Planning Supervisor at DSN 262–3419, C757–432–3419, C757–322–3169. Wx forecast svc avbl 0900–1700Z‡ 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 (056º–164º) 120.05–0400Z‡ Mon–Sun. Other times by NOTAM.

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

TOWER 123.7 343.65 340.2X (24hrs++ Mon–Sun. Other times by NOTAM.)

GND CON 120.6 336.4 CLNC DEL 135.2

316.125 PMSV METRO 356.2

CLEARANCE DELIVERY PHONE: For CD when NHK ATCT/Apach 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.

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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.


RWY 04–22: H7998X200 (ASPH) PCN 44 F/A/W/T HIRL

RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 49º.

SERVICE: MILITARY—LGT When twr clsd, ACTIVATE HIRL Rwy 04–22, REIL Rwy 22; Twy A lg—CTAF. PAPI Rwy 22 opr H24. FUEL J8 OIL O–113–156(Mil)


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

CAUTION Impact area 1300 yd S of Rwy 04–22 and 2.5 miles Swt of dep end of Rwy 22. Deer haz. Ctc twr 15 min prior to arr to arrngr deer sweep. If twr clsd use extreme caution. MISC: ARFF protec not lctd on arpt. Afld signs NSTD or missing. Afld markings faded or missing.

AIRPORT MANAGER: 410-278-4902

COMMUNICATIONS: CTAF 126.15

ATIS 124.425 (Mon–Fri 1100–2300Z‡)

© POTOMAC APP/DEP CON 125.525 291.625

TOWER 126.15 229.6 241.0 (1300–2100Z‡ Mon–Fri exc holidays, other times PPR.) GND CON 121.9

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

AIRSPACE: CLASS D svc 1300–2100Z‡ Mon–Fri exc hol; other times PPR; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) (L) VORTAC 114.0 DQO Chan 87 N39º40.69´ W75º36.43´ 254º 29.0 NM to fld. 70/10W.

VOR unusable:
230º–265º byd 20 NM

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

DME unusable:
230º–265º byd 20 NM

PIER 7 HELIPORT (See BALTIMORE on page 96)

POTOMAC AIRFIELD (See FRIENDLY on page 103)
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.


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

AIRPORT MANAGER: 302-270-2227

COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 124.55

DOVER APP/DEP CON 132.425 (Rwy 30)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) VORTACW 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 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’

COMM/NAV/WEATHER REMARKS: UNICOM unmon.

ST MARY’S CO RGNL (See LEONARDTOWN on page 109)

SALISBURY

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

46 B NOTAM FILE DCA

RWY 17–35: 3171X95 (TURF) LIRL

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

RWY 35: APAP(PNIL)—GA 5.0º. Thld dsplcd 941’. Road.

RWY 08–26: 2302X95 (TURF)

RWY 08: Thld dsplcd 800’. Road.

RWY 26: Thld dsplcd 300’. Road.

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


AIRPORT MANAGER: (443) 880-7428

COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc Patuxent Appch at 301-342-3740.

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

NE, 11 JUL 2024 to 5 SEP 2024
SALISBURY–OCEAN CITY WICOMICO RGNL (SBY) (KSBY) 4 SE UTC–5 (–4 DT) N38°20.41’

MARYLAND

W75°30.57’

53  B  Class I, ARFF Index B  NOTAM FILE SBY
RWY 14–32: H6400X100 (ASPH–CONC–GRVD)  S–76, D–126, 2S–146, 2D–423, 2D/2D–749 PCR 400 F/D/X/T HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 45°.  
RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 54°.  
RWY 05–23: H5000X100 (ASPH–GRVD) S–76, D–126, 2S–146, 2D–423, 2D/2D–749 PCR 400 F/D/X/T MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 45°. Tree.  
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 45°. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5000 TOWA–5000 ASDA–5000 LDA–5000
RWY 14: TORA–6400 TOWA–6400 ASDA–6400 LDA–6400
RWY 23: TORA–5000 TOWA–5000 ASDA–5000 LDA–5000
RWY 32: TORA–6400 TOWA–6400 ASDA–6400 LDA–6400

SERVICE: S4 FUEL 100LL, JET A LGT
When ATCT clsd ACTVT MALSR Rwy 32; REIL Rwy 05, 14, and 23; MIRL Rwy 05–23; HIRL Rwy 14–32; Twy lgts—CTAF. PAPI Rwy 05, 14, 23, and 32 opr consly.

AIRPORT REMARKS: Attended 1030–0500Z‡. Mil trng act, deer and birds on and invof arpt. FBO hrs 1200–0000Z‡. For services after hrs call 410–749–0323. 24 PPR hr rqr for unskd acr ops ctc amgr. Twy E clsd to acft wingspan more than 79 ft. Twy G south 950 ft clsd to acft wingspan more than 49 ft. Rwy 05 nonstd reflective ldg zone mkr panels adj to the rwy. Rwy 23 nonstd reflective ldg zone mkr panels adj to the rwy.

AIRPORT MANAGER: 410-548-4827
WEATHER DATA SOURCES: ASOS 118.325 (410) 341–0868.
COMMUNICATIONS: CTAF 119.425 UNICOM 122.95
RCO 122.3 (LEESBURG RADIO)
† PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc
‡ POTOMAC APP/DEP CON 127.2
TOWER 119.425 (1100–0330Z‡) GND CON 123.775 CLNC DEL 123.775 (1100–0330Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Potuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.
AIRSPACE: CLASS D svc 1100–0330Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.
(L) (L) VORTACW 111.2 SBY Chan 49 N38°20.70’ W75°30.63’ at fld. 48/12W.
VOR unusable:
007°–026° byd 20 NM blo 7,000’
027°–089° byd 13 NM blo 5,000’
090°–110° byd 20 NM blo 5,000’
111°–113° byd 19 NM blo 5,000’
114°–120° byd 16 NM blo 5,000’
261°–285° blo 6,000’
294°–007° blo 5,000’

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

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

ILS 108.7 I–SBY Rwy 32. Class IA.

SNOW HILL N38°03.40’ W75°27.83’ NOTAM FILE DCA.
(L) (L) VORTACW 112.4 SWL Chan 71 189° 7.0 NM to Wallops Flight Facility. 34/BW.
VOR unusable:
005°–020° byd 25 NM blo 1,500’
020°–040° byd 20 NM blo 1,700’
040°–045° byd 10 NM blo 2,000’
210°–225° byd 13 NM blo 4,000’
210°–225° byd 18 NM blo 6,000’
210°–225° byd 37 NM
225°–265° byd 10 NM blo 2,500’
225°–265° byd 30 NM blo 9,000’
265°–005° byd 20 NM blo 1,500’
TACAN AZIMUTH OTS
MARYLAND

STEVENSVILLE  (W29)  1 W UTC–5(–4DT)  N38°58.59’ W76°19.80’
15  B  TPA—1215(1200)  NOTAM FILE W29
RWY 11–29: H2714X60 (ASPH)  MIRL 0.3% up E
RWY 11: REIL  PAP(P2L)—GA 3.0° TCH 30’.
RWY 29: REIL  PAP(P2L)—GA 3.0° TCH 30’. Trees.
SERVICE: S4  FUEL 100LL  LOT Dusk–Dawn; ACTVT REIL Rwy 11 and
Rwy 29; MIRL Rwy 11–29—CTAF. PAPI Rwy 11 and Rwy 29 opers
consly. Rwy 11 VGSI unusable byd 5 deg left of cntrln. PAPIs baffled.
NOISE: Noise abatement proc in effect—AMGR. Noise sensitive residential
area S of arpt; enter downwind for Rwy 29 over water twr S of fld.
AIRPORT REMARKS: Attended Mon–Sat 1230–2130Z‡, Sun unattended.
Wildlife on and invof arpt. Self serve fuel avbl H24 with credit card.
TGL ops NA. Alert heli 8 NM east of arpt. Rotor craft: Use rgt tfc pat
for Rwy 29. At all other times, use left tfc pat. Pkg fee.
AIRPORT MANAGER: 410-643-4364
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.725
® POTOMAC APP/DEP CON 119.0
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) (L) VORTACW 115.1 BAL  Chan 98  N39°10.26’
W76°39.68’  0° 19.4  NM to fld. 150/11W.
DME unusable:
133°–155° byd 20 NM blo 10,000’
300°–349° byd 35 NM
VOR unusable:
133°–155° byd 20 NM blo 10,000’
176°–177° byd 17 NM
260°–281° byd 15 NM
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

KENTMOR AIRPARK  (3W3)  5 SW UTC–5(–4DT)  N38°55.09’ W76°21.53’
10  TPA—1000(990)  NOTAM FILE DCA
RWY 10–28: 2400X75 (TURF)
RWY 10: Thld dsplcd 200’. Road.
NOISE: Preferred calm or crosswind Rwy 28, for noise abatement. Preferred 90° crosswind Rwy 28, for noise abatement.
AIRPORT REMARKS: Unattended. Numerous birds, deer, other wildlife on and invof arpt. No ngt opers. Unlimited vehicle access
to acft movement areas. Rwy 10–28 may be soft and wet. Rwy 10–28 dsplcd thrs mkd with orange cones. Helicopters
requested to use standard tfc pattern. Taxi and park on north side of rwy.
AIRPORT MANAGER: 301-456-0566
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

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

WESTMINSTER

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

W77°00.46’

789 B TPA—See Remarks NOTAM FILE DMW
RWY 16–34: H5100X100 (ASPH–GRVD) S–22, D–50 MIRL
0.3% up NW

RWY 16: REIL PAPI(P4L)—GA 3.0º TCH 45’. Trees.

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

SERVICE: 54 FUEL 100LL, JET A OK 3, 4 LGT Actvt REIL Rwys 16 & 34; MIRL Rwy 16–34, twy lgts—CTAF. PAPI Rwy 16 unusbl by d 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

® 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 N39°29.70’ W76°58.71’ 357º 6.9 NM to fld. 820/8W.

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

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

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

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

799 B NOTAM FILE DCA

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

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

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

AIRPORT MANAGER: 410-795-1176

COMMUNICATIONS: CTAF/UNICOM 122.8

® WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)

® POTOMAC APP/DEP CON 125.525

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

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (VH) (H) VORTAC 117.9 EMI Chan 126 N39°29.70’ W76°58.71’ 235º 2.5 NM to fld. 820/8W.

VOR unusable:
009º–056º byd 40 NM
128º–161º byd 20 NM bld 6,500’
221º–231º bld 4,500’
221º–231º byd 13 NM bld 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’
WESTMINSTER  N39°29.70’ W76°58.71´ NOTAM FILE DCA.
(VH) (H) VORTAC 117.9 EMI Chan 126 235° 2.5 NM to Clearview Airpark. 820/8W.
VOR unusable:
  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)

NE, 11 JUL 2024 to 5 SEP 2024
BARRE/BARRE PLAINS

TANNER–HILLER (B85) 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. Gliders and powered acft: follow left hand tfc pat on both rwys. Rwy 24 has grvl ovrn, Rwy 06 has turf ovrn.

AIRPORT MANAGER: (609) 923-3228

COMMUNICATIONS: CTAF/UNICOM
123.0

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE BDR.

GARDNER (L) (L) VOR/DME 116.95 GDM Chan 116(Y) N42º32.76´ W72º03.11´ 11.8 NM to fld.

BEDFORD

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

W71º17.34´

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


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

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


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

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

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 05 11–29 3000

RWY 11 05–23 2650

RWY 29 05–23 3662

RUNWAY DECLARED DISTANCE INFORMATION

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


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

SERVICE: S4 FUEL 100LL, JET A

OX, 2, 3, 4 LGT Actvt MALSR

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–icing avbl fr vendor. Ltd hgr space and extremely ltd maint. Fleet svc avbl fr vendor. Mil acft must arng for prkg on east ramp with tran alert or vendor.

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


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

AIRPORT MANAGER: 617-212-6592

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

COMMUNICATIONS: CTAF IAP, AD

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’ 313º 14.9 NM to fld. 18/16W.

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

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

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

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

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

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

BERKLEY

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

73  NOTAM FILE BDR

RWY 09–27: 2466X50 (TURF)  0.3% up NE

RWY 09:  Tree.

RWY 27:  Trees.

SERVICE:  S2  FUEL  100LL

AIRPORT REMARKS:  Attended dalgt hrs.  Wildlife on and 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.
MASSACHUSETTS

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 dsplcd 239’. Trees.
  RWY 34: REIL.
  0.4% up E
  RWY 09: PAPI(P4L)—GA 3.0º TCH 43’. Tree.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY   HOLD–SHORT POINT   AVBL LDG DIST
RWY 09   16–34        3450
RWY 16   09–27        4000

SERVICE:  S4  FUEL  100LL, JET A, A+  OX 3, 4  LGT  Rwy 16 nstd
MALS–800 ft. When twr clsd ACTVT MALS Rwy 16; REIL Rwy 34;
PAPI Rwy 16, 09 and 27; MIRL Rwy 09–27 and Rwy 16–34—CTAF.

NOISE:  Noise sensitive arpt. Voluntary compliance req of all acft exceeding
75 db to not land/depart arpt 0400–1200Z‡. Noise abatement
procedures in effect ctc arpt manager 978–921–6072. All
arrival/departure acft follow 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 REMARKS: Attended 1330–2130Z‡. Birds frequently on or invol arpt, occasional deer or coyote on rwy. Flt cond not
978–774–2070. Fuel, parking ctc FBO 129.725 or 978–774–2070. No ultralight or banner towing allowed. Rwy 16 is
the preferred calm wind rwy. Rwy 16–34: due to hump at midpt, opposite ends of the rwy not vsb at gnd level. No tiedown
ropes on public tsnt prkg. E ramp tsnt spaces: space nrs 15, 16 & 17 only. Ldg fees for transient acft. Overnight parking
fee. Flight Notification Service (ADCUS) available.

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

BOMDE  N41º43.93’ W70º26.48’  NOTAM FILE FMH.
NDB (LOM)  362  FM  235º 5.7 NM to Cape Cod Coast Guard Air Station.
MASSACHUSETTS

BOSTON

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

PCN 90 F/C/W/T HIRL CL


RWY 33L: ALSF2. TDZL. PAPI(P4AR)—GA 3.0º TCH 68’. RVR–TMR Boat.

RWY 04R–22L: H10083X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T HIRL CL


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

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


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

RWY 09: RVR–TR Boat.


RWY 14–32: H5000X100 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–490 PCN 85 F/C/W/T HIRL

RWY 14: Bldg.

RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 45’.

RWY 09–27: H7001X100 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T HIRL

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 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 OK 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 wi ctzl are reqd to maint the highest psbl alt. 0500–1100Z‡ Rwy 15R preferred for tkof; Rwy 33R preferred for lndg. Noise abatement proc Mon–Fri 1400–2200Z‡—–617–561–1636.

AIRPORT REMARKS: Attended continuously. Birds on and inv of arpt. Numerous cranes on and inv of arpt. Rwy 14–32 undirectional, no ldgs Rwy 14, no tkfs Rwy 32. International ramp control 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 APP/DEP CON 127.2 (South) 120.6 (West) 118.25 (North)
® BOSTON DEP CON 133.0
BOSTON RCO 128.8 (West) 132.225 (East) 124.725 (Helicopters)
GND CON 121.9 121.75 CLNC DEL 121.65
PRE TAXI CLNC 121.65 RAMP CTL 134.05
CPDLC (LOGON KUSA)
PDC
AIRCRAFT: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (VH) (DN) VOR/DME 112.7 BOS Chan 74 N42º21.45´ W70º59.37´ at fld. 18/16W.
VOR unusable:
  043º–053º byd 40 NM blo 5,000’
  043º–053º byd 74 NM
  055º–065º byd 40 NM blo 5,000’
  055º–065º byd 47 NM
  061º–104º byd 18 NM blo 2,000’
  070º–108º byd 40 NM
  109º–119º byd 40 NM blo 6,000’
  109º–119º byd 58 NM
  120º–148º byd 40 NM
  149º–167º byd 40 NM blo 2,100’
  149º–167º byd 83 NM
  168º–177º byd 40 NM
  178º–188º byd 40 NM blo 11,000’
  178º–188º byd 50 NM
  204º–262º byd 40 NM
  263º–273º byd 40 NM blo 4,000’
  263º–273º byd 54 NM
  271º–060º byd 25 NM blo 3,500’
  274º–337º byd 40 NM
  350º–042º byd 40 NM
DME unusable:
  061º–104º byd 18 NM blo 2,000’
  271º–060º byd 25 NM blo 3,500’
ILS/DME 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE.
ILS/DME 110.7 I–MDC Chan 44 Rwy 15R. Class IC. Localizer offset angle 001º 35 min.
ILS/DME 110.3 I–LQN Chan 40 Rwy 22L. Class IT. Note *DME also serves Rwy 04R.
ILS/DME 111.3 I–DGU Chan 50 Rwy 27. Class I.E.
ILS/DME 110.7 I–LIP Chan 44 Rwy 33L. Class IIIE. LOC 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 132)
CAPE COD COAST GUARD AIR STATION

(W70°31.37’ W70°39.55’)

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) (L) VOR/DME 114.5 MVY Chan 92 N41°23.77’ W70°36.76’ 029° 16.3 NM to fld.

62/15W.

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

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

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

NE, 11 JUL 2024 to 5 SEP 2024

CAPE COD GATEWAY (See HYANNIS on page 129)
MASSACHUSETTS

CHATHAM MUNI (CQX)(KCQX) 2 NW UTC–5(–4DT) N41º41.30´ W69º59.38´

64 B NOTAM FILE CQX
RWY 06–24: H3001X100 (ASPH) S–30 MIRL 0.5% up NE
RWY 06: REIL. PAPI(P2L)–GA 3.5º TCH 39´. Trees.
RWY 24: REIL. PAPI(P2R)–GA 3.5º TCH 39´. Tank.
SERVICE: S3 FUEL 100LL, JET A, A+ LGT Actvt MIRL Rwy 06–24—122.95.
NOISE: Noise abatement Rwy 06–24. Use full rwy and avoid intersection departures. Minimize/avoid touch and go ldg ops. Climb out on rwy heading until 1000´ over water then proceed on course. Reduce power as soon as practical. Rwy 06–24, fly pattern downwind leg 1/2 to 1 mile out from rwy as practicable.
AIRPORT REMARKS: Attended 1300Z–dusk. Birds, primarily gulls and wildlife on or invof arpt. Be aware of hi–speed mil jet and heavy helicopter tfc invof Cape Cod CGAS. Avoid residential areas as much as possible. Recommended minimum alt 2000´ AGL from northeast to southeast of arpt over national seashore. Water ldg area clsd perm.
AIRPORT MANAGER: 508-945-9000
WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z) CLNC DEL 127.3
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z)
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MARCONI (WI) (OH) VORW/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
NAUSE NDB (MHW) 279 CQX N41º41.52´ W69º59.26´ at fld. 56/16W. NOTAM FILE CQX.
NDB unusable: 220º–280º byd 20 NM

CHESTER N42º17.48´ W72º56.96´ NOTAM FILE BTV.
(L) (L) VORW/DME 115.1 CTR Chan 98 311º 17.2 NM to Pittsfield Muni. 1600/13W.
VOR unusable: 248º–274º

CRANLAND (See HANSON on page 128)

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

18 NOTAM FILE BDR
RWY 03–21: 3700X50 (TURF)
RWY 03: Thld dsplcd 245´. Road.
RWY 21: Thld dsplcd 300´. Pole.
RWY 06–24: 2700X50 (TURF)
RWY 06: Thld dsplcd 300´. Road.
RWY 24: Road.
RWY 17–35: 2600X50 (TURF)
SERVICE: FUEL 100LL
AIRPORT MANAGER: (508) 627-0421
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON APP/DEP CON 119.7 (1000–0500Z)
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z)
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.
FALMOUTH AIRPARK  (5B6)  4 NE UTC–5(–4DT)  N41°35.14´ W70°32.42´

- NOTAM FILE BDR
- RWY 07–25: H2298X40 (ASPH)  S–4  LIRL


- AIRPORT REMARKS: Attended 1300–2100Z‡. Wildlife inv of arpt. Watch for pedestrians or animals inv of rwy. Selv 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. Lndg 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´

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

- RUNWAY DECLARED DISTANCE INFORMATION

- SERVICE:  S4  FUEL 100LL, JET A, A+  LGT Actvt REIL Rwy 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 14–32—123.0. Rotg bcn not avbl during dalgt IFR conds. Rwy 14 PAPI unusbl by 5 degs L and R of cntrn.

- 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 ~22C.

- AIRPORT MANAGER: 978-345-9580

- WEATHER DATA SOURCES: ASOS 135.175 (978) 343–9121.
- COMMUNICATIONS: CTA/UNICOM 122.7
  - RCO 122.15 (BRIDGEPORT RADIO)

- CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
- RADIO AIDS TO NAVIGATION: NOTAM FILE FIT.
- GARDNER  (L) (L) VOR/W/DME 116.95  GDM  Chan 116(Y)  N42°32.76´ W72°03.49´ 102°13.3 NM to fld. 62/15W.
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 acft on and inv of arpt.

WILDLIFE on and in vcnty of arpt.

AIRPORT MANAGER: 978-790-7779

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 116.95T (BRIDGEPORT RADIO)

BOSTON CENTER APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION:

(L) (L) VOR/DME 116.95 GDM Chan 116(Y) N42°32.76´ W72°03.49´ 097º 1.9 NM to fld. 1280/14W.

GENERAL EDWARD LAWRENCE LOGAN INTL (See BOSTON on page 122)

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 OX 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 thl rectl 170º. 2409º 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:

(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

NE, 11 JUL 2024 to 5 SEP 2024
HALIFAX

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

52  NOTAM FILE BDR

WATERWAY 17W–35W: 4600X500 (WATER)

WATERWAY 17W: Trees.


WATERWAY 10W–28W: 3200X300 (WATER)

WATERWAY 10W: P–line.

WATERWAY 28W: Trees.

SERVICE: S2

SEAPLANE REMARKS: Attended irregularly. Use caution—Cranland Arpt (28M) 1 mile north, conflicting tfc pat.

AIRPORT MANAGER: 781-293-2181

COMMUNICATIONS: CTAF 122.9

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

HANSON

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

71  NOTAM FILE BDR

RWY 18–36: H1760X60 (ASPH)  S–8

RWY 18: Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Mon–Fri irregularly. Parachute Jumping. Wildlife on and invof arpt. TGL training not adzd. Avoid tax ops on grass when gnd is saturated.

AIRPORT MANAGER: 508-889-4061

COMMUNICATIONS: CTAF 122.9 Cnc del thru Bridgeport Radio (BDR) 1–866–293–5149.

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

HARRIMAN–AND–WEST  (See NORTH ADAMS on page 135)

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

269  NOTAM FILE BDR

RWY 18–36: H3172X90 (ASPH)  S–12  LIRL  1.0% up N

RWY 18: Trees.

RWY 36: Thld dsplcd 110′. Trees.

SERVICE: 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) YORW/DME 117.4 PUT Chan 121  N41°57.33′ W71°50.65′ 073º 17.5 NM to fld. 652/14W.

DME unusable:

265°–301° byd 36 NM blo 3,000′
HYANNIS

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

PCR 384 F/A/X/T HIRL


RWY 33: PAPI(P4L)—GA 3.0º TCH 53’. RVR–R Thld dspclcd 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: F4 FUEL 100LL, JET A LGT Actvt MALSR Rwy 15; MALSF Rwy 24; HIRL Rwy 06–24 and 15–33—CTAF.

NOISE: Arpt has noise abatement ctc arpt manager 508–778–7765. Tgl opns prohibited btn 0200–1059Z‡ PPR by AMGR.

AIRPORT REMARKS: Attended continuously. Birds, coyotes on and inv of arpt. AVGAS unavailable btn 0000Z‡ and 1100Z‡ daily.

Cal Griffin aft hrs 508–367–2140. Csld to unskd acr ops with more than 9 px seats 0500–1100Z‡ excp 1 hr PPR amgr 508–778–7770. Be aware of high–spd mil jet & hvy hel tfc vcty of Joint Base Cape Cod. Do not confuse Joint Base Cape Cod, 10 NM W with Cape Cod Gateway. Ant on tank 4,600’ SE elev 208’; standpipe 7.050’ N 236˚; obstn lgtd. Class I, ARFF Index A. ARFF Index B svcs prvdd btn 1100–0259Z‡ dly. ARFF Index A svcs prvdd durg otr times.

ARFF Index B svcs btn 0300–1059Z‡, 1 hr 30 min PPR at 508–778–7770. Twy B clsd to acft with wingspan gtr than 118’. Twy B from Rwy 33 to east ramp has soft shoulders and marked. Ldg fee for all acft over 6000 lbs.

AIRPORT MANAGER: 508-775-2020

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

COMMUNICATIONS: CTAF 119.5 ATIS 123.8 (508) 778–1143 UNICOM 122.95

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

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

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

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

RAADIO AIDS TO NAVIGATION:

MARTHAS VINEYARD (L) (L) VOR/R/DME 114.5 MLY Chan 92 N41º23.77’ W70º36.76’ 057º 22.2 NM to fld.

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


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

KATAMA AIRPARK (See EDGARTOWN on page 125)

LAURENCE G HANSCOM FLD (See BEDFORD on page 119)
**MASSACHUSETTS**

**LAWRENCE MUNI** (LWM)/(KLWM)  2 E  UTC–5(–4DT)  N42°43.02´ W71°07.41´

148  B  LRA  NOTAM FILE LWM

RWY 05–23:  H5001X100 (ASPH)  S–45, D–62, 2D–110  HIRL

RWY 05:  REIL  PAP(P4R)—GA 3.0º TCH 55´.

RWY 23:  REIL  PAP(P4L)—GA 3.7º TCH 55´. Trees.

RWY 14–32:  H3654X100 (ASPH)  S–30, D–34, 2D–53  MIRL  0.7% up SE

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

SERVICE:  S4  FUEL  100LL, JET A, A+  LGT  ACTVT REIL Rwys 05, 23 and 32, PAPI Rwys 05, 23 and 32, HIRL 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. Cld tcf pat initiate turn out at 700´ AGL. Ltgd stack 296´ MSL 1/2 mile NW AER 23. Hill 9400´ SE and standpipe 7200´ NE; ltgd. 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  N42°44.43´ W71º05.69´  222° 1.9 NM to fld. 306.

DME unusable:

160°–195° byd 23 NM blo 2,500´

ILS 111.7°—L–LWM Rwy 05.  Class IB.  ILS unmntd when ATCT clsd.

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**MANSFIELD MUNI** (1B9)  2 SE  UTC–5(–4DT)  N42°00.05´ W71º11.88´

123  B  NOTAM FILE BDR

RWY 14–32:  H3500X75 (ASPH)  S–26  MIRL

RWY 14:  Thld dsplcd 509´. Trees.

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

RWY 04–22:  2059X100 (TURF)  0.3% up NE

RWY 04:  Trees.

RWY 22:  Trees.

SERVICE:  S4  FUEL  100LL  LGT  ACTVT 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 & alt hvy rains. No touch and go lgts 0200–1300Z‡. On dep Rwy 32 turn L to 290 degs. No R turns on dep fm Rwy 32 til 1,000 ft MSL. On dep Rwy 14 no L turns til 824 ft MSL.

AIRPORT MANAGER:  508-930-1121

COMMUNICATIONS:  CTAF/UNICOM 123.0

RCO 122.5 (BRIDGEPORT RADIO)

® BOSTON APP/DEP CON 124.1  Clnc 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 blo 3,000´

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**MARCONI**  N42°01.03´ W70°02.23´  NOTAM FILE BDR.

(VH) (DH) VOR/DME 114.7°  LFV Chan 94  308° 8.8 NM to Provincetown Muni. 151/16W.

VOR unusable:

245º–250º byd 40 NM

RCO 122.2 (BRIDGEPORT RADIO)

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NE, 11 JUL 2024 to 5 SEP 2024
MARSHFIELD MUNI – GEORGE HARLOW FLD  (GHG)(KGHG)  2 E  UTC–5(–4DT)  N42º05.85’

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.

RUNWAYDeclared 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 REMARKS:  Attended 1300Z–dusk. Birds, deer and wildlife on
and inof arpt. Flt training activity. After hrs service by request. Sfc
conds unmnt and snow removal not available 0030–1400Z4.

AIRPORT MANAGER:  781-834-4928
WEATHER DATA SOURCES:  AWOS–3  120.0 (781) 837–0555. LAWRS.
COMMUNICATIONS:  CTAF/UNICOM  122.8

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  N42º21.45’ W70º59.37’  154º 21.0 NM to fld. 18/16W.
VOR unusable:
043º–053º byd 40 NM blo 5,000’
043º–053º byd 74 NM
055º–065º byd 40 NM blo 5,000’
055º–065º byd 47 NM
061º–104º byd 18 NM blo 2,000’
070º–108º byd 40 NM
109º–119º byd 40 NM blo 6,000’
109º–119º byd 58 NM
120º–148º byd 40 NM
149º–167º byd 40 NM blo 2,100’
149º–167º byd 83 NM
168º–177º byd 40 NM
178º–188º byd 40 NM blo 11,000’
178º–188º byd 50 NM
204º–262º byd 40 NM
263º–273º byd 40 NM blo 4,000’
263º–273º byd 54 NM
271º–605º byd 25 NM blo 3,500’
274º–337º byd 40 NM
350º–042º byd 40 NM

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

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

103  TPA—803(700)  NOTAM FILE BDR

RWY 09–27: 2700X60 (TURF)

RWY 09: Trees.

RWY 27: Trees.

RWY 17–35: 2060X60 (TURF)  0.7% up N

RWY 17: Trees.

RWY 35: P–line.

RWY 05–23: 2035X50 (TURF)

RWY 05: Trees.

RWY 23: Trees.

SERVICE:  S2  FUEL  100LL


AIRPORT MANAGER:  508-428-8732

COMMUNICATIONS:  CTAF  122.9

© BOSTON APP/DEP CON  118.2 (1000–0500Z‡)

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

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

MARTHA’S VINEYARD  (See VINEYARD HAVEN on page 141)

MINUTE MAN AIR FLD  (See STOW on page 140)

MONPONSET POND SPB  (See HALIFAX on page 128)

MONTAUK

TURNERS FALLS  (0B5)  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


AIRPORT MANAGER:  413-863-0044

COMMUNICATIONS:  CTAF/UNICOM  123.0

BOSTON CENTER APP/DEP CON  123.75

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.

GARDNER (L) (L) VOR/DME  116.95  GDM  Chan 116(Y)  N42°32.76´ W72°03.49´  292º 20.8 NM to fld. 1280/14W.

MYRICKS  (See BERKLEY on page 120)
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/XT HIRL CL 0.3% up NE
RWY 06: MALSF. PAPI(P4R)—QA 3.0º TCH 57 ′. RVR–TR Thld dsplcd 538 ′.
RWY 24: SSALR. TDZL. PAPI(P4L)—QA 3.0º TCH 48 ′. RVR–TR
RWY 15: REIL. Bldg.
RWY 33: REIL. PAPI(P4L)—QA 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–5765
RWY 15: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
RWY 24: TORA–6303 TODA–6303 ASDA–6303 LDA–6303
RWY 33: TORA–4500 TODA–4500 ASDA–4500 LDA–4500

SERVICE: FUEL 100LL, JET A LGT Rwy 24 SSALR unmonitored when twr clsd. When ATCT clsd actvt MALSF Rwy 06; SSALR Rwy 24; HIRL Rwy 06–24, MIRL Rwy 15–33; twy lghts—CTAF. PAPI Rwy 06, 24 and 33 opr 24 hrs.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Be aware of hi–speed miil jet and heavy helicopter tfc vicinity Air Station Cape Cod. Class I, ARFF Index B. ARFF Index B svc sbtn 1100Z‡ and 0300Z‡. For Index B svc sbtn 0301Z‡ and 1059Z‡, 2 hr PPR at 508–325–7569 to Nantucket Airport Ops. PPR 2 hrs for unskd acft ops with more than 9 pax seats; call amgr 508–325–5300. Twy F rstrd to sml acft 12,500 lbs or less. Txy F btn Twy B and Twy H clsd to acft with wingspan more than 79 ft. Fee for non–commercial acft parking.

AIRPORT MANAGER: 508–325–7531

WEATHER DATA SOURCES: ASOS (508) 325–6082 LAWRS.

COMMUNICATIONS: CTAF 118.3 ATIS 127.5 (508) 228–5375 UNICOM 122.95
RCO 122.1R 116.2T (BRIDGEPORT RADIO)

© BOSTON CONSOLIDATED TRACON APP/DEP CON 126.1 (1000–0500Z‡)
© BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)
TOWER 118.3 May 15–Sept 30 (1100–0300Z‡), Oct 1–May 14 (1100–0200Z‡).
GND CON 132.5 CLNC DEL 119.375


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

RADAR AIDS TO NAVIGATION: NOTAM FILE ACK.

(VH) (H) VOR/DME 116.2 ACK Chan 109 N41°16.91′ W70°01.60′ 237° 2.3 NM to fld. 77/15W.
VOR unusable:
110°–120° byd 40 NM
ILS/DME 109.1 I–RNE Chan 28 Rwy 06. Class IE. LOC unusable byd 28° right of course.

NAUSET N41°41.52′ W69°59.26′ NOTAM FILE CQX.

NDB (MHW) 279 CQX at Chatham Muni. 56/16W.
NDB unusable:
220°–280° byd 20 NM

NEW YORK H–101, 12K, L–33D
IAP, AD

NE, 11 JUL 2024 to 5 SEP 2024
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 14–32: H5002X75 (ASPH)  S–33, D–48, 2D–95  MIRL  
RWY 14: PAPI(P4L)—GA 3.4° TCH 50’. Tree.  
RWY 32: REIL. PAPI(P4L)—GA 3.5° 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 (H) (DH) VOR/DME 115.6  PVD  Chan 103  N41°43.46’ W71°25.78’  112º 21.4 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’  
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°17.72’ W70°50.37’  
11  NOTAM FILE BDR  
RWY 14–32: 2300X100 (TURF)  
RWY 14: Trees.  
RWY 32: Trees.  
RWY 10–28: H2105X50 (ASPH)  S–8  
RWY 10: Trees.  
RWY 28: Thld dsplcd 300’. Fence.  
SERVICE: S4  FUEL  100LL  
AIRPORT MANAGER: 978-463-4222  
COMMUNICATIONS: CTAF/UNICOM 123.0  
BOSTON APP/DEP CON 124.4 Clncl del thru Bridgeport Radio (BDR) 1–866–293–5149.  
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.  

NE, 11 JUL 2024 to 5 SEP 2024
NORTH ADAMS

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

654  B NOTAM FILE AQW

RWY 11–29: H4300X100 (ASPH) S–25 MIRL

RWY 11: Thld stdpczd 500 ′. Trees.

RWY 29: Thld stdpczd 100 ′. Bldg. Rgt tcf.

SERVICE: 54 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: 413-652-7587

WEATHER DATA SOURCES: ASOS 134.775 (413) 664–6658.

COMMUNICATIONS: CTAF/UNICOM 122.8

® ALBANY APP/DEP CON 132.825

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) (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° blo 9,000′

VOR unusable:

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(P4L)—GA 4.5° TCH 60 ′. Trees.

RWY 32: Thld stdpczd 220 ′. Trees.

SERVICE: 54 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 DL 133.6

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BAF.

BARNES (VL) (L) VORTAC 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 blo 6,500′

VOR unusable:

000°–030° byd 40 NM

030°–050° byd 30 NM

040°–089° byd 40 NM

090°–100° byd 40 NM blo 4,000′

090°–100° byd 46 NM

101°–112° byd 40 NM blo 18,000′

113°–205° byd 40 NM

215°–240° byd 40 NM

241°–251° byd 40 NM blo 18,000′

249°–260° byd 10 NM blo 10,000′

252°–360° byd 40 NM

310°–340° byd 25 NM blo 6,500′

DME unusable:

310°–340° byd 25 NM blo 6,500′

NE, 11 JUL 2024 to 5 SEP 2024
NOTAM FILE OWD


LAND AND HOLD–SHORT OPERATIONS

RWY 35: MALSF. PAPI (P4L)—GA 3.0º TCH 40′. Rgt tfc.

LAND AND HOLD–SHORT OPERATIONS

RWY 10: H4007X100 (ASPH–GRVD) S–58, D–69, 2S–88 MIRL

RWY 17: PAPI (P4R)—GA 3.0° TCH 40’. Trees.

RWY 35: MALSF. PAPI (P4L)—GA 3.0° TCH 40’. Rgt tfc.

RWY 10: H4007X100 (ASPH–GRVD) S–58, D–69, 2S–88 MIRL

RWY 17: PAPI (P4R)—GA 3.0° TCH 40’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–3995 TODA–3995 ASDA–3782 LDA–2795

RWY 17: PAPI (P4R)—GA 3.0° TCH 40’. Trees.


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

RWY 35: MALSF Rwy 35; PAPI Rwy 10, 17, 35; MIRL Rwy 17–35—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Bird activity and wildlife invof arpt. Snow removal equipment building (abutting south apron). 1349(1199) and 1349(1249) TV twr 8 NM north–northwest. 125° flagpole 1 mi NW of Rwy 17 apch. 1184(1063.5) twr 8.5 NM north–northwest. Rwy 28 and 35 rgt tfc for touch and go ldg only. Gate 2 taxiline limited to acft with wingspans of 50′ or less. Gate 3 taxiline limited to acft with wingspans of 45′ or less. Ldg fees for transient fixed–wing acft with more than 5000 lbs max tog, as well as transient hels regardless of weight.

AIRPORT MANAGER: 781-255-5615

WEATHER DATA SOURCES: ASOS 119.95 (781) 762–4314. LAWRS.

COMMUNICATIONS: CTAF 126.0

ATIS 119.95 (781–769–3825)

BOSTON VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 235° 12.9 NM to fld. 18/16W.

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

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

STOGE NDB (LOMW) 397 OW N42°07.18′ W71°07.71′ 350° 4.7 NM to fld. 181/15W. NOTAM FILE OWD.

LOC/DME 108.3 I–OWD Chan 20 Rwy 35 LOM STOGE NDB. LOC unmonitored when ATCT clsd.
MASSACHUSETTS

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.

SERVICE: S4 FUEL 100LL, JET A LGT Dusk–Dawn. ACTIVATE MIRL Rwcs 01–19 and 14–32—CTAF. PAPI Rwy 01 opr consly.


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 Cncl del thru Bridgeport Radio (BDR) 1–866–293–5149.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

GARDNER (L) (L) VOR/DME 116.95 GDM Chan 116(Y) 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 ttc.

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+ OX4 LGT ACTVT REIL Rwy 26; PAPI Rwy 26; MIRL Rwy 08–26 and 14–32—CTAF.

NOISE: Noise abatement procs in efct 0400–1200Z‡.

AIRPORT REMARKS: Attended 1200–2000Z‡. Birds & wildlife on & invof arpt. Airfield sfc cond not mnt and snow removal not guaranteed btt 2000–1200Z‡. FBO atsndd Mon–Fri 1300–2300Z‡, Sat–Sun 1300–2200Z‡. For fuel aft hrs call 413–499–3273. Obst ln lgtd poles 0.9 NM SE at 1960 ft; 1.1 NM SE at 1470 ft; 1.7 NM SW at 2171 ft (OTS indefly); 1.3 NM NE at 1330 ft; 2.3 NM NW at 1890 ft (OTS indefly). All 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

BLANK 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/DME 115.1 CTR Chan 98 N42°17.48´ W72°56.96´ 311º 17.2 NM to fld. 1600/13W. LOC/DMZ 108.3 I–EIF Chan 20 Rwy 26. LOC unmonitored.

PLUM ISLAND (See NEWBURYPORT on page 134)
PLUMOUTH MUNI (PYM)(KPYM) 4 SW UTC–5(–4DT) N41°54.53′ W70°43.66′
148 B NOTAM FILE PYM
RWY 06–24: H4650X75 (ASPH) S–25, D–64 MIRL
RWY 06: MALSF, PAPI(P4L)—GA 3.0° TCH 40’. Trees.
RWY 24: REIL, PAP(P4L)—GA 4.0° TCH 40’. Thld dspcld 300’. Trees.
RWY 15–33: H4350X75 (ASPH) S–25, D–64 MIRL 0.3% up NW
RWY 15: Trees.
RWY 33: PAPI(P4L)—GA 3.0° TCH 40’. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–4350 TODA–4350 ASDA–4350 LDA–4350
RWY 33: TORA–4350 TODA–4350 ASDA–4650 LDA–4350
SERVICE: FUEL 100LL, JET A LGT ACTVT MALSF Rwy 06; REIL Rwy 24; PAPI Rwy 06, 24 and 33; MIRL Rwy 06–24 and 15–33—122.9.
NOISE: Departing acft encouraged to fly local noise abatement procedures.
AIRPORT MANAGER: 508-746-2020
WEATHER DATA SOURCES: ASOS 135.625 (508) 732–8358.
COMMUNICATIONS: CTAF/UNICOM 122.725
® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z‡)
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)
CLNC DEL 127.75
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554. When Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MARCONI (VH) (DH) VORW/DME 114.7 LFV Chan 94 N42°01.03’ W70°02.23’ 274° 31.6 NM to fld. 151/16W. VOR unusable: 245°–250° byd 40 NM
ILS/DME 109.35 I–PYM Chan 30(Y) Rwy 06. Class IT.

PROVINCETOWN MUNI (PVC)(KPVC) 2 NW UTC–5(–4DT) N42°04.34′ W70°13.24′
8 B NOTAM FILE PVC
RWY 07–25: H3502X100 (ASPH) S–25 HIRL
SERVICE: FUEL 100LL LGT Actvt MALSF Rwy 07; REIL Rwy 25; PAPI Rwy 07 & 25; HIRL Rwy 07–25—122.85.
AIRPORT MANAGER: 508-487-0241
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z‡)
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)
CLNC DEL 120.65
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554. When Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MARCONI (VH) (DH) VORW/DME 114.7 LFV Chan 94 N42°01.03’ W70°02.23’ 308° 8.8 NM to fld. 151/16W. VOR unusable: 245°–250° byd 40 NM
NDB (MHW) 389 PVC N42°04.13’ W70°13.41’ at fld. 9/16W. NOTAM FILE PVC.
ILS/DME 111.1 I–VQO Chan 48 Rwy 07. Class IB. Unmonitored.

NE, 11 JUL 2024 to 5 SEP 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 3.0º TCH 40’. Trees.
RWY 20:  REIL. PAPI(P4L)—GA 3.5º TCH 45’. Trees.
SERVICE:  S4  FUEL  100LL  LGT ACTIVATE REIL Rwy 02 and 20; PAPI
Rwy 02 and 20; MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS:  Attended 1300Z‡–dusk.
AIRPORT MANAGER:  508-764-2155
COMMUNICATIONS:  CTAF/UNICOM  122.8
® BRADLEY APP/DEP CON  119.0 Cnc del thru Bridgeport Radio (BDR)
1–866–293–5149.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.
PUTNAM (H) (H) VOR/DME  117.4  PUT  Chan 121  N41°57.33’
W71°50.65’  329º  12.3 NM to fld. 652/14W.
DME unusable:
265º–301º byd 36 NM blo 3,000’

SPENCER  (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 twy may create a haz cond to certain types of acft.
AIRPORT MANAGER:  508-344-8930
COMMUNICATIONS:  CTAF/UNICOM  123.0  Cnc del thru Bridgeport Radio (BDR) 1–866–293–5149.
CLEARANCE DELIVERY PHONE:  For CD ctc Yankee Apch at 860-386-3597.

STERLING  (3B3)  2 SW  UTC–5(–4DT)  N42°25.55’ 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.
Glider ops in vicinity of arpt SR–SS daily. Intensive glider activity on
weekends. Glidrs only R tfc Rwy 16.
AIRPORT MANAGER:  978-422-8860
COMMUNICATIONS:  CTAF  122.9  Cnc del thru Bridgeport Radio (BDR)
1–866–293–5149.
CLEARANCE DELIVERY PHONE:  For CD ctc Yankee Apch at 860-386-3597
RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.
GARDNER (L) (L) VOR/DME  116.95  GDM  Chan 116(Y)  N42°32.76’
W72°03.49’  135º  13.8 NM to fld. 1280/14W.

STOGE  N42°07.18’ W71°07.71’  NOTAM FILE OWD.
NDB (LOMW)  397  OW  350º  4.7 NM to Norwood Meml. 181/15W.
STOW

MINUTE MAN AIR FLD (6B6) 2 N UTC–5(–4DT) N42°27.62‘ W71°31.08‘

280  B  TPA—See Remarks  NOTAM FILE BDR
RWY 03–21: H3110X48 (ASPH) S–12.5  LIRL

RWY 03: Hill.
  Rwy 21: REIL. PAPI(P2L)—GA 3.5º TCH 24’. Trees.
  Rwy 12–30: 1600X40 (TURF) 0.3% up NW

RWY 12: Trees.
  RWY 30: Trees.

SERVICE.  S4  FUEL  100LL  LGT  ACTVT REIL Rwy 21—CTAF.

NOISE: Noise abatement procedures in effect notify arpt manager
978–897–3933 of intention to opr between 0400–1100Z‡.

AIRPORT REMARKS: Attended 1400–2100Z‡. Before using Rwy 12–30 call
arpt mgr to determine rwy conds. Tree obstruction in apch, primary
and transition surfaces Rwy 03 and Rwy 12–30. TPA—for light acft
1032’ AGL.

AIRPORT MANAGER: 978-897-3933

COMMUNICATIONS: CTAF/UNICOM 122.8

® BOSTON APP/DEP CON 124.4 Cinc del thru Bridgeport Radio (BDR)
  1–866–293–5149.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.

MANCHESTER (L) (L) VORW/DME 114.4  MHT  Chan 91  N42°52.11’
  W71°22.17”  210° 25.3 NM to fld. 470/15W.

TANNER–HILLER  (See BARRE/BARRE PLAINS on page 119)

TAUNTON MUNI – KING FLD  (TAN)(KTAN)  3 E  UTC–5(–4DT)  N41°52.47’ W71°00.98’

42  B  NOTAM FILE TAN
RWY 12–30: H3500X75 (ASPH) S–21 MIRL

RWY 12: Trees.
  RWY 30: REIL. PAPI(P4R)—GA 4.0º TCH 45’. Trees.
  RWY 04–22: 1900X60 (TURF–GRVL)

RWY 04: Trees.
  RWY 22: Trees.

SERVICE.  S4  FUEL  100LL, JET A+  LGT  Actvt PAPI Rwy 30; MIRL Rwy
12–30; lgtd windsock—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute jumping. Caution
wildlife, dear and geese on or invof arpt and rwys. Rwy 04–22 surface
rough and loose stones. Avoid flying over the elementary school at DER
30. Helicopters avoid overflight of densely populated areas west and
south of arpt.

AIRPORT MANAGER: 508-821-2973

WEATHER DATA SOURCES: ASOS 132.675 (508) 824–5005.

COMMUNICATIONS: CTAF/UNICOM 122.7

® PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat
1030–0500Z‡) other times ctc

BOSTON CENTER APP/DEP CON 124.85

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

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (DH) VORW/DME 115.6  PVD  Chan 103  N41°43.46’
  W71°25.78’  078º 20.6 NM to fld. 49/14W.

VOR unusable:
  085º–105º byd 12 NM blo 5,500’
  085º–105º byd 8 NM blo 3,000’
  106º–294º byd 30 NM blo 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’
MASSACHUSETTS

TURNERS FALLS  (See MONTAGUE on page 132)

VINEYARD HAVEN

MARThA’S VINEYARD  (MVY)/(KMVY)  3 S  UTC–5(–4DT)  N41º23.61’ W70º36.83’

67  B  ARFF Index—See Remarks  NOTAM FILE MVY
RWY 06–24: H5504X100 (ASPH–GRVD)  S–65, D–108, 2S–137,
  2D–185 PCN 29 F/A/X/T  HIRL
RWY 24: MALSR. PAPI(P4R)—GA 3.0º TCH 52’. RVR–T Rgt tfc.
RWY 15–33: H3327X75 (ASPH)  S–31, D–45, 2D–61 PCN 16 F/A/X/T
  MIRL 0.3% up NW
RWY 15: Trees.

RWY DECLARED DISTANCE INFORMATION

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

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

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

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index B. 24 hr
  PPR for unsked acr ops with more than 9 px seats call amgr
  508–693–7022. Rwy 15–33 not avbl for skedd acr ops more than 9
  px seats or unsked acr ops at least 31 px seats. Twy D fm Rwy 06 to Rwy 15 clsd to acft w/ovr 9 px. Hels prohibited
  fm hover taxi, ldg and txfk fm t–hngrs. 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
⑤ BOSTON APP/DEP CON 133.75 (1000–0500Z‡)
  CLNC DEL 119.7 (When twr clsd)
⑤ BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡).
  VINEYARD TOWER 121.4 (May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡)
  GND CON 124.35 CLNC DEL 124.35
AIRSPACE: CLASS D svc May 15– Oct 31 1100–0300Z‡, Nov 1– May 14 1200–2200Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.
  MARThA’S VINEYARD (L) (L) VOR/DME 114.5  MVY  Chan 92  N41º23.77’ W70º36.76’  at fl. 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 127)

WESTFIELD–BARNES RGNL  (See WESTFIELD/SPRINGFIELD on page 142)

NE, 11 JUL 2024 to 5 SEP 2024
NOTAM FILE BAF

RWY 02–20: H9000X150 (ASPH–GRVD) S–75, D–16, 2S–175, 2D–240 PCN 58 R/W/T

HIRL
RWY 02: PAPI(P4L)—GA 3.0º TCH 50´. Trees.
RWY 20: MALS. 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. MIRL 0.3% up NW
RWY 15: REIL. PAPI(P4L)—GA 3.5º TCH 41´. Thld dsplmd 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–5000 LDA–5000

ARRESTING GEAR/SYSTEM
RWY 02

SERVICE: S4 FUEL 100LL, JET A. OX 1, 2 LGT Dusk–Dawn; When ATCT clsd ACTVT MALS Rwy 20; PAPI Rwy 15; HIRL
Rwy 02–20; MIRL Rwy 15–33—CTAF. PAPI Rwy 33 opr consly. Rwy 15 VGSI unusbl byd 4 NM.

MILITARY—A–GEAR Req thru twr dur twr opr hr, when twr clsd req thru ANG CP, Whip on UHF 309.0. Rwy 02–20, mil actr arst barriers may fail in the up posn. Verify status of barriers prior to ldg. Hvy acft should avoid ldg drctly on arst barrier. Rwy grooving for scf drainage wi 10 ft N and S of both arst sys. 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

NOISE: Actc and hel noise abatement prcs in effect—AMGR.

AIRPORT REMARKS: Attended 1200–0000Z‡. Birds and other wildlife on and invof arpt. Fuel avbl 1200–0000Z‡; svc aft 0000Z‡ PPR 413–485–0078. Severe downdraft AER 33 when wind NW in excess of 15 kts. Birds and other wildlife on and invof arpt. Rwy 15–33 not avbl for skedd acr ops more than 9 pax seats or unsked acr ops at least 31 pax seats. Twy G clsd to civ ops. Be aware wing tip clearance south runup/D–arm pad twy centerline markings for F–15 actc only. TPA–1300 (1029) lgtr acft; 1800 (1529) hvy and mil actc. Expc mil ovhd and clsd pat tfc. PPR 24 hr for acr ops with more than 9 pax—Amgr. Jet acft starting units avbl. Rwy 02–20 military acft arst barriers may fail in the up 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; actc over 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

BRADLEY APP/DEP CON 125.35 CLNC DEL 121.7 (0300–1200Z‡)

WESTFIELD TOWER 118.9 (1200–0300Z‡) GND CON 121.7

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BAF.

BARNES (VL) (L) VORTACW 113.0 BAF Chan 77 N42°09.72´ W72°42.97´ at fld. 267/14W.

TACAN AZIMUTH unusbl: 310º–340º byd 25 NM blyo 6,500´

VOR unusbl: 000º–030º byd 40 NM 030º–050º byd 30 NM 040º–089º byd 40 NM 090º–100º byd 40 NM blyo 4,000´ 090º–100º byd 46 NM 101º–112º byd 40 NM blyo 18,000´ 113º–205º byd 40 NM 215º–240º byd 40 NM 241º–251º byd 40 NM blyo 18,000´ 249º–260º byd 10 NM blyo 10,000´ 252º–360º byd 40 NM 310º–340º byd 25 NM blyo 6,500´

DME unusbl: 310º–340º byd 25 NM blyo 6,500´

ILS 111.9 I–BAF Rwy 20. Class IA. Unmonitored when ATCT clsd. LOC unusbl byd 25º left and r of course
MASSACHUSETTS

WESTOVER ARB/METRO (CEF)(KCEF) MIL/CIV AF 3 NE UTC–5(–4DT) N42º11.64´
W72º32.09´

241 B TPA—See Remarks LRA Class IV, ARFF Index A NOTAM FILE CEF

RWY 05–23: H11597X300 (ASPH) 2S–175, C5–540 PCN 56 R/B/W/T HIRL
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´. RVR–T Rgt tfc.
RWY 33: PAPI(P4L)—GA 3.0º TCH 75´. RVR–T Rgt tfc.

SERVICE: FUEL 100LL, JET A LGT

When ATCT clsd actvl ALSF1 Rwy 05 & 23; PAPI Rwy 05, 15, 23 & 33; HIRL Rwy 05–23 & Rwy 15–33—CTAF. Arpt bcn opr dusk–0400Z‡. Airfield lgts not avbl 0400–1200Z‡. Dalgt turned on when airfield is IFR. PCL only auth with 5 hr PPR to metro FBO. Rwy 23 PAPI unusbl byd 6 deg R. PAPI all rwy provides proper TCH for hgt GP4 actf only. PAPI off dur opr hr periods of no tfc. Rwy 05 ALSF–1 SFL portion OTS UFN. TRAN ALERT Fleet svc for tran acft unavbl wkend and M–F 2030–0400Z‡ without prior apvl fr AMOPS DSN 589–2951. CTC DSN 589–2951 for availability.

AIRPORT REMARKS:
Attended 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´ till past dep end of rwy to ensure separation from VFR overhead and clsd pat tcf. Strobe lgt located atop stacks 4000´ left Rwy 23 thld; occasional steam cloud. Uncontrolled vehicle tcf on ramps and twy. Rwy 05–23 1000´ ovrn both ends of rwy. Heavy VFR tcf blo 10,000’ along river and highway 5 NM southwest of afld. Lgt tcf tcf, hang glider ops and hot air ballooning activity along river west and northwest of arpt. CEF is a joint–use afld. IFR tkof and ldg minimums are prescribed by USAF regulations apply. Call arpt mgr at C413–557–2944 for clarification.

MILITARY REMARKS:

NEW YORK

NE, 11 JUL 2024 to 5 SEP 2024

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 134.85 ATIS 127.525 (1200–0400Z‡) UNICOM 122.95 PTD 372.2

BRADLEY APP/DEP CON 125.35 281.5

TOWER 134.85 348.75 (1200–0400Z‡) GND CON 118.35 275.8

COMD POST 439 AW (CASINO ROYALE) 252.1 (Opr 24 hrs)

PMSV METRO 274.75 Full svc 1100–0400Z‡ Mon–Fri; 1100–2200Z‡ Sat; 1500–0200Z‡ Sun; clsd hol; DSN 589–2879, OT ctc 15th OWS DSN 576–9755. Ngt obstn ltd due to hi intst scly lghts. Affld wx is mnt by AN/FMQ–19. Automated obs are qly cld for accuracy durg ATC flying hrs.

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Bradley Apch 860-386-3580.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.

(L) TACAN Chan 87 CEF (114.0) N42º11.85´ W72º31.58´ at fld. 240/14W.

No NOTAM MP 1600–1900Z‡ Wed and Fri

TACAN AZIMUTH unusable:

001°–089° byd 35 NM bly 7,000´
090°–110° blo 8,000´
111°–180° byd 20 NM bly 7,000´
220°–240° byd 24 NM bly 4,000´
305°–320° byd 15 NM bly 4,000´

DME unusable:

001°–089° byd 20 NM bly 7,000´
090°–110° blo 8,000´
111°–180° byd 20 NM bly 7,000´
220°–240° byd 24 NM bly 4,000´
305°–320° byd 15 NM bly 4,000´

BARNES (VL) (L) VORTACW Chan 77 BAF N42º09.72´ W72º42.97´ 091° 8.3 NM to fld.

267/14W. NOTAM FILE BAF.

TACAN AZIMUTH unusable:

310°–340° byd 25 NM bly 6,500´

VOR unusable:

000°–030° byd 40 NM
030°–050° byd 30 NM
040°–089° byd 40 NM
090°–100° byd 40 NM bly 4,000´
090°–100° byd 46 NM
101°–112° byd 40 NM bly 18,000´
113°–205° byd 40 NM
215°–240° byd 40 NM
241°–251° byd 40 NM bly 18,000´
249°–260° byd 10 NM bly 10,000´
252°–360° byd 40 NM
310°–340° byd 25 NM bly 6,500´

DME unusable:

310°–340° byd 25 NM bly 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 extras/irreg hrs by NOTAM. ATIS No NOTAM MP Thu 1400–1600Z‡.
WORCESTER RGNL (ORH)(KORH) 3 W UTC–5(–4DT) N42º16.03’ W71º52.54’

1009 B LRA Class I, ARFF Index B NOTAM FILE ORH


RWY 11: ALSF2. TDZL. PAPI(PAR)—GA 3.0º TCH 55’. RVR–TMR HILL.

RWY 29: REIL. PAPI(P4L)—GA 3.0º TCH 54’. RVR–TMR

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; MRL Rwy 15–33—CTAF. Rwy 11 ALSF–2 becomes SSALS preset on med inst only when twr clsd. Rwy 15 VASI unubl byd 9º left of crs.

AIRPORT REMARKS: Attended continuously. Wildlife and birds on and invof arpt. Use ctn for arpt vehicles mnt CTAF and operg on arpt durg non twr hrs. Rwy guard lgts installed on all bwy to rwy intersections, Rwy 11–29 only. EMAS 170’ wide, 154’ length located at DER 11. EMAS 170’ wide, 300’ length located at DER 29. Ldg fee for multi–eng acft and lrgr. Flight Notification Service (ADCUS) available. 2 hours advance notice for customs.

AIRPORT MANAGER: 508-849-5550

WEATHER DATA SOURCES: ASOS (508) 795–7546

COMMUNICATIONS: CTAF 120.5 ATIS 126.55 (508) 757–0962 UNICOM 122.95

RCO 122.2 (BRIDGEPORT RADIO)

® BRADLEY APP/DEP CON 119.0 CLNC DEL 119.0 (0200–1130Z‡)

TOWER 120.5 (1130–0200Z‡) GND CON 123.85 CLNC DEL 128.65

AIRSPACE: CLASS D svc 1130–0200Z‡; other times CLASS E.

VOR TEST FACILITY (VOT) 108.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

GARDNER (L) (U) VOR/DME 116.95 GDM Chan 116(Y) N42º32.76’ W72º03.49’ 168º 18.6 NM to fdl.

1280/14W.

ILS/DME 110.9 I–RSR Chan 46 Rwy 11. Class II/E. Unmonitored when ATCT closed. DME usable 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 usable for coupled apchs blo 1,266’ MSL. LOC usable 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.
**ALTON BAY SBP (B18)** 2 N UTC–5 (–4DT) N43°28.66' W71°14.22' "NEW HAMPSHIRE"

WATERWAY 01W–19W: 2600X100 (WATER)

SEAPLANE REMARKS: Unattended. Rwy 01W–19W has ice in winter plowed to approx 2730’. Ck NOTAMs for ice rwy conds. Tkof and ldg using Rwy 19W prohibited Jan–Mar. Rwy 01W thld approx 100 ft NE of floating bandstand. All seaplane tkofs and ldgs must be N of the bandstand. All tvl S of the bandstand must not exceed headway spd. Rwy 01W–19W P–line marked with orange balls 1000’ south of thld at south end, less than 30’ height along roadway. For seaplane prkg and ice rwy conds call amgr (603) 545–2315.

**AIRPORT MANAGER:** 603-545-2315

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

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**BERLIN RGNL (BML) (KBML) 7 N UTC–5 (–4DT) N44°34.52’ W71°10.56’ "NEW HAMPSHIRE"**

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 REMARKS:** Attended 1300–2100Z‡. Wildlife on and invof arpt. Self–serve 100LL avbl 24 hrs with credit card system. For Jet A aft hrs call 603–915–0214. Cold temperature airport. Altitude correction required at or below –29C. Obstn lgs on ant poles; hazard bcns on surrounding hills. Corporate and chtr acft ldg fee for all piston, turboprop and jet acft. Ldg fee waived with fuel purchase and ovngt prkg, corporate and chtr ovngt prkg fee. Ctc amgr.

**AIRPORT MANAGER:** 603-449-2168

**WEATHER DATA SOURCES:** ASOS 135.175 (603) 449–3328.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RCO 122.5 (BANGOR RADIO)**

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

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

(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’

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**BOIRE FLD (See NASHUA on page 155) "NEW HAMPSHIRE"**

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**BRISTOL**

**NEWFOUND VALLEY (2N2) 1 W UTC–5 (–4DT) N43°35.52’ W71°45.09’ "NEW HAMPSHIRE"**

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.

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**NEW YORK**

**MONTREAL**

H–11D, L–32H

IAP

**BRISTOL**

**NEWFOUND VALLEY (2N2) 1 W UTC–5 (–4DT) N43°35.52’ W71°45.09’ "NEW HAMPSHIRE"**

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.

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**BOIRE FLD (See NASHUA on page 155) "NEW HAMPSHIRE"**

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**NEW YORK**

**MONTREAL**

H–11D, L–32H

IAP

**BRISTOL**

**NEWFOUND VALLEY (2N2) 1 W UTC–5 (–4DT) N43°35.52’ W71°45.09’ "NEW HAMPSHIRE"**

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.

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**NE, 11 JUL 2024 to 5 SEP 2024**
CLAREMONT MUNI  (CNH)(KCNH)  1 W  UTC–5(–4DT)  N43°22.23´ W72°22.09´  NOTAM FILE BGR
543  B

RWY 11–29: H3098X75 (ASPH)  S–30 PCR 383 F/A/X/T  MIRL
0.3% up E
RWY 29: REIL, PAPI(P2L)—GA 4.0º TCH 31 ´.

SERVICE: S2  FUEL  100LL  LGT  Rotg bcn dfclt to see fm the N when foliage is on the trees. Actvl REIL Rwy 29; MIRL Rwy 11–29—CTAF.


AIRPORT MANAGER: (603) 542-5156

COMMUNICATIONS: CTA/UNICOM 122.7

LEBANON  (L) DME  113.7  LEB  Chan 84  N43°40.73´ W72°12.96´

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

COLEBROOK  (4C4)  1 SW  UTC–5(–4DT)  N44°53.25´ W71°30.46´  NOTAM FILE BGR
1017

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 flt conditions. Rwy 04–22 strip soft in spring. DT wet areas all year. Road traverses rwy 425´ from Rwy 04 thld. Rwy 04 edges and ends marked with yellow cones. Rwy 04 dsplcd thld marked with three yellow cones aligned perpendicular to each rwy edge. 7´ crops immediately west of rwy dur summer. Rwy 22 edges and ends marked with yellow cones.

AIRPORT MANAGER: 603 237-4914

COMMUNICATIONS: CTA/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
CONCORD MUNI (CON) (KCON) P (ARNG) 2 E UTC–5 (–4 DT) 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 3.0′ TCH 50′. Thld dspcd 641′. Tree.
RWY 35: MALS R. VASI(V4L)—GA 3.0′ TCH 50′. Trees.
RWY 12–30: H3200X75 (ASPH) S–30 MIRL
RWY 12: Trees.
RWY 30: Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 35.
HIRL Rwy 17–35, MIRL Rwy 12–30—CTAF. MILITARY—FUEL J8(MII)—PPR (NC–100LL – Avbl H24 with credit card; A – Avbl 1230–2200Z‡, OT fone C603–228–2267 and flw prompts.)


AIRPORT MANAGER: 603-228-2267

WEATHER DATA SOURCES: ASOS 132.325 (603) 224–6558.

COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.2 (BANGOR RADIO)

BOSTON APP/DEP CON 127.35
CLNC DEL 133.65

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

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

(L) (L) VOR/DMC 112.5 CON Chan 76 N43°13.19′ W71°34.53′ 123° 3.4 NM to fld. 715/15W.

VOR unusable:
022°–032° byd 20 NM blw 8,000′
190°–210° byd 12 NM blw 4,000′
318°–326° byd 30 NM blw 12,000′

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

EPSON NDB (LOM) 216 CO N43°07.13′ W71°27.16′ 353° 5.5 NM to fld. NDB unusable byd 20 NM.

ILS 108.7 I–CON Rwy 35. Class IA. LOM EPSOM NDB. NDB unusable byd 20 NM.

DEAN MEML (See HAVERHILL on page 150)

DILLANT/HOPKINS (See KEENE on page 151)

EPSON N43°07.13′ W71°27.16′ NOTAM FILE CON.
NDB (MH/W/LOM) 216 CO 353° 5.5 NM to Concord Mun. 355/16W.

NDB unusable:
Byd 20 NM
NEW HAMPSHIRE

ERROL (ERR) 1 NW UTC–5(–4DT) N44°47.53′ W71°09.87′
1248 TPA—2048(800) NOTAM FILE BGR
RWY 15–33: 3600X60 (GRVL) 0.3% up SE
RWY 15: Trees.
AIRPORT MANAGER: 603-616-8602
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

Fitz (FITZY) N42°51.85′ W71°31.73′ NOTAM FILE MHT.
NDB (LOM) 209 MJ 060° 5.8 NM to Manchester Boston Rgnl. 234/15W.

Franconia (1B5) 2 S UTC–5(–4DT) N44°11.76′ W71°45.04′
975 NOTAM FILE BGR
RWY 18–36: 2300X150 (TURF) 0.9% up S
RWY 18: Trees.
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 147)

Gorham (2GB) 1 NW UTC–5(–4DT) N44°23.61′ W71°11.89′
835 NOTAM FILE BGR
RWY 12–30: 2828X60 (TURF) 1.2% up SE
RWY 12: Thld dsplcd 250′. Trees.
RWY 30: Thld dsplcd 250′. Trees.
NOISE: Tkofs and lds ns adzd from dusk to 1400Z‡ for voluntary noise abatement.
AIRPORT MANAGER: 603-466-5065
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

Hampton Airfield (7B3) 2 N UTC–5(–4DT) N42°57.68′ W70°49.81′
93 NOTAM FILE BGR
RWY 02–20: H2105X121 (ASPH–TURF) LIRL(NSTD) 0.3% up N
RWY 02: Trees.
RWY 20: Thld dsplcd 212′. Trees.
SERVICE: FUEL 100LL, MOGAS LGT Rwy 02–20 NSTD LIRL. CTC AMGR at 603–817–6617 for activation instructions.
AIRPORT MANAGER: 603-964-6749
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.

NE, 11 JUL 2024 to 5 SEP 2024
NEW HAMPSHIRE

HANOVER  N43°42.14’ W72°10.65’  NOTAM FILE LEB.
NDB (MIW)  276  LAH  245° 7.2 NM to Lebanon Muni. 1190/15W.
NDB unusable:
    Byd 20 NM

HAWERHILL
DEAN MEML  (SB9)  3 NE  UTC–5(–4DT)  N44°04.81’ W72°00.47’
582  NOTAM FILE BGR
RWY 01–19:  H2511X58 (ASPH)  S–8.5  LIRL(NSTD)  1.4% up S
    RWY 01:  Thld dsplcd 185’. Road.
    RWY 19:  Pole.
SERVICE:  FUEL  100LL  LGT ACTVT LIRL Rwy 01–19 and
windsock—CTAF. Rwy 01–19 nstd spacing, first 185’ 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’  107° 19.1 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’
    043°–060° byd 65 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’

HAWTHORNE–FEATHER AIRPARK  (See HILLSBORO on page 150)

HILLSBORO  (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 & inv of arpt. Prior to using arpt
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) VORW/DME 112.9 CON Chan 76 N43°13.19’ W71°34.53’
252° 17.3 NM to fld. 715/15W.
VOR unusable:
    022°–032° byd 20 NM blo 8,000’
    190°–210° byd 12 NM blo 4,000’
    318°–326° byd 30 NM blo 12,000’
DME unusable:
    022°–032° byd 20 NM blo 8,000’
    082°–110° byd 30 NM blo 5,000’
    190°–210° byd 12 NM blo 4,000’
    290°–300° byd 30 NM blo 7,000’
    318°–326° byd 30 NM blo 12,000’

NE, 11 JUL 2024 to 5 SEP 2024
JAFFREY AIRFIELD SILVER RANCH  (AFN)(KAFN)  1 SE  UTC–5(–4DT)  N42º48.31´ W72º00.18´
1040 B  NOTAM FILE AFN
RWY 16–34: H2982X134 (ASPH–TURF)  L–8  LIRL  0.9% up N
RWY 16: Trees.
RWY 34: Thld dspcld 582´. Trees.
SERVICE: S2  FUEL  100LL  LGT First 582´ Rwy 34 not lgtd. PPR for rstd
Ultralight act on arpt. Rwy 16–34 touch and go ldgs prohibited. Rwy
16–34 50´ cntr pt of entr rwy is asph, rmng 42´ per side is turf/grvl
for entr rwy len. Par1 twy 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 122.8
               BOSTON CENTER APP/DEP CON 123.75
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
          GARDNER (L) (L) VOR/DME 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´
488 B  NOTAM FILE EEN
RWY 02–20: H6201X100 (ASPH)  D–60 PCN 40 F/CX/T  HIRL
RWY 02: MALSR. 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/CX/T  MIRL
0.3% up SE
RWY 14: REIL. Trees.
SERVICE: S4  FUEL  100LL, JET A  OX1, 2, 3, 4  LGT PAPI Rwy 20 OTS
indyefly. ACTVT MALSR Rwy 02; HIRL Rwy 02–20 and MIRL Rwy
14–32—CTAF. MILITARY— FUEL (NC–100LL – Avbl H24 with credit
card; A – After hr fone C603–357–7600.)
NOISE: Noise abatement proc: hel tfc avoid residential areas drcly N of
Rwy 02–20 and SW of arpt. Hel tfc limit mult clsd pat ops.
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z†, Sat–Sun
1200–2200Z†. Wildlife on and invof arpt. 100LL avbl 24 hrs with
credit card. For jet fuel aft hrs call 603–357–7600. Grass areas not
mntnd for tkofs and ldgs. No eng run–ups on trml NW apn. Ldg fee for
all turbine powered acft. Cold temperature airport. Altitude correction
required at or below –21C.
AIRPORT MANAGER: 603-357-9835
COMMUNICATIONS: CTAF/UNICOM 123.0
        KEENE RCO 122.6 (BANGOR RADIO)
       BOSTON CENTER APP/DEP CON 123.75
        CLNC DEL 121.6
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
                ILS 108.9  I–EEN  Rwy 02.  Class IA.  Localizer unusable 25º right of course.
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: MALS R. PAPI(P4L)—GA 3.0º TCH 44’. Trees.
RWY 26: REL R. PAPI(P4R)—GA 4.0º TCH 55’. Thld dsplcd 244’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5890 TODA–5890 ASDA–5646 LDA–5646
RWY 26: TORA–5890 TODA–5890 ASDA–5530 LDA–5286

SERVICE: S4 FUEL 100LL, JET A, A+ OX1, 2, 3, 4 LGT Actvt MALS R
Rwy 08; Rwy Wxct 26 Rwy Wxct HIRL Rwy 08–26; windsock lgts—CTAF. Rwy 26 PAPI unusbl byd 6 degs L of cntrln.

NOISE: Voluntary noise abatement proc: avoid overflying Varney Point 1NM NE of arpt. See Laconia Arpt Website for dtls.


AIRPORT MANAGER: 603-524-5003

WEATHER DATA SOURCES: AWOS–3PT 133.525 (603) 524–5134.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

CONCORD (L) VOR/DME 112.9 CON Chan 76 N43º13.19´ W71º34.53´ 033º 22.3 NM to fld. 715/15W.

VOR unusable:
022º–032º byd 20 NM 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.
LEBANON MUNI (LEB)(KLEB) 3 W UTC–5(–4DT) N43º37.57´ W72º18.25´

NOTAM FILE LEB

RWY 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL
RWY 07: REIL. PAPI(P4L)—GA 4.0º TCH 50´.
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 OK 1 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

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

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) 3S UTC-5(–4DT) N42°56.97’ W71°26.15’ NEW YORK

266 B Class I, ARFF Index C NOTAM FILE MHT


HIRL CL

RWY 17: MALSR. TDZL. PAPI(P4R)—GA 3.1’ TCH 67’. RVR–TMR Thld disp1cd 336’. Pole. 0.3% up.

RWY 35: ALSF2. TDZL. PAPI(P4L)—GA 3.0’ TCH 68’. RVR–TMR Thld disp1cd 850’. Bldg. 0.8% down.

RWY 06–24: H7651X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 PCN 90 F/C/W/WT

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

ARRESTING GEAR/SYSTEM

RWY 06: EMAS

SERVICE: S4 FUEL 100LL, JET A OX

LGT Rwy 06 PAPI unusbl byd 6 degs R of cntrln.

NOISE: Noise abatement procedures: turbojet acft should expect a right turn when departing Rwy 17.

AIRPORT REMARKS: Attended continuously. No touch and go ldgs during 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 prkg on the E ramp.

No taxiing between pushed back acft and the airline terminal or cargo ramps. Acft not permitted to taxi between airline terminal bldg and acft that have pushed back or are taxiing on Twy G or Twy N. Air carrier acft only permitted to opr on airline terminal ramp. Air carriers excluded from Twy L. Acft with wingspan greater than 118’ std from Twy G and Twy N. AMMON ramp std to acft with wingspan less than 118’. Acft are req to maintain taxi lane 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

COMMUNICATIONS: CTAF 124.9 TOWER 121.3 GND CON 121.9 CLNC DEL 135.9

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 (LLOW) 209 MJ N42°51.85’ W71°31.73’ 060º 5.8 NM to fld. 234/15W.

ILS 109.95 I–MJE Rwy 06. Class I. LOM FITZY NDB.

ILS/DME 109.1 I–MNA Chan 28 Rwy 17. Class IE. DME also serves Rwy 35. DME unusable 10º right of course.

ILS/DME 109.1 I–MHT Chan 28 Rwy 35. Class IIIIE. 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’ NEW YORK

576 B NOTAM FILE BGR

RWY 02–20: H3505X50 (ASPH) S–B Rwy LGTS(NSTD)

RWY 02: P–line.

RWY 20: Trees.

SERVICE: S4 FUEL 100LL LGT ACTVT rotg bcn—CTAF. 5 clicks on, 3 clicks off. ACTVT non–std LIRL Rwy 02–20—CTAF. 5 clicks on, 3 clicks off. Rwy 02–20 non–std LIRL. lghts are 4 ft high. Lghtd only bnn dthr. vr spacing, 2890 ft of rwy lght. Wind indcr cont lgtd dusk–dawn.


AIRPORT MANAGER: 603-636-7310

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-8659.

MOUNT WASHINGTON RGNL (See WHITEFIELD on page 158)
NASHUA

BOIRE FLD (ASH)(KASH) 3 NW UTC–5(–4DT) N42°46.94´ W71°30.85´
200  B  NOTAM FILE ASH
RWY 14–32: H6000X100 (ASPH–GRVD)  S–62, D–80, 2S–102, 2D–133  HIRL
RWY 14: MALSR. PAPI(PAR)—GA 3.0º TCH 45´. Tree.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Thld dsplcd 350´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–6000  TODA–6000  ASDA–5650  LDA–5650
RWY 32: TORA–6000  TODA–6000  ASDA–6000  LDA–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 btn Twy D & Twy E clsd to acft with wingspan
gtr than 48 ft unless auzd by ATCT. Ldg fee for acft ovr 12,500 lbs, fee
per 1000 lbs.

AIRPORT MANAGER: 603-882-0661

WEATHER DATA SOURCES: AWOS–3PT 125.1 (603) 578–0473.
COMMUNICATIONS:
CTAF 133.2
ATIS 125.1

®

NEWFOUND VALLEY  (See BRISTOL on page 146)

NEWPORT

PARLIN FLD (2B3) 2 N UTC–5(–4DT) N43°23.22´ W72°11.26´
785  B  NOTAM FILE BGR
RWY 18–36: H3448X50 (ASPH)  S–12  LIRL  0.4% up N
RWY 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.

NOISE: Noise abatement procedures in effect. Avoid noise sensitive area

AIRPORT REMARKS: Attended irregularly. Wildlife on and invof arpt. Self svc
fuel avbl 24 hrs with credit card. Rwy 12–30 CLOSED Nov 15 to May
1. P–line marked with orange balls at arpt boundary 900´ from AER
30. Rwy 18, Mt 981´ MSL 2500´ from thld, 600´ R. Rwy 18–36
nstd for spacing. Rwy 18 end indicators nstd reflector bars.

AIRPORT MANAGER: 978-886-0854

COMMUNICATIONS: CTAF/UNICOM 122.8

®

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

RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.

LEBANON (L) DME 113.7  LEB Chan 84  N43°40.73´
W72°12.96´  176° 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 155)
NEW HAMPSHIRE

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

PLYMOUTH MUNI

N43°46.70’ W71º45.23’

NOTAM FILE BGR

RWY 12–30: 2347X90 (TURF)

RWY 12: Road.
RWY 30: Thld dsplcd 298’. Road.

AIRPORT REMARKS: Attended irregularly, call 603–536–5818. Wildlife on and inv of arpt. Ultralight and paraglider act on and inv of arpt. Rwy 12–30 strip soft in spring, not maintained in winter but open to ski craft. Please call ahead. Nmrs non–radio equipment act operating fm arpt. Hy pwrd prcht and wt shift ctct act only in R tfc 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 bgng at midfield then W for 700´.

AIRPORT MANAGER: 603-536-5818

WEATHER DATA SOURCES: AWOS–3

3 NW UTC–5 (–4DT)

COMMUNICATIONS: CTAF/UNICOM

PORTSMOUTH INTL AT PEASE

N43°04.68’ W70º49.40’

BTPA—See Remarks LRA Class I, ARFF Index B

NOTAM FILE PSM

RWY 16–34: H11322X150 (ASPH–CONC–GRVD) S–120, D–250,
2D–550, 2D/2D2–1120 PCN 82 F/A/W/T

RWY 16: MALSR. PAPI(P4L)—GA 3.0º TCH 72’. RVR–T Thld dsplcd 803’. Trees. Rgt tfc. 0.3% down.

RWY 34: MALSR. PAP(P4L)—GA 3.0º TCH 80’. RVR–T

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–11321 TODA–11321 ASDA–11321 LDA–10518
RWY 34: TORA–11321 TODA–11321 ASDA–11321 LDA–11321

SERVICE:

S4 FUEL 100LL, JET A, J8 OX 3, 4 JASU (A/M 32A–86)

FLUID PRESAIR De-Ice LHOX OIL 0–148 SOAP; RQR 48 HR processing time. TRAN ALERT Maint and parts support extremely ltd. No drag chute repack. Nml hr 1200–2100Z‡ Mon–Fri, exc hol.

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

AIRPORT REMARKS: Attended continuously. Birds on and inv of arpt. Turbulence AER 34 in strong cross winds. 200’ blast pad each rwy end. Rwy 34 is preferred when tail wind component is less than 5 kts. Rwy 16 is preferred for tbl btn 0300–1159Z‡, when tail wind component is 5 kts or less. All inbnd act with hazardous cargo info call tbl 60 NW 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. FBO 603–430–1111/1282 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 act should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700’ MSL. Littlebrook Airpark Ictd 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 fast 600’ conc–grooved. No 180º turns for acft over 12,500 lbs GWT on asph portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000’ intervals. Rwy 16–34 edge lghts are 24’ tail, 85’ from cntrln. Caution: Height group 1 WCH 54’. Index E ARFF capability avbl 24/7. 157 ARW is fully opr KC46 Base.

AIRPORT MANAGER: 603-433-6536

CONTINUED ON NEXT PAGE
NEW HAMPSHIRE

CONTINUED FROM PRECEDING PAGE

**COMMUNICATIONS:**
- **ATIS** 132.05 603–334–6070  **UNICOM** 122.95
- **BOSTON APP/DEP CON** 125.05
- **TOWER** 128.4  **GND CON** 120.95

**AIRSPACE:** CLASS D.

**RADIO AIDS TO NAVIGATION:**
- NOTAM FILE PSM.
- **PEASE (L) DME** 116.5  **PSM** Chan 112  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–PGQ** Rwy 16.  Class IA.
- **ILS** 110.1  **I–PSM** Rwy 34.  Class IB.
- **PAR**

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**ROCHESTER**

**SKYHAVEN** (DAW)(KDAW)  3 SE  UTC–5(–4DT)  N43°17.05′ W70º55.77′
- **322** B  **TPA**—1122(800)  NOTAM FILE DAW
- **RWY 15–33:** H4201X75 (ASPH)  S–30  **MIRL**  0.5% up SE
- **RWY 15:** REIL. Trees.
- **RWY 33:** ODALS. PAPI(P4L)—GA 3.0′ TCH 43′. Rgt tfc.

**SERVICE:**
- **FUEL** 100LL  **LGT** Bcn lctd 3000 ft NW of arpt. Actvt
- **ODALS** Rwy 33; **REIL** Rwy 15; **PAPI** Rwy 33; **MIRL** Rwy 15–33; wind cone lgt—CTAF.

**AIRPORT REMARKS:**

**AIRPORT MANAGER:** 603-433-6536

**WEATHER DATA SOURCES:** ASOS 135.275 (603) 332–7814.

**COMMUNICATIONS:**
- **CTAF/UNICOM** 122.7
- **BOSTON APP/DEP CON** 125.05

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**ROLLINS** N43°13.21′ W70º49.70′
- **ND** (MHW) 260  **ESG**  N43°13.21′
  W70º49.70′  **327º 5.9 NM to fld. 72/16W.**

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**SKYHAVEN** (See ROCHESTER on page 157)
**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 lgs OTS indef.


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

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

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

**MONTPLEIER (VL) (DH) VORW/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 conds not rglrly mnt. 100LL self svc avbl 24 hrs with credit card. Cold temperature airport. Altitude correction required at or below –29C. Rwy 28 trans line across apch 20:1+ and marked with day glow balls. Rising trn 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 una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

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

**MONTPLEIER (VL) (DH) VORW/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´
NEW JERSEY

AEROFLEX/ANDOVER (See ANDOVER on page 159)

ALEXANDRIA (See PITTSTOWN on page 175)

ANDOVER

AEROFLEX/ANDOVER (12N) 3 N UTC–5(–4DT) N41°00.52´ W74°44.28´

NEW YORK

L–33A, 34H

159

Rwy 03–21: H1981X50 (ASPH) MIRL

Rwy 03: Trees. Rgt tfc.

Rwy 21: Tree.

SERVICE: 54 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: 973-786-6350

WEATHER DATA SOURCES: ASOS (917) 786–7221

COMMUNICATIONS: CTAF/UNICOM 122.8

® NEW YORK APP/DEP CON 127.6

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40º59.75´ W74º52.14´ 094º 6.0 NM to fld. 920/11W.

DME unusable:

089º–099º within 12 NM blo 10,000´

210º–320º byd 30 NM blo 4,000´

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST

Rwy 04 13–31 3550

Rwy 13 04–22 3600

Rwy 31 04–22 5750

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 04: TORA–6144 TODA–6144 ASDA–6144 LDA–6144


Rwy 31: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

ARRESTING GEAR/SYSTEM

Rwy 13 BAK–14 BAK–12B (B) (1600) BAK–14 BAK–12B (B) (1600)

Rwy 31

SERVICE: S3 FUEL 100LL, JET A, A++ 0X 3 MILITARY—A-GEAR Avoid centerline lgt dur cable engagement to prevent tailhook bounce. FUEL A++ (MIL) (NC–100LL, A) OIL JOAP(Mil) TRAN ALERT Ltd maint and prk.


MILITARY REMARKS: ANG BASH Phase II in effect Apr thru Oct, ctc base ops on 261.0 or 140.7 for current BASH condition. PPR, ctc ANG base ops C609–485–6482. US Customs user fee arpt. Customs avbl Mon–Fri 1300–2200Z‡. Provide minimum 24 hr advance notice to arrange for Customs. All calls to Customs Mon–Fri 1300–2200Z‡, phone 609–484–1610. U.S. Customs fax 609–484–6156. Ldg fee.

CONTINUED ON NEXT PAGE

NE, 11 JUL 2024 to 5 SEP 2024
Continued from preceding page

Airport Manager: 609-645-7895
Weather Data Sources: ASOS (609) 272–9311

Communications: ATIS 125.725 (609–485–4444)

APP/DEP CON 134.25 (310°–129°) 124.6 (130°–309°)
Tower 120.3 GND CON 121.9 CLNC DEL 127.85

ANG OPS 140.7

Airspace: Class C svc ctc APP CON.

Radio Aids to Navigation: NOTAM FILE ACY.

(l) (l) VORTACW 117.15 ACY Chan 118(Y) N39°27.35’ W74°34.58’ at fl. 67/10W.
DME unusable: 290°–300° byd 10 NM blo 4,000’
VOR unusable: 301°–355° byd 35 NM blo 2,000’
TACAN AZIMUTH unusable:
290°–300° 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)


Belmar/Farmingdale

Monmouth Exec (BLM)(KBLM) 5 W UTC–5(–4DT) N40°11.21’ W74°07.47’

 RwY 14–32: H7345X85 (ASPH) MIRL(STD) 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 lghts after 0400Z call 732–751–0044. Rwy 14–32 nstd MIRLs; Rwy 32 thld lghts nstd.


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 N40°18.70’ W74°09.58’ 179° 7.7 NM to fl. 129/11W.

VOR portion unusable:
031°–179° byd 15 NM blo 6,000’
230°–240° byd 18 NM
241°–329° byd 15 NM blo 3,000’
351°–030° byd 30 NM blo 3,000’
Bdy 30 NM blo 6,000’

DME portion unusable:
230°–240° byd 18 NM

Robbinsville (h) (h) VORTACW 113.8 RBV Chan 85 N40°12.14’ W74°29.70’ 103° 17.1 NM to fl. 248/10W.

TACAN AZIMUTH unusable:
105°–115° byd 30 NM

DME unusable:
075°–115° byd 25 NM
150°–160° byd 30 NM blo 4,000’
BERLIN

PINE VALLEY (19N) 1 SW UTC-5(-4DT) N39°46.71’ W74°56.87’

150 B NOTAM FILE MIV

RWY 05–23: H3094X45 (ASPH) MIRL 0.3% up SW

RWY 05: REIL. PVASI(PSIR)—GA 4.0º TCH 23’. Thld dsplcd 740’. Trees.

RWY 23: REIL. PVASI(PSIR)—GA 4.0º TCH 40’. Thld dsplcd 239’. Trees.

SERVICE: S4 FUEL JET A LGT Rwy 05 VGSI OTS indef. Rwy 23 VGSI OTS indef. Actvt REIL Rwy 05–23; MIRL Rwy 05–23; CTAF. Actvt rotg bcn—CTAF.


AIRPORT MANAGER: 856-767-1233

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION:

CEDAR LAKE (L) (L) VORW/DME 115.2 VCN Chan 99 N39º32.26’ W74º58.03’ 014º 14.5 NM to fld. 120/10W.

BLAIRSTOWN (1N7) 2 SW UTC-5(-4DT) N40º58.27’ W74º59.85’

372 B NOTAM FILE MIV

RWY 07–25: H3112X70 (ASPH) MIRL

RWY 07: Thld dsplcd 318’. Trees.


SERVICE: S4 FUEL 100LL OX 2 LGT Actvt MIRL Rwy 07–25 CTAF.


AIRPORT MANAGER: 908-362-8965

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION:

STILLWATER (L) (L) VORW/DME 109.6 STW Chan 33 N40º59.75’ W74º52.14’ 267º 6.0 NM to fld. 920/11W.

DME unusable: 089º–099º within 12 NM blo 10,000’ 210º–320º byd 30 NM blo 4,000’

BRIDGETON

BUCKS (00N) 3 NE UTC-5(-4DT) N39º28.42’ W75º11.07’

108 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

BUCKS (See BRIDGETON on page 161)

Caldwell

Essex Co (CDW/KCDW) 2 N UTC-5 (–4DT) N40°52.51′ W74°16.88′

172 B TPA—See Remarks NOTAM FILE CDW


RWY 04: Thld dsplcd 375′. Tree.


RWY 10–28: H3719X75 (ASPH) S–30 MIRL

RWY 10: Thld dsplcd 344′. Tree.


Service: S4 FUEL 100LL, JET A OX 4 LGT When ATCT clsd, PAPI

RWY 22, HIRL 04–22; MIRL Rwy 10–28 opr consly. HIRL Rwy 04–22; MIRL 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 acft only. TPA for large and turbojet acft 1699(1527), light acft 1199(1027). Fixed wing VFR actp dep: Rwy 04–fly rwy hdg for 1 mi, then turn crosswind if remaining in the tfc pat. If departing the tfc pat, cont on rwy hdg til reaching tfc pat alt. Fixed wing VFR actp dep: Rwy 10–fly rwy hdg 080º 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 rwy hdg 080º deg til reaching tfc pat alt. Fixed wing VFR actp dep: Rwy 22 fly rwy hdg til reaching 900 ft MSL then turn crosswind if remaining in the tfc pat. If departing the tfc pat, cont on rwy hdg til reaching tfc pat alt. Fixed wing VFR actp dep: Rwy 28 fly rwy hdg for 1 mi then turn crosswind if remaining in the tfc pat. If departing the tfc pat, cont on rwy hdg til reaching tfc pat alt. 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 Twp N at AER 28 shd be conducted to lmt efct to acft parked on RN Ramp. Ldg fee for all tran acft.

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.

Radio Aids to Navigation: NOTAM FILE TEB.

Teterboro (T) (D) VOR/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.73′ 290º 10.1 NM to fld. 8/11W.

DME unusable: 060º–080º byd 22 NM blo 2,500′ 081º–120º blo 4,000′ 121º–180º blo 3,000′ 236º–246º

VOR unusable: 081º–120º blo 4,000′ 121º–180º blo 3,000′ 236º–246º


Comm/Nav/Weather Remarks: Emerg frequency 121.5 not avbl at twr.

CAPE MAY CO (See WILDWOOD on page 184)
NEW JERSEY

CEDAR LAKE  N39°32.26′ W74°58.03′  NOTAM FILE MIV.
(L) (L) VOR/DME 115.2′ VCN  Chan 99  267° 3.8 NM to Kroeling. 120/10W.

CENTRAL JERSEY RGNL  (See MANVILLE on page 168)

COLTS NECK  N40°18.70′ W74°09.58′  NOTAM FILE MIV.
(L) (L) VOR/DME 115.4′ COL  Chan 101  179° 7.7 NM to Monmouth Exec. 129/11W.

COYLE  N39°49.04′ W74°25.90′  NOTAM FILE MIV.
(H) (H) VORTACW 113.4′ CYN  Chan 81  054° 9.1 NM to Ocean Co. 203/10W.

CROSS KEYS  (17N) 1 S UTC–5(–4DT)  N39°42.33′ W75°01.98′
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
LIR. lgt spacing NSTD.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended
Thanksgiving, Christmas, New Year’s Day and Easter. Parachute
Jumping. Due to parachute drop zone on north side of arpt, all tlc is to
remain south of Rwy 09–27. Deer and birds on and invof 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.

EAGLES NEST  (See WEST CREEK on page 183)

ESSEX CO  (See CALDWELL on page 162)

FLYING W  (See LUMBERTON on page 167)

GREENWOOD LAKE  (See WEST MILFORD on page 183)
NEW JERSEY

HACKETTSTOWN (N85)  3 SW  UTC–5(–4DT)  N40°49.21′ W74°51.31′
670  NOTAM FILE MIV
RWY 05–23: H2200X50 (ASPH)  S–5
RWY 05: Tree.
RWY 23: Tree.
SERVICE: S2  FUEL  100LL
AIRPORT REMARKS: Attended 1300–2300Z. Deer and birds on and invof 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)  N39°40.05′ W74°45.46′
65  B  NOTAM FILE MIV
RWY 03–21: H3601X75 (ASPH)  S–12  MIRL
RWY 03: REIL. PAP(P2L)—GA 3.5º TCH 25′. Trees.
RWY 21: REIL. PAP(P2L)—GA 3.25º TCH 20′. Trees.
SERVICE: S4  FUEL  100LL, JET A
LGT ACTIVATE REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—123.5. VGSI continuous.
AIRPORT MANAGER: (609) 567-4300
WEATHER DATA SOURCES: AWOS–AV 122.7.
COMMUNICATIONS: CTAF/UNICOM 122.7
ATLANTIC CITY APP/DEP CON 134.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE  (L)  (L) VOR/W/DME 115.2  VCN Chan 99  N39°32.26′ W74°58.03′  061º 12.4 NM to fld. 120/10W.
COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks wx adzy. GOO avbl on freq 121.725.

JOBSTOWN

REDWING (2N6)  1 S  UTC–5(–4DT)  N40°01.63′ W74°41.45′
78  NOTAM FILE MIV
RWY 06–24: 1830X50 (TURF)
RWY 06: Trees.
RWY 24: Road.
RWY 11–29: 1590X70 (TURF)  RWY LGTS(NSTD)  0.3% up E
RWY 29: Tree.
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 168)

KROELINGER (See VINELAND on page 182)
LAKEHURST MAXFIELD FLD (NEL/KNEL) N (A) 3 W UTC–5(–4DT) N40º02.15’ W74º21.08’

NEW YORK
H–10I, 12I, L–34G
DIAP, AD

101 B LRA NOTAM FILE MIV Not insp.

RWY 06–24: H5002X150 (ASPH) PCN 21 F/A/W/T HIRL

RWY 24: MALSR, PAPI(PAL)—GA 3.0º TCH 52’. Rgt tcf.

RWY 15–33: H5001X150 (ASPH) PCN 13 F/B/W/T

RWY 15: Rgt tcf.

RWY 063–243: H3500X90 (CONC) PCN 54 R/B/W/T

SERVICE: MILITARY— LST Rdg bcn 110 deg 2 NM fm arpt. PCL–127.775, key 3 times for LIRL, 5 times for MIIRL, 7 times for HIRL. MALSR are on same key code. ACTVT Rwy 06–24 PCL on 127.775 when oper IAW UAO MOU. FUEL A++ (Mil) Avbl 1230–2330Z‡.

TRANALERT Svc avbl 1230–2330Z‡ Mon–Fri. Advs prk Navy or Army line.

MILITARY REMARKS: Opr 1300–0100Z‡ Mon–Fri. Ext hr 0100–0500Z‡ Mon–Thu for scheduled C–17 and C–130 Assault Landing Zone (ALZ) NGT Vision Device (NVD) and Icl NJ ANG/USMC ops only. ALZ extended HRS for scheduled ACFT only. ALZ must be scheduled by the FLT crew at least 1 duty day prior to MSN execution. CLOSED Sat, Sun and federal holidays, except for scheduled UTA trng. No acct opr will be apv outside these hrs w 48 hr PPR. Wx observer only (ASOS avbl). First 150’ of Rwy 06–24 conc, remaining 4700 asphalt. 180 deg turns restricted TI conc portions of rwys only. Rwy 06–24 has 150’ W x 180´ L conc pads instld at the thld for C–17 opr. 12000 ft test fac rwy 2 NM W clsd to tsnt tcf without PPR and previous fac brief. RWY 15–33 clsd to tran acft. 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 sked acct arr. RSTD PPR for all tran acft DSN 624–2758/4147, C732–323–2758/4174. Instrument apch not avbl during tethered Aerostat ops 3400’ and blo (VMC only). CAUTION Bird and wildlife haz. Ancpct concentration of wtr fowl seagulls and sml birds blw 3000 ft. Epic twr coms are strictly advsy in nature. Info provided does not constitute ATC instr. Dur BASH Phase II, one–time dep/arr authd +/- 1 hr SR/SS under real–time BWC. Real–time BWC can only be determined when the field conditions are at least 3000ft/5 statute miles and if Tower can visually confirm a BWC less than SEVERE. Takeoffs and landings are not authorized unless approved by 305 OG/CC for 305 AMW, 514 AMW, and USAF transient aircraft or Operations Group Commander service equivalent for tenant units. Alfa alert acft are exempt from this requirement. Coord wvrs thru Comd Post. Helo pad Spot 2 not illuminated, Hanger 5 and Hanger 6 SE of helo Spot 2 obst lghts inop, A/D wind cones obst lghts inop Rwys 06 and Rwy 15–15. No VFR signs at int of Rwys 15–33 and Rwy 06–24. No airfield signs at Helo Spots 1/2/3. Aircrew are required to flw taxi fr twr AATM. Nmrs horizontal cracks 5 in wide and 5 in deep starting 50 ft either side fm rwy edge in board. TFC PAT Rgt tcf Rwy 15 and Rwy 24.

AIRPORT MANAGER: 609-754-2714

COMMUNICATIONS: SFA ATIS 276.525

® MC GUIRE APP/DEP CON 126.475 363.8

TOWER 127.775 360.2 340.2 1300–1700Z‡ Mon–Wed, 1300–0100Z‡ Thu–Fri. GND CON 118.375 307.375

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Mc Guire Apch at 609-754-2767.

AIRSPACE: CLASS D svc 1300–1700Z‡ Mon–Wed, 1300–0100Z‡ Thu–Fri; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

NDB (MIW) 396 NEL N40º02.69’ W74º20.13’ at fld. 75/11W. unmonitored 2400–1200Z‡ Mon–Fri, h24 Sat, Sun and federal hol. NEL NDB monitor location: NEL ATCT

(T) TACAN Chan 55 NEL (111.8) N40º02.22’ W74º21.19’ at fld. 87/11W. TACAN unmonitored when field clsd.

ROBBINSVILLE (H) (H) VORTACW 113.8 RBV Chan 85 N40º12.14’ W74º29.70’ 156º 12.0 NM to fld. 248/10W. TACAN AZIMUTH unusable:

VOR portion unusable:

105º–115º byd 30 NM

DME unusable:

075º–115º byd 25 NM

130º–160º byd 30 NM blo 4,000’

COLTS NECK (L) (L) VOR/DME 115.4 COL Chan 101 N40º18.70’ W74º09.58’ 219º 18.7 NM to fld. 129/11W. VOR portion unusable:

031º–179º byd 15 NM 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
NEW JERSEY

LAKEWOOD (N12) 3 SE UTC-5(–4DT) N40º04.01′ W74º10.65′

SERVICE: S4 FUEL 100LL LGT ACTVT PAPI Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF.


AIRPORT MANAGER: 732-363-6400

WEATHER DATA SOURCES: AWOS–AV 122.8 (732) 363–6471.

COMMUNICATIONS: CTAF/UNICOM 122.8

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–054º blo 3,800′

LINCOLN PARK (N87) 2 N UTC-5(–4DT) N40º56.86′ W74º18.87′

SERVICE: S4 FUEL 100LL, JET A


AIRPORT MANAGER: 973-628-7166

COMMUNICATIONS: CTAF/UNICOM 122.8

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

NE, 11 JUL 2024 to 5 SEP 2024
LINDEN  (LDJ)(KLDJ)  1 SE  UTC–5(–4DT)  N40°37.05′ W74°14.68′

22  B  TPA—See Remarks  NOTAM FILE MIV

RWY 09–27:  H4140X100 (ASPH)  S=–31.5, D=–42  MIRL
RWY 09:  REIL. VASI(V2R)—GA 3.8º TCH 60′. Thld dsplcd 462′. Pole.
RWY 27:  REIL. VASI(V2L)—GA 3.5º TCH 40′. Thld dsplcd 541′. Antenna.

SERVICE:  S2  FUEL  100LL, JET A  LGT Actvt MIRL Rwy 09–27; VASI Rwy 09 and 27; and REIL Rwys 09 and 27—CTAF.
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 assignd acft, all others ctc arpt manager 908–862–8800 for PPR. TPA—800´ MSL, Rwy 09 enter tfc upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800´. Rwy 09 VASI is baffled to cut off the lgt beam at 6º each side of rwy centerline extended, total usable width is 12º. Rwy 09–27 rwy shoulder markings nstd. Ldg fee.

AIRPORT MANAGER:  908-862-5557

WEATHER DATA SOURCES:  AWOS–3

COMMUNICATIONS:  CTA/UNICOM 128.55

®  NEW YORK APP CON 128.55
Clncl Del provided on frequency 127.25 by Newark twr, or ctc New York Apch at 800–645–3206.

LITTLE FERRY SPB  (2N7)  1 E  UTC–5(–4DT)  N40°51.01′ W74°01.98′

00  TPA—500(500)  NOTAM FILE MIV

WATERWAY 01W–19W:  5500X150 (WATER)

WATERWAY 01W:  Tower.
WATERWAY 15W:  Bridge. Rgt tfc.

SEAPLANE REMARKS:  Unattended. Dalgt use only. Ldg area usbl but dckg area and lnd side aces unsafe. Do not use dckg area til reinspected.

AIRPORT MANAGER:  201-264-6728

COMMUNICATIONS:  CTA/UNICOM 122.8


LUMBERTON

FLYING W  (N14)  1 SW  UTC–5(–4DT)  N39°56.06′ W74°48.43′

49  B  NOTAM FILE MIV

RWY 01–19:  H3496X75 (ASPH)  MIRL  0.4% up N
RWY 01:  REIL. PAPI(P2L)—GA 3.5º TCH 26′. Trees. Rgt tfc.
RWY 19:  REIL. PAPI(P2L)—GA 3.2º TCH 22′.

SERVICE:  S2  FUEL  100LL, JET A  LGT ACTIVATE MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF. Rwy 01–19 REILS inop.


AIRPORT MANAGER:  609-267-7673

COMMUNICATIONS:  CTA/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  N40°12.14′ W74°29.70′ 232° 21.6 NM to fld. 248/10W.

TACAN AZIMUTH unusable:
105°–115° byd 30 NM
DME unusable:
075°–115° byd 25 NM
130°–160° byd 30 NM blo 4,000’
**MANVILLE**

**CENTRAL JERSEY RGNL (47N)** 1 S UTC–(4DT) N40°31.47’ W74°35.90’

**RWY 07–25:** H3507X50 (ASPH) S–30 UIRL 0.6% up SW

**RWY 07:** PAPI(P2L)—GA 3.4º TCH 36’. Thld dspcld 580’. Railroad.

**RWY 25:** PAPI(P2L)—GA 3.3º TCH 40’. Thld dspcld 262’. Trees.

**SERVICE:** S4 FUEL 100LL

**AIRCRAFT NOTAM FILE:** MIV

**RWY 07–25:** H3507X50 (ASPH) S–30 UIRL 0.6% up SW

**NW 30’ LIRL 0.6% up SW**

**AIRPORT REMARKS:** Attended 1300Z–dusk except for Christmas and New Year. Deer and birds on and in and of arpt. Banner tow ops SW Rwy 07.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

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

**YARDLEY (L) (L) VOR/DME 108.2 ARD Chan 19 N40º15.20’ W74º54.46’ 051º 21.6 NM to fld. 294/10W.

**MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)(KWRI) AF (A ANG) 2 SE UTC–(4DT) N40º00.94’ W74º35.50’**

**RWY 06–24:** H10014X150 (ASPH–CONC–GRVD) PCN 40 FA/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 tfe.

**RWY 18–36:** H7126X150 (CONC) PCN 45 FA/W/T HIRL

**RWY 18:** REIL. PAPI(P4L)—GA 3.0º TCH 68’. RVR–TR Rgt tfe.

**RWY 24:** REIL. PAPI(P4L)—GA 3.0º TCH 46’. RVR–TR

**SERVICE:** S4 FUEL 1, 2 MILITARY—JASU (C–26) (MD–3) 6(MA–1A) 1(MA–1) FUEL A++ FLUID SP PRESAIR LHOX LOX (C–5, KC–10, 747 de–icing ltd to wg only. 3 hr PN qr). OIL O–128–133–148–156 TRAN ALERT Svc avbl H24 dly.

**MILITARY REMARKS:** CAUTION Rwy 18–36 only has 200 ft paved asphalt non–grooved overrun, remainder of rwy not grooved.

Nstd mrk on victor row for alert MSN, X–RAY Row (PRIM), and Rome Row (ALTN) for combat off load ops. Extv non–ctl VFR act within 20 NM of aprt. Rwy 18–36 spot ldg zone markings mid–fld. Use extreme caution for exv UAS ops invof R–5001. ASA ramp opr 1230–2130Z† wknd hr by prior apvl. Fac ltd on SW side of afl. 72 hr PPR for Army ramp and ldg all lnMr on Ft Dix reservation DSN 562–3451, cell 609–649–3743. Tran acft ctc Army Ops prior to ldg.

**TFC PAT** TPA for copter 600(459), Lgt acft 800(659), Rectangular 1600(1459), Overhead 2100(1959). Rgt tfe Rwy 24 and Rwy 18. **MISC** All classified material must be stored at the JB Comd Post DSN 650–3935/3936. Afld mgmt has no classified storage capabilities. Rwy condition codes (RWWCC) unavailable. All tran acft rqr PPR. Req apvl thru afld mgmt ops DSN 650–2714, 609–754–3936, 609–649–3743. Tran acft must coordinate with airfield mgmt at time of PPR req. Coord waivers thru Comd Post. Tran acft rqr cust must coord with airfield mgmt at time of PPR req. RWY First 431’ Rwy 36 conc remaining 6695’ asph. Rwy 06–24 run under avbl for dep. 180 deg turns rstd to conc portions of rwy only. First 1000’ of Rwy 06 and Rwy 24 are grvd con, remainder of rwy grvd asph. Rwy 06–24 has hardened and non–grvd ovns.
NEW JERSEY
CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA PTI 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 arpt. If 237.15 is inop, use 134.1 (call Brickyard)

108 ANG COMD POST 251.2 321.0 (call Torch Ctl) DSN 650–2127


ARMY OPS 36.3 FT DIX RNG 34.0 41.0 RANGE CTL 34.3

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE WRI.

(L) VORTACW 110.6 GXU Chan 43 N40º00.57´ W74º35.79´ at fld. 119/12W.

VOR unusable:
165º–265º byd 15 NM
165º–265º byd 8 NM blo 2,000´
266º–269º
270º–285º byd 15 NM
286º–330º byd 35 NM blo 3,000´
355º–060º byd 20 NM

TACAN AZIMUTH unusable:
165º–285º byd 12 NM blo 2,000´
165º–285º byd 15 NM
355º–060º byd 20 NM

VOR & TACAN No NOTAM MP 1100–1300Z‡ Mon and thr

DME unusable:
165º–285º byd 12 NM blo 2,000´
165º–285º byd 15 NM
355º–060º byd 20 NM

ILS 110.1 I–WRI Rwy 06. Class IID. PAR – Apch dly fr 1100–0300Z‡ contingent upon PAR controller avbl and/or deployed status of mobile PAR, 108 Ang Comd Post – 303.0 remarks: (call Torch Control) DSN 650–2127.

ILS/Radar–Radar: between 0300–1100Z‡, PAR avbl for full stop ldg only when wx is blw TACAN min. No NOTAM MP: 1100–1300Z‡ Tue, Wed, Fri.


COMM/NAV/WEATHER REMARKS: See Terminal FLIP for radar minima. Radar no NOTAM MP Mon–Thur 0930–1130Z‡, Fri 0730–1130Z‡, Sat 1100–1500Z‡.
NEW JERSEY

MILLVILLE MUNI (MIV)(KMIV) 3 SW UTC–5(–4DT) N39º22.07´ W75º04.33´

85 B NOTAM FILE MIV


RWY 28: PAPI(P4L)—GA 3.0º TCH 29’.


RWY 14: PAPI(P4L)—GA 3.0º TCH 48’. Trees.

RWY 32: PAPI(P4L)—GA 3.0º TCH 39’. Trees.

SERVICE: S8 FUEL 100LL, JET A LGT ACTIVATE MALS Rwy 10; MIRL Rwy 10–28 and Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended 1300–2100Z‡. Birds on and inv of arpt. PAEW within all rwy and twy safety areas daily May–Oct. All ultralight acft, glider ops and formation flts 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 gtr than 48’ north of Twy A. Fence line 44’ north of Twy G cntrln, north of Twy A. Rwy 10 calm wind rwy.

AIRPORT MANAGER: 856-825-1244

WEATHER DATA SOURCES: ASOS 119.6 (856) 327–3455.

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.2 (MILLVILLE RADIO)

ATLANTIC CITY APP/DEP CON 124.6

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Atlantic City Approach at 609-485-6193.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) (L) VOR/DME 115.2 VCN Chan 99 N39º32.26´ W74º58.03´ 216º 11.3 NM to fld. 120/10W.

RAINBOW NDB ( HW ) 363 RNB N39º25.09´ W75º08.10´ 147º 4.2 NM to fld. 92/11W.

ILS 110.9 I–MIV Rwy 10. Class IA. Unmonitored. Autopilot cpd apch NA blw 300 MSL.

MONMOUTH EXEC (See BELMAR/FARMINGDALE on page 160)

WASHINGTON

H–10I, 12J, L–34G, A IAP
NEW JERSEY

MORRISTOWN MUNI (MMU)(KMMU) (A) 3 E UTC–5(–4DT) N40°47.96′ W74°24.89′

187  B TPA—See Remarks NOTAM FILE MMU

PCN 25 F/C/X/T HIRL
RWY 05: REIL. Trees.
RWY 23: MALSR.
RWY 13–31: H3997X150 (ASPH–GRVD) S–30 PCN 11 F/C/X/T MIRL
RWY 13: Trees.
RWY 31: REIL. PAPI(P2L)—GA 3.5º TCH 39′. Trees.

SERVICE:
FUEL 100LL, JET A, A+, OX 1, 2, 3, 4 LGT Dusk–Dawn;
ACTVT HIRL Rwy 05–23, MIRL Rwy 13–31, REIL Rwy 05 and 31,
MALSR Rwy 23, and PAPI Rwy 31—CTAF. MILITARY—FUEL
(NC–100LL, A+)

NOISE: Noise abatement procedures in effect, ctc Noise Abatement Office
973–538–3366 extension 122. All arrival/departure actf follow
manufacturers recommended procedures for quiet ops and minimum
noise. Voluntary noise abatement proc include avoiding TGL ops on
Rwy 13–31.

AIRPORT REMARKS: Attended 1145–0330Z‡. Birds and deer on and invof
arp. When twr clsd all actf and vehicles must state intentions on CTAF
before ops on any rwy. ARFF svc avbl 24 hrs daily. For ARFF svc when
twr clsd ctc ARFF station—CTAF or 973–455–1953. Inbound tfc
request FBO svcvs, instructions, and ramp advisories 30 min prior to
arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy J. No TGL on Rwy 13–31 unless the
crosswind vcty for Rwy 05–23 exceeds 10 kts. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for
Rwy 05–23 exceeds 16 kts. TPA—1200(1013) lgt actf, 1700(1513) heavy actf. Actf carrying explosive cargo PPR before
ldg, call 973–538–6400. Helicopter ops over residential areas blo 1000′ MSL should be avoided. Route 80 visual aprch
preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low acpts or
touch and go ldgs. TaxiLne K of FBO ramp, no hel or actf with a wingspan gt than 50 ft. US Customs avbl Mon–Fri
1300–2100Z‡, between 2101–1259Z‡ and weekends 973–267–0302 for appointment. Morristown customs
association fees apply, ctc arpt manager 973–538–6400 for details. Stage I departure fee 0400–1145Z‡. Ldg fee. User
fee arpt. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 973-538-6400

WEATHER DATA SOURCES: AWOS–3 (973) 290–0135 LAWRS.

COMMUNICATIONS: CTAF 118.1 ATIS 124.25

® NEW YORK APP CON 127.6
TOWER 118.1 (1145–0330Z‡) GND CON 134.2 CLNC DEL 128.6
® NEW YORK DEP CON 119.2

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

AIRSPACE: CLASS D svc 1145–0330Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) (T) VORW/DME 108.4  TEB  Chan 21 N40°50.92′ W74°03.73′ 271° 16.3 NM to fld. 8/11W.

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′.
NEW JERSEY MOUNT HOLLY

SOUTH JERSEY RGNL (VAY)(KVAY)

W3 B TPA—853(800) NOTAM FILE VAY

RWY 08–26: H3881X50 (ASPH) S–30 MIRL

RWY 08: REIL. PAP(P2R)—GA 3.25º TCH 45´. Tree.

RWY 26: REIL. PAP(P2R)—GA 3.0º TCH 40´. Tree. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—123.3.


AIRPORT MANAGER: 609-267-3131

WEATHER DATA SOURCES: ASOS 119.325 (609) 267–1176.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MC GUIRE APP/DEP CON 126.475

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’

NEWARK LIBERTY INTL (EWR)(KEWR)

NEW YORK COPTER

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 Q4–22L 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–11000 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.


CONTINUED ON NEXT PAGE
AIRPORT REMARKS: Special Air Traffic Rules—Part 93. Attended continuously. Flocks of birds on and in the area. Para-sail and banner towing ops 1000’ and below in upper and lower New York bays including Rockaway Inlet indef. High volume of low level helicopter traffic arriving and departing Helo Kearny Heliport (65NJ) located 3.5 miles northeast of the airport. 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/L in use, actf prkg at Trml A can exped to enter ramp via Twy A8, unless adzd by ATC. When Rwy 022L/R in use, actf prkg at Trml A can exped to enter ramp via Twy A10 or A12, unless adzd by ATC. Twy Z between Twy Z2 and Twy Z4 cld to actf with wingspans in excess of 171’. ADG IV actf restriction from passing Twy Z3 on Twy Z. Twy Z east of Twy U actf speed restriction of 17kts/20mph max for all actf with wingspans in excess of 171’. All bws surrounding “Ballpark” parking area (Twy Y btn Twy S and Twy U, Twy S btn Twy Y and Twy K, Twy K btn Twy S and Twy B, Twy B btn Twy K and Twy U and Twy U btn Twy B and Twy Y) actf speed restriction of 17kts/20mph for all actf with wingspans in excess of 171’. Twy EE btn Rwy 04R–22L and Rwy 11–29 cld to actf with wingspans in excess of 171’. Twy Y btn RM and Twy U, speed restriction of 17 kts (20 mph). Twy A btn Twy AA and ramp cld to actf with wingspans in excess of 171 ft. Twy S btn Twy B cld to actf with wingspans in excess of 118’. Twy Y btn RM and Twy U, speed restriction of 17 kts (20 mph). Twy A btn Twy AA and ramp cld to actf with wingspans in excess of 118’ prohibited from turning S on Twy R from Twy B1. GA/intrnt ldg fees payable by major credit cards only. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 973-961-6161

WEATHER DATA SOURCES: ASOS (973) 621–2892 LLWAS, TDWR.

COMMUNICATIONS: D–ATIS ARR 115.7 D–ATIS SOUTH ARR 113.825 (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)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

COMM/NAV/WEATHER REMARKS: Durg ATC zero events; arpt ops will mnt 118.3 and provide emerg notifications to ARFF.

HELIPAD H1: H54X54 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 perimeter lgts. Brewster pad; H1 located on Twy Z5. Ops limits are D65.
OCEAN CITY MUNI  (26N)  2 SW  UTC–5(–4DT)  N39°15.81´ W74°36.45´
6  NOTAM FILE MIV
RWY 06–24:  H2972X60 (ASPH)  S–12.5  MIRL
   RWY 06:  PAPI(P2R)—GA 3.5º TCH 36´.
   RWY 24:  PAPI(P2L)—GA 3.5º TCH 37´. Tree. Rgt tfc.
SERVICE:  FUEL  100LL  LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS:  Attended Jun–Sep 1300–2300Z‡, winter 1300–2100Z†.
   Birds on and invof arpt.
AIRPORT MANAGER:  (609) 525-9222
COMMUNICATIONS: CTAF/UNICOM 122.7
® ATLANTIC CITY APP/DEP CON 124.6
CLNC DEL 133.6
RADIO AIDS TO NAVIGATION:  NOTAM FILE ACY.
   ATLANTIC CITY  (L) (L) VORTACW 117.15  ACY  Chan 118(Y)
      N39°27.35´ W74°34.58´  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) VORW/DME 115.2  VCN  Chan 99  N39°32.26´ W74°58.03´
      144º 23.5 NM to fld. 120/10W.  NOTAM FILE MIV.

OCEAN CO  (See TOMS RIVER on page 181)

OLD BRIDGE  (3N6)  5 S  UTC–5(–4DT)  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 invof arpt. No touch and go. Drag strip park and trees E/W of arpt and invof apch end Rwy 06–24. Twys fair cond, 2” cracks, 2 to 3” deep, near twy hold short lines. Twy sfcs uneven. All twy mkgs faded. Ldg fee.
AIRPORT MANAGER:  732-718-0444
COMMUNICATIONS: CTAF/UNICOM 123.075
® MG GUINE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE:  For CD use GCO 121.725, if unable ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.
   ROBBINSVILLE  (H) (H) VORTACW 113.8  RBV  Chan 85  N40°12.14´ W74°29.70´
   TACAN AZIMUTH unusable:
   105º–115º byd 30 NM
   DME unusable:
   075º–115º byd 25 NM
   130º–160º byd 30 NM blo 4,000´
PITTS TOWN

ALEXANDRIA (N85) 2 W UTC–5(–4DT) N40°35.25´ W75°01.17´

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 UNSBL 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 N40°34.98´ W74°44.51´ 281º 12.7 NM to fld. 189/10W.

DME unusable:

167º–040º byd 34 NM

VOR unusable:

247º–255º byd 40 NM blo 2,200´

247º–255º byd 48 NM

256º–051º byd 40 NM

SKY MANOR (N40) 2 SW UTC–5(–4DT) N40°33.95´ W74°58.76´

560 NOTAM FILE MIV

RWY 07–25: H2900X50 (ASPH) MIRL 0.3% up NE

RWY 07: REIL. PAPI(P2L)—GA 4.0º TCH 31´. Trees.

RWY 25: REIL. PAPI(P2L)—GA 4.0º TCH 29´. P–line.


NOISE: Rwy 07 noise abatement procedures VFR dep fly rwy heading until reaching at least 1,300 ft MSL. Rwy 25 noise abatement procedures VFR dep safety premitting at dep end of rwy turn right fly heading 270 until reaching at least 1,300 ft MSL. Avoid overflight of horse farm (stables) 500´ north of acft hangars.


AIRPORT MANAGER: 908-996-4200

WEATHER DATA SOURCES: AWOS–3 121.725.

COMMUNICATIONS: CTAF/UNICOM 122.975

© ALLENTOWN APP/DEP CON 124.45 (Above 3000´) 119.65 (3000´ and blo)

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (VL) 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

NE, 11 JUL 2024 to 5 SEP 2024
PRINCETON (39N) 3 N UTC–5(–4DT) N40°23.95’ W74°39.54’

128 B NOTAM FILE MIV

RWY 10–28: H3499X75 (ASPH) S–15 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.45° TCH 42’. Tree.


SERVICE: S4 FUEL 100LL, JET A LGT Actvt MIRL Rwy 10–28 and REIL Rwy 10—123.05.


AIRPORT MANAGER: 609-921-3100

COMMUNICATIONS: CTAF/UNICOM 122.725

NOTAM FILE IPT.

NEW YORK APP/DEP CON 132.8

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

RADIO AIDS TO NAVIGATION: YARDLEY (L) (L) VOR/DME 108.2 ARD Chan 19 N40°15.20’ W74°54.46’ 062° 14.4 NM to fld. 294/10W.

VOR unusable: 020°–040° 195°–225° byd 25 NM bld 5,000’

250°–265° bld 3,500’

266°–280° byd 20 NM bld 5,000’

281°–300° byd 14 NM bld 6,000’

DME unusable: 225°–275° byd 25 NM bld 5,000’

READINGTON

SOLBERG/HUNTERDON (N51) 1 NW UTC–5(–4DT) N40°34.97’ W74°44.20’

190 NOTAM FILE MIV

RWY 04–22: H5598X50 (ASPH–TURF) MIRL 0.5% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 41’. Thld dsplcd 544’.


RWY 13–31: 3444X200 (TURF) 1.0% up NW

RWY 13: Tree.

RWY 31: Trees.

RWY 10–28: 2010X100 (TURF) 0.4% up W

RWY 10: Trees.

SERVICE: S4 FUEL 100LL, JET A OX LGT ACTVT REIL Rwy 04 and Rwy 22, MIRL Rwy 04–22—CTAF. PAPI Rwy 04 and Rwy 22 opr consly. Rwy 04–22 MIRL on paved 3735’ x 50’ portion of rwy.


AIRPORT MANAGER: 908-534-4000

CONTINUED ON NEXT PAGE
ROBBINSVILLE

TRENTON–ROBBINSVILLE

118 B NOTAM FILE MIV

RWY 11–29: H4275X75 (ASPH) S–25 MIRL


RWY 29: PAPI(P2L)—GA 4.0º TCH 29’’. Thld dspclcd 300’. Trees. Rgt tfc.

SERVICE: S4 FUEL 100LL LGT Actvt MIRL Rwy 11–29—123.3.

NOISE: VFR departure Rwy 11 avoid overflt of Sharon Elementary School 0.75 NM northeast. VFR departure Rwy 29, for noise abatement climb straight ahead until reaching 700’ AGL before turning.


AIRPORT MANAGER: 609-259-1059

COMMUNICATIONS: CTAF/UNICOM 123.0

MC GUIRE APP/DEP CON 126.475

CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) (H) VORTACW 113.8 RBV Chan 85 N40°12.14’’ W74°29.70’’ 288º 5.0 NM to fld. 248/10W.

TACAN AZIMUTH unusable:

105º–115º byd 30 NM

DME unusable:

075º–115º byd 25 NM

130º–160º byd 30 NM blo 4,000’

COMM/NAV/WEATHER REMARKS: FAR PART 135 wx svc avbl.
SEA ISLE  N39°05.73’  W74°48.02’  NOTAM FILE MIV.  
(RH) (H) VORTAC 114.8  SIE  Chan 95  233° 7.3 NM to Cape May Co. 8/9W.  
VOR unusable:  
060°–110° byd 20 NM blo 3,900’  
260°–270° byd 40 NM blo 7,000’  
260°–270° byd 56 NM  
269°–279° byd 36 NM blo 3,000’  
295°–300° byd 40 NM  
310°–045° byd 40 NM  
DME unusable:  
065°–110°  
238°–048° byd 34 NM blo 1,800’  
TACAN AZIMUTH unusable:  
065°–110°  
RCO  122.1R 114.8T (MILLVILLE RADIO)  

SKY MANOR  (See PITTSTOWN on page 175)  

SOLBERG/HUNTERDON  (See READINGTON on page 176)  

SOLBERG  N40°34.98’  W74°44.51’  NOTAM FILE MIV.  
(VL) (L) VOR/DME 112.9  SBJ  Chan 76  at Solberg/Hunterdon. 189/10W.  
DME unusable:  
167°–040° byd 34 NM  
VOR unusable:  
247°–255° byd 40 NM blo 2,200’  
247°–255° byd 48 NM  
256°–051° byd 40 NM  
RCO  122.1R 112.9T (MILLVILLE RADIO)  

SOMERSET  (See SOMERVILLE on page 178)  

SOMERVILLE  SMQ)(KSMQ)  3 N  UTC–5(–4DT)  N40°37.56´  W74º40.20´  
106  B  NOTAM FILE SMQ  
Rwy 12–30:  H2739X65 (ASPH)  MIRL  0.7% up SE  
Rwy 12:  REIL. PAP(P2R)—GA 3.0º TCH 30’. Trees.  
Rwy 30:  REIL. PAP(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:  S4  FUEL  100LL, JET A  OX 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 invof arpt. Rwy 08–26 550’ west end unsuitable for tkf or ldg due to uneven sfc.  
AIRPORT MANAGER:  908-722-2444  
WEATHER DATA SOURCES:  ASOS  120.6 (908) 722–2139.  
COMMUNICATIONS:  CTAF/UNICOM  123.0  
®  NEW YORK APP/DEP CON  132.8  
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.  
SOLBERG  (VL) (L) VOR/DME 112.9  SBJ  Chan 76  N40°34.98’  W74°44.51’  062° 4.2 NM to fld. 189/10W.  
DME unusable:  
167°–040° byd 34 NM  
VOR unusable:  
247°–255° byd 40 NM blo 2,200’  
247°–255° byd 48 NM  
256°–051° byd 40 NM  

NE, 11 JUL 2024 to 5 SEP 2024
SOUTH JERSEY RGNL  (See MOUNT HOLLY on page 172)

SOUTHERN CROSS  (See WILLIAMSTOWN on page 184)

SPARTA  N41°04.05´ W74°32.30´ NOTAM FILE MIV.  
(H) (H) VORTACW 115.7  SAX  Chan 104  345º 8.8 NM to Sussex. 1400/11W.  
VOR unusable:  
075º–085º blo 6,500´  
155º–165º  

STILLWATER  N40°59.75´ W74°52.14´ NOTAM FILE MIV.  
(L) (L) VORW/DME 109.6  STW  Chan 33  094º 6.0 NM to Aeroflex/Andover. 920/11W.  
DME unusable:  
089º–099º within 12 NM blo 10,000´  
210º–320º byd 30 NM blo 4,000´  

SUSSEX  (FWN)(KFWN)  1 SW UTC–5(–4DT)  N41°12.01´ W74°37.38´  
422 B NOTAM FILE MIV  
RWY 03–21: H3506X75 (ASPH)  MIRL  0.6% up SW  
RWY 03: REIL. PAPI(P2L)—GA 4.0º TCH 40´. Thld dsplcd 466´. Trees.  
AIRPORT MANAGER: (973) 702-1640  
WEATHER DATA SOURCES: ASOS 118.525 (973) 875–0859.  
COMMUNICATIONS: CTAF/UNICOM 122.7  
NEW YORK APP/DEP CON 127.6  
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.  
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.  
SPARTA  (H) (H) VORTACW 115.7  SAX  Chan 104  N41°04.05´ W74°32.30´  345º 8.8 NM to fld. 1400/11W.  
VOR unusable:  
075º–085º blo 6,500´  
155º–165º
### TETERBORO (TEB/KTEB)  1 SW  UTC–S(–4DT)  N40°51.01’ W74°03.65’

- **NEW YORK COPTER**
- **H–101, 12J, L–33B, 34H**

#### RWY 01–19:  H7000X150 (ASPH–GRVD)  S–50, D–100  PCN 35 F/C/X/T  HIRL  CL
- **REIL. PAP(P4L)—GA 3.1º TCH 56’. Thld dsplcd 771’. Tree.**
- **RWY 19:  TDZL. REIL. PAPI(P4L)—GA 3.0º TCH 57’. Thld dsplcd 763’. Bldg.**
- **RWY 06–24:  H6013X150 (ASPH–GRVD)  S–50, D–100  PCN 35 F/C/X/T  HIRL  CL**
- **RWY 06:  MALS. TDZL. REIL. RVR–TR Tree.**
- **RWY 24:  REIL. PAPI(P4L)—GA 3.2º TCH 46’. RVR–TR Tree.**

#### LAND AND HOLD–SHORT OPERATIONS

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#### 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 19:**
  - TORA–7000
  - TODA–7000
  - ASDA–6013
  - LDA–6230
- **RWY 24:**
  - TORA–6013
  - TODA–6013
  - ASDA–6013
  - LDA–6013

#### ARRESTING GEAR/SYSTEM

- **RWY 06:** EMAS
- **RWY 19:** EMAS
- **RWY 24:** EMAS

#### SERVICE:

- **FUEL** 100LL, JET A
- **OX** 1, 2, 3, 4
- **LGT** Rwy 01–19 dsplcd thld centerline lgts OTS indef.

#### NOISE:


#### AIRPORT REMARKS:

- Attended continuously. CLOSED to motorless acft, uncontrolled acft and ultralight activity exc by prior permission. Deer and bird activity on and from arpt. All acft 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](tel:201-288-1775)

#### WEATHER DATA SOURCES:

- ASOS (201) 393–0855

#### COMMUNICATIONS:

- D–ATIS 132.85 114.2 201–288–1690
- RC0 122.2 (MILLVILLE RADIO).
- **NEW YORK APP CON** 127.6 120.675
- **TOWER** 119.5 125.1 121.9 128.05

#### COM/NAV/WEATHER REMARKS:

- For radar svc blo 1800’ ctc Teterboro twr frequency 119.5. Arpt ops frequency 130.575.

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**NEW YORK**

**COPTER**

**H–101, 12J, L–33B, 34H**

**SERVICE:** S4

**FUEL** 100LL, JET A

**OX** 1, 2, 3, 4

**LGT** Rwy 01–19 dsplcd thld centerline lgts OTS indef.

**NOISE:** Act and helicopter noise abatement rules in effect, ctc noise abatement office 201–393–0399/288–1775 for copy of procedures and rules prior to arrival. Rwy 24 noise critical rwy maximum noise limit of 80 db between 0300–1200Z‡ and 90 db all other hrs. NOTE: See Special Notices—Terminal Area Graphic Notice.

**AIRPORT REMARKS:** Attended continuously. CLOSED to motorless acft, uncontrolled acft and ultralight activity exc by prior permission. Deer and bird activity on and from arpt. All acft 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](tel:201-288-1775)

**WEATHER DATA SOURCES:**

- ASOS (201) 393–0855

**COMMUNICATIONS:**

- D–ATIS 132.85 114.2 201–288–1690
- RC0 122.2 (MILLVILLE RADIO).
- **NEW YORK APP CON** 127.6 120.675
- **TOWER** 119.5 125.1 121.9 128.05
- **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’

- **DME unusable:**
  - 060º–080º byd 22 NM blo 2,500’
  - 081º–120º blo 4,000’
  - 121º–180º blo 3,000’
  - 236º–246º

- **VOR unusable:**
  - 081º–120º blo 4,000’
  - 121º–180º blo 3,000’
  - 236º–246º

- **ILS/DME 111.75 I–TEB**  Chan 54(Y)  Rwy 06.  Class IE.  LOC unusable byd 14º left of course. Glideslope unusable byd 6º left of course.

- **ILS/DME 110.15 I–TIL**  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

OCEAN CO (MJX)(KMJX) 5 SW UTC–5(–4DT) N39°55.56´ W74°17.73´

86 B NOTAM FILE MJX

RWY 06–24: H599OX100 (ASPH) S–100, D–176, 2D–581

PCN 4F/A/X/T HIRL

RWY 06: MALSR. PAPI(P2L)—GA 3.0º TCH 56´.

RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 55´. Thld dispcl 115´.

RWY 14–32: H5999X75 (ASPH) S–94, D–150 PCN 4F/A/X/T MIRL

0.3% Up NW

RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 40´.

RWY 32: REIL. PAPI(P2L)—GA 3.0º TCH 40´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5950 TODA–5950 ASDA–5835 LDA–5835

RWY 24: TORA–5950 TODA–5950 ASDA–5950 LDA–5835

SERVICE: S4 FUEL 100LL, JET A

OX 3 LGT ACTIVATE MALSR Rwy 06; REIL Rwy 14, Rwy 24; PAPI Rwy 06, Rwy 24, Rwy 14 and Rwy 32; HIRL Rwy 06–24; MIRL Rwy 14–32—CTAF.


AIRPORT MANAGER: (732) 929-2054

WEATHER DATA SOURCES: AWOS–3PT 119.875 (732) 797–2542.

COMMUNICATIONS: CTAF/UNICOM 122.7

MC GUIRE APP/DEP CON 126.475

CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION:

COYLE (H) (H) VORTACW 113.4 CYN Chan 81 N39º49.04´ W74º25.90´ 054º 9.1 NM to fld. 203/10W.

VOR unusable:

044º–054º blo 3,800´

ILS 109.9 I–MJX Rwy 06. Class IA. Unmonitored.

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lights. ACTIVATE perimeter lgts—CTAF.

TRENTON MERCER

(TTN)(KTTN) P (ARNG) 4 NW UTC–5(–4DT) N40º16.60´ W74º48.81´

213 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE TTN

RWY 06–24: H6006X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 PCN 24 F/A/X/T HIRL

0.5% up NE

RWY 06: MALSR. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 42´.

RWY 16–34: H4800X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 PCN 41 F/A/X/T HIRL

0.8% up NW

RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 40´.

RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 50´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–6006 TODA–6006 ASDA–6006 LDA–6006

RWY 16: TORA–4800 TODA–4800 ASDA–4800 LDA–4800

RWY 24: TORA–6006 TODA–6006 ASDA–6006 LDA–6006

RWY 34: TORA–4800 TODA–4800 ASDA–4800 LDA–4800

ARRESTING GEAR/SYSTEM

RWY 06: EMAS

RWY 16: EMAS

RWY 24: EMAS

RWY 34: EMAS

SERVICE: S4 FUEL 100LL, JET A


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.

CONTINUED ON NEXT PAGE

AIRPORT MANAGER: 609-882-1601

WEATHER DATA SOURCES: ASOS 126.775 (609) 538–8690. LAWRS.

COMMUNICATIONS: CTAFT 120.7 ATIS 126.775 UNICOM 122.95

PHILADELPHIA APP/DEP CON 123.8

TOWER 120.7 (1100–0300Z‡) GND CON 121.9 CLNC DEL 121.9

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 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–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 177)

VINELAND

KROELINGER (29N) 3 N UTC–5(–4DT) N39º31.44´ W75º02.78´ WASHINGTON L–340, A

RWY 10–28: 2086X190 (TURF) RWY 10: Tree.
RWY 28: P–line.

AIRPORT REMARKS: Unattended. Deer and birds on and involv arpt. Rwy 10 trees near apch end and along rwy sides. AIRPORT MANAGER: 856-794-2134

COMMUNICATIONS: CTAFT 122.9

ATLANTIC CITY APP/DEP CON 124.6


RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VOR/DME 115.2 VCN Chan 99 N39º32.26´ W74º58.03´ 267º 3.8 NM to fld. 120/10W.

VINELAND–DOWNTOWN (28N) 4 NE UTC–5(–4DT) N39º32.38´ W74º58.06´ WASHINGTON

RWY 02–20: 2251X100 (TURF) LIRL RWY 02: Tree.
RWY 20: Bldg.
RWY 12–30: 1800X100 (TURF) RWY 12: Fence.
RWY 30: Fence.


AIRPORT MANAGER: 856-697-3300

COMMUNICATIONS: CTAFT/UNICOM 122.8

WEST CREEK

EAGLES NEST (31E) 2 N UTC–5(–4DT) N39°39.93′ W74°18.48′
39 B NOTAM FILE MIV
RWY 14–32: H3670X60 (ASPH) HIRL
RWY 14: PAPI(P2L)—GA 4.0° TCH 45’. Thld dsplcd 400’. Tree.
RWY 32: PAPI(P2L)—GA 4.0° TCH 45’. Thld dsplcd 400’. Tree. Rgt tcf.
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 Chan 81 N39°49.04’ W74°25.90’ 158° 10.8 NM to fld. 203/10W.
VOR unusable: 044°–054° blo 3,800’

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 tcf.
RWY 24: PAPI(P2L)—GA 3.5° TCH 44’. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MIRL Rwy 06–24—CTAF, 5 clicks. PAPI Rwy 24 opr consly.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and inv of arpt. Arpt subject to gusting wind and frequent cross winds. Some rwy and twy lgts 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 115.7 SAX Chan 104 N41°04.05’ W74°32.30’ 078° 9.4 NM to fld. 1400/11W.
VOR unusable: 075°–085° blo 6,500’ 155°–165°
COMM/NAV/WEATHER REMARKS: CTAF: automated UNICOM; 3 clicks to actvt.

NEW JERSEY
WILDWOOD

CAPE MAY CO (WWD) (KWWD) 4 NW UTC–5(–4DT) N39º00.50´ W74º54.51´

22 B NOTAM FILE WWD MON Airport

RWY 01–19: H5252X150 (ASPH) S–45, D–75, 2S–95, 2D–120 HIRL
RWY 01: PAPI(4L)—GA 3.0º TCH 40´. Tree.
RWY 10–28: H5000X150 (ASPH) S–45, D–75, 2S–95, 2D–120 MIRL
RWY 10: PAPI(4L)—GA 3.0º TCH 45´. Trees.
RWY 28: PAPI(4L)—GA 3.0º TCH 57´. Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:
TORA–5252
TODA–5252
ASDA–5036
LDA–5036

RWY 19:
TORA–5252
TODA–5252
ASDA–5252
LDA–5036

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT PAPI Rwy 01, 10, 19 and Rwy 28; HIRL Rwy 01–19; MIRL Rwy 10–28—CTAF.

AIRPORT REMARKS:

Attended 1300–2200Z‡. Birds on and inv of arpt.
PAEW within the safety area of all rwys and twys daily May thru Oct.
All ultralight acft, glider ops and formation PPR (609) 886–8652
Mon–Fri 1300–2100Z‡. Twy B south of Twy A can only be used by acft with wingspans less than 79´. Twy A west of Twy F can only be used by acft with wingspans less than 79´. Unmanned aircraft systems (UAS) activity on and around airfield. Self–svc fuel avbl 24 hrs with credit card located on apron near intersection of Twy A and Twy F. Rwy 19 calm wind rwy. Twy C is an FAA research twy and is rstd to acft with wt lmt of 28,000 lbs and should not be used by acft gtr than 28,000 lb.

AIRPORT MANAGER:
302-777-2952

WEATHER DATA SOURCES: AWOS–3PT 118.275 (609) 886–9089.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLNC DEL 121.7

CLEARANCE DELIVERY PHONE: For CD ctc Atlantic City Apch at 609-485-6192.

RADIO AIDS TO NAVIGATION:

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 b/w 3,900´
260º–270º byd 40 NM b/w 7,000´
260º–270º byd 56 NM
269º–279º byd 36 NM b/w 3,000´
295º–300º byd 40 NM
310º–345º byd 40 NM

DME unusable:
065º–110º
238º–048º byd 34 NM b/w 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 b/w 2,000´

VOR unusable:
345º–010º

LOC 108.9 I–CEJ Rwy 19. LOC unmonitored.

WILLIAMSTOWN

SOUTHERN CROSS (C01) 3 SW UTC–5(–4DT) N39º39.33´ W75º00.87´

145 NOTAM FILE MIV

RWY 09–27: 2400X80 (TURF)

RWY 09: P–line.
RWY 27: Tree.

AIRPORT REMARKS: Attended irreg. Deer and birds on and inv of 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

H–101, 121, L–34G, A

IAP

NE, 11 JUL 2024 to 5 SEP 2024
WOODBINE MUNI (OBI)(KOBI) 2 SE N39º13.15’ W74º47.69’
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 3.7º TCH 21’. Trees.
RWY 31: REIL. PAPI(P2R)—GA 3.5º TCH 25’. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT Rwy 19 PAPI high intensity only.
Rwy 13 PAPI high intensity only. Rwy 31 PAPI high intensity only.
ACTIVATE MIRL Rwy 13–31 and Rwy 01–19 —CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1330–1930Z‡. Banner towing ops
Memorial through Labor Day occasionally other times. Medevac
helicopter activity all days and hrs. Rwy 01–19 sgnt nr of longl and
transverse cracks on rwy with weeds and grass growing in cracks. Rwy
13–31 sgnt nr of longl and transverse cracks on rwy with grass and
weeds growing in cracks.
AIRPORT MANAGER: 609-861-5301
WEATHER DATA SOURCES: AWOS–3 120.475 (609) 861–0610.
COMMUNICATIONS: CTAF/UNICOM 123.05
ATLANTIC CITY APP/DEP CON 124.6
GCO 121.725 (ATLANTIC CITY APP CON)
CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Washington ARTCC at 703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SEA ISLE (VH) (H) VORTAC 114.8 SIE Chan 95 N39º05.73’ W74º48.02’ 011º 7.4 NM to fld. 8/9W.
VOR unusable:
060º–110º byd 20 NM bl 3,900’
260º–270º byd 40 NM bl 7,000’
260º–270º byd 56 NM
269º–279º byd 36 NM bl 3,000’
295º–300º byd 40 NM
310º–045º byd 40 NM
DME unusable:
065º–110º
238º–048º byd 34 NM bl 1,800’
TACAN AZIMUTH unusable:
065º–110º

WOODSTOWN N39º38.16’ W75º18.18’ NOTAM FILE MIV.
(L) (L) VORTACW 112.8 OOD Chan 75 082º 13.2 NM to Cross Keys. 147/10W.
VOR unusable:
039º–041º byd 20 NM bl 2,500’
090º–105º
159º–190º
DME unusable:
045º–065º byd 20 NM bl 2,500’
090º–105º
**AKRON/JESSON FLD (9G3)**  
1 E  UTC−5 (−4DT)  
N43°01.27′ W78°28.96′  
840 B  NOTAM FILE BUF  
RWY 07–25: H3268X75 (ASPH) S–B  MIRL  0.3% up NE  
RWY 07: PAPI(P2L)—GA 4.0′ TCH 54′. Trees.  
RWY 25: REIL  PAPI(P2L)—GA 4.0′ 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 REMARKS: Attended Jan–Dec Mon–Sat 1330–2130Z‡. Attendance hrs subject to change. 100LL fuel avbl 24 hrs. Call arpt mgr. Rwy 11–29 CLOSED indefinitely. Parallel twy lighted and 35′ wide. Rwy 07 +40′ trees 172′ right, 263′ from rwy, +49′ trees 200′ – 230′ left, 208′ – 332′ from runway, +34′ trees penetrate transition sfc on right side of runway (310′ from centerline, 0′ – 310′ down runway). Rwy 25 +43′ trees, 135′ left, 454′ from runway, +15′ road 300′ from rwy, OB.  
AIRPORT MANAGER: 716-542-4607  
COMMUNICATIONS: 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:  
BUFFALO (DH) DME 116.4  BUF  Chan 111  N42°55.74′ W78°38.78′ 052° 9.1 NM to fld. 730.  
DME unusable:  
051°–085° byd 25 NM blo 4,500′  
301°–050° byd 25 NM blo 3,500′.
ALBANY INTL (ALB/KALB) P (ARNG) 6 NW UTC–5 (–4DT) N42º44.95’ W73º48.12’
285  B AOE  Class I, ARFF Index C NOTAM FILE ALB
Rwy 01–19: H8500X150 (ASPH–GRVD)  S–140, D–200, 2D–400
PCN 70 F/C/X/T  HIRL  CL
Rwy 01: MALS R, TDZL, PAPI(P4R)—GA 3.0º TCH 53’, RVR–TR
PCN 67 F/C/X/T  MIRL  CL
Rwy 10: REIL. Ground.
Tree.

LAND AND HOLD–SHORT OPERATIONS
LDG Rwy  HOLD–SHORT POINT   AVBL LDG DIST
Rwy 01  10–28  4150
Rwy 28  01–19  3757

RUNWAY DECLARED DISTANCE INFORMATION
Rwy 01: TORA–8500  TODA–8500  ASDA–8500  LDA–8500
Rwy 10: TORA–7200  TODA–7200  ASDA–6780  LDA–6780
Rwy 19: TORA–8500  TODA–8500  ASDA–8500  LDA–8500
Rwy 28: TORA–7200  TODA–7200  ASDA–7200  LDA–6007

SERVICE:  S4  FUEL  100LL, JET A  OK 3  FUEL (NC–100LL, A) FLUID
          HPOXR

AIRPORT REMARKS:  Attended continuously. Birds, deer and other wildlife on and inv of arpt. Mowing within safety areas of all rwys and txys 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 OPS 30.1 (FM) 122.775 258.2
PDC

AIRSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 108.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

(L) (L) VORTACW 115.3  ALB  Chan 100  N42º44.84’ W73º48.19’ 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:
033º–308º byd 37 NM

ILS/DME 109.5 I–DEJ  Chan 32  Rwy 01.  Class IIE.
ILS/DME 109.5 I–ALB  Chan 32  Rwy 19.  Class IB.

COMM/NAV/WEATHER REMARKS:  Class C information avbl on ATIS frequency 20 NM.

ALBERT S NADER RGNL  (See ONEONTA on page 234)
**ALBION**

PINE HILL (9G6) 5 SW UTC–5(–4DT) N43°10.41´ W78°16.48´

669 TPA—2169(1500) NOTAM FILE BUF

RWY 10–28: H2659X36 (ASPH) S–12 0.6% up E

RWY 10: Trees.

RWY 28: Thld dsplcd 250´, Road.


AIRPORT MANAGER: 716-597-7393

COMMUNICATIONS: CTAF/UNICOM 123.0

BUFFALO APP/DEP CON 126.15

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

RADIO AIDS TO NAVIGATION:

BUFFALO (DHO) DME 116.4 BUF Chan 111 N42°55.74´ W78°38.78´ 048º 22.0 NM to fld. 730.

DME unusable:

051º–085º byd 25 NM blo 4,500´

301º–050º byd 25 NM blo 3,500´

**ALPINE**

N42°14.32´ W76°45.84´ 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) N42°34.00´ W78°25.57´

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 inv of 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.

**ARGYLE** (1C3) 2 NE UTC–5(–4DT) N43°15.27´ W73°28.21´

330 NOTAM FILE BTI

RWY 03–21: 2400X87 (TURF)

RWY 03: Tree.

RWY 21: Tree.

AIRPORT REMARKS: Attended 1400Z–dusk. Arpt may be CLOSED wet wx call 518–638–9723. Birds and wildlife may be on or inv of arpt. Ultralghts on and inv of arpt. Rwy 03–21 width varies from 87´–100´. Rwy generally plowed drg winter but may be snowy/icy. Mowing or plowing may occur durg dalgt hrs; CTAF mntd. Check/inspect bfr taking off or lndg and use at your discretion.

AIRPORT MANAGER: 518-638-9723

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
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 HIRL

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+ OX 1 LGT Actvt MALSR Rwy 28;

REIL Rwy 10; PAPI Rwy 10 and 28; HIRL 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 N42°50.06′ W77°43.97′ 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) N40°45.46′ W73°03.16′

39 TPA—639(600) NOTAM FILE ISP

RWY 18–36: 2750X150 (TURF) 0.3% up N


RWY 36: Thld dsplcd 556′. Trees.

NOISE: All downwind spacing for Rwy 18–36 should be over lakes for noise abatement.

AIRPORT REMARKS: Attended 1300Z–dusk. Arpt CLOSED 30 mins after SS–30 mins before SR. Phone at arpt 631–467–3279. All ttc enter 45º left base for Rwy 36 at 600′ MSL due to heavy jet ttc Rwy 33L at ISP. Rwy 18 thld marked with conc blocks flush with turf sf. Rwy 36 thld and dsplcd thld marked with conc blocks flush with turf sf. Rwy 36 dsplcd thld marked with 1′ wide apron and 2′ wide thld (white) both made with conc blocks flush with turf sf. Pilots be advised due to pattern procedures, acft in the run–up area or starting takeoff roll on Rwy 36, and acft on final approach to Rwy 36, may not be able to see each other due to trees.

AIRPORT MANAGER: 631-467-3300

COMMUNICATIONS: CTAF/UNICOM 122.7


BECKS GROVE (See ROME on page 240)
BINGHAMTON

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)(KBGM) 7 N UTC–5(–4DT) NEW YORK


1636 B TPA—2436(800) Class I, ARFF Index B NOTAM FILE BGM MON Airport


HIRL 0.9% up NW

RWY 16: MALSR. PAPI(P2L)—GA 3.0º TCH 61’. RVR–TR Thld dsplcd 400’. Antenna.

RWY 34: MALSR. PAPI(P2L)—GA 3.0º TCH 64’. RVR–TR Thld dsplcd 205.’

RWY 10–28: H5001X150 (ASPH–GRVD) S–81, D–103, 2S–159, 2D–168 PCN 32 F/D/X/T MIRL 0.4% up W

RWY 10: VASI(V4L)—GA 3.0º TCH 53’.

RWY 28: REIL. VASI(V4L)—GA 3.0º TCH 45’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

RWY 16: TORA–7305 TODA–7305 ASDA–6905 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

BUFFALO RADIO 122.1R 112.2T

NEW YORK ARTCC 132.175 (0500–1100Z‡)

BINGHAMTON TOWER 119.3 121.9 CLNC DEL 125.05

CLEARANCE DELIVERY PHONE: For Clnc Del when twr clsd ctc Buffalo Radio on CFB RCO 122.1R 112.2T.

TRSA svc to APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) (L) VOR/DME 112.2 CFB Chan 59 N42º09.45’ W76º08.19’ 076º 7.6 NM to fld. 1583/10W.

VOR unusable: 023º–033º byd 15 NM blo 6,000’

ILS 110.3 I–AAJ Rwy 16. Class IB. Unmonitored when twr clsd.

ILS 110.3 I–BGM Rwy 34. Class IA. Unmonitored when twr clsd. Glideslope autopilot cdp apch NA blw 1,850’ MSL.

COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc: Buffalo Radio on CFB RCO 122.1R 112.2T.

HELIPAD H1: H54XS4 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad located at the intersection of Twy L and the west apron.

BLUE HERON (See GALLUPVILLE on page 204)
NEW YORK

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
Mon–Fri call 585–233–5117. Deer on and inof arpt. Migratory birds
on arpt in spring and fall.
AIRPORT MANAGER: 585-880-3298
COMMUNICATIONS: CTAF/UNICOM 122.7
ROCHESTER APP/DEP CON 123.7
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.
ROCHESTER (L) (L) VOR/W/DME 110.0 ROC Chan 37 N43º07.08´ W77º40.37´ 302º 11.3 NM to fld. 545/12W.

BUFFALO

BUFFALO AIRFIELD (9G0) 6 SE UTC–5(–4DT) N42º51.72´ W78º43.00´
670 B TPA—1500(830) NOTAM FILE BUF
RWY 06–24: H2666X60 (ASPH) S–8 MIRL 0.3% up NE
RWY 06: REIL. PAPI(P2R)—GA 3.0º TCH 40´. Thld dsplcd 68´. Road.
SERVICE: FUEL 100LL, JET A+ LGT ACTVT REIL Rwys 06 and 24;
MIRL Rwy 06–24—CTAF.
on and inof arpt. 24 hrs self fuel with credit card. Rwy 06 218´
safety area. Rwy 24 76´ safety area. Rwy 24 +9´ to 53´ trees;
0–1000´ fm rwy; left and right of cntrln.
AIRPORT MANAGER: 716-560-1836
COMMUNICATIONS: CTAF/UNICOM 122.975
APP/DEP CON 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at
440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
(DH) DME 116.4 BUF Ch 111 N42º55.74´ W78º38.78´ 218º 5.1 NM to fld. 730.
DME unusable:
051º–085º byd 25 NM bly 4,500´
301º–050º byd 25 NM bly 3,500´

NE, 11 JUL 2024 to 5 SEP 2024
BUFFALO NIAGARA INTL  (BUF)(KBUF)  5 E  UTC–5(–4DT)  N42º56.43´ W78º43.83´
727  B  LRA  ARFF Index—See Remarks  NOTAM FILE BUF

RWY 05:  MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 49´. RVR–TMR Thld dsplcd 535´. Bldg. 0.9% up.

RWY 05–14:  H7161X150 (ASPH–GRVD)  S–120, D–489, 2D–1016 PCN 70 F/B/W/T

RWY 05:  MALSR. PAPI(P4L)—GA 3.0º TCH 53´. Thld dsplcd 320´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05:  TORA–8829  TODA–8829  ASDA–8104  LDA–7569

SERVICE:
S4  FUEL  100LL, JET A

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 svcs ctc 131.75, for cargo svcs ctc 122.95. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (716) 630-6030

WEATHER DATA SOURCES:
ASOS (716) 635–0532 WSP.

COMMUNICATIONS:
CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

BUFFALO–LANCASTER RGNL  (See LANCASTER on page 216)
**NEW YORK**

**CALVERTON**  N40°55.78’ W72°47.93’  NOTAM FILE ISP.

(L) (H) VOR/DME 114.55  CCC  Chan 92(Y)  219° 7.2 NM to Brookhaven. 85/13W.

VOR unusable:
- 055°–075°  233°–268° byd 25 NM
- 269°–290°  

DME unusable:
- 056°–066° byd 39 NM

**CAMBRIDGE**

**CHAPIN FLD**  (1BB)  2 N  UTC–5(–4DT)  N43°03.16’ W73°21.79’

510  NOTAM FILE BTV

RWY 05–23: 2130X65 (TURF)

RWY 05:  Tree.

RWY 23: Trees.

RWY 07–25: 2100X63 (TURF)

RWY 07: Thld dsplcd 222’. Railroad.

RWY 25: Thld dsplcd 306’. Road.

SERVICE:  S2


AIRPORT 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:
- 040°–130° blo 9,000’

VOR unusable:
- 128°–144°
- 161°–182°
- 195°–205°

**CANANDAIGUA**  (IUA)(KIUA)  3 NW  UTC–5(–4DT)  N42°54.53’ W77°19.51’

814  B  NOTAM FILE BUF

RWY 13–31:  H5500X100 (ASPH–GRVD)  PCN 39 F/D/X/T  MIRL

- 0.4% up SE

RWY 13:  REIL  PAPI(P2L)—GA 3.0° TCH 40’. Tree.

RWY 31:  REIL  PAPI(P2R)—GA 3.0° TCH 40’. Tree.

SERVICE:  S4  FUEL  100LL, JET A+  LGT ACTVT REIL Rwy 13 and 31; PAPI Rwy 13 and 31; MIRL Rwy 13–31—CTAF.

AIRPORT REMARKS:  Attended 7 AM–5 PM daily, call FBO for after hours svc. For svcs and arpt conditions call 585–394–4780. Frequent medivac helicopter opr monitor CTAF.

AIRPORT MANAGER:  585-919-2772

WEATHER DATA SOURCES:  AWOS–3P  118.675 (585) 396–5861.

COMMUNICATIONS:  CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

**GENESEO**  (L) (L) VOR/DME 108.2  GEE  Chan 19  N42°50.06’ W77°43.97’  085° 18.5 NM to fld. 990/9W.

VOR portion unusable:
- 208°–224° byd 29 NM blo 5,000’
- 225°–230°
- 231°–245° byd 29 NM blo 5,000’

DME unusable:
- 115°–120° byd 29 NM blo 4,000’
- 140°–155° byd 30 NM blo 5,000’

**NEW YORK**

**COPTER**  H–101, L–33B, 34I

**DETROIT**  H–121, L–31E, 32F

**IAP**

ROCHESTER APP/DEP CON 119.55
### CANARSIE
- **VOR/DME**: 112.3 CRI, Chan 70, 084° 5.5 NM to John F Kennedy Intl. 4/11W.
- VOR unusable: 047°–175°, 224°–035°

### CARMEL
- **VOR/DME**: 116.6 CMK, Chan 113, 051° 7.1 NM to Danbury Muni. 693/12W.
- DME unusable: 000°–015° byd 20 NM, 034°–054° byd 20 NM, 055°–135° byd 20 NM blo 5,000’, 180°–200°, 340°–359° byd 20 NM blo 6,000’

### CATTARAUGUS CO–OLEAN
- (See OLEAN on page 233)

### CHAPIN FLD
- (See CAMBRIDGE on page 193)

### CHAUTAUQUA CO/DUNKIRK
- (See DUNKIRK on page 197)

### CHAUTAUQUA CO/JAMESTOWN
- (See JAMESTOWN on page 212)

### CLARENCE AERODROME
- (See BUFFALO on page 192)

### CLAY AIRLANE ENTERPRISES
- **VOR/DME**: 385 BUF, 1 N UTC–5(–4DT) N43°12.35’ W76°10.76’
- 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 210)

### COOPERSTOWN–WESTVILLE
- **VOR/DME**: 2337X125 (TURF) MIRL(NSTD)
- RWY 02–20: 1260 NOTAM FILE BUF
- RWY 02–20: 1260 NOTAM FILE BUF
- RWY 02: NSTD. Trees. Rgt tfc.
- RWY 20: NSTD. Crops.
- **SERVICE**: S4 FUEL 100LL LTG 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 and edge lgts.
- **AIRPORT MANAGER**: 607-437-8308
- **COMMUNICATIONS**: CTAF/UNICOM 122.8
- **CLEARANCE DELIVERY PHONE**: For CD ctc Boston ARTCC at 603-879-6859.

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NE, 11 JUL 2024 to 5 SEP 2024
NEW YORK

CORNING–PAINTED POST  (7N1)  2 NW  UTC–5(–4DT)  N42°10.81´ W77°07.30´
962  B  NOTAM FILE BUF
RWY 13–31: H3269X75 (ASPH)  S–30  MIRL
RWY 31: REIL. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
SERVICE: S3  FUEL  100LL, JET A+  LGT
ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and 31—CTAF. Actvt rotg bcn—CTAF.
AIRPORT REMARKS: Attended dalgt hrs.
AIRPORT MANAGER: 607-962-0053
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION:
ELMIRA (L) VOR/DME 109.65  ULW  Chan 33(Y)  N42°05.65´ W77°01.49´  332° 6.7 NM to fld. 1631/12W.
VOR unusable:
Blw 10,000´

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  MIRL  1.0% up SW
RWY 06: PAPI(P2L)—GA 4.0º TCH 40´. Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0º TCH 45´. Trees.
SERVICE: S4  FUEL  100LL, JET A+  LGT
ACTIVATE MIRL Rwy 06–24, REIL Rwy 24, PAPI Rwy 06 and Rwy24, and twy lgts—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1200–2030Z‡, unattended holidays.
Other hrs call arpt manager. Hvy concentration of geese and gulls on and invof arpt dgr 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) (1100–0500Zt)
© ELMIRA APP CON 124.3 (W) (1100–0500Zt)
© NEW YORK CENTER APP CON 133.35 (0500–1100Zt)
© SYRACUSE APP/DEP CON (N) 126.125
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION:
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´

NE, 11 JUL 2024 to 5 SEP 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´
   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 BT V
RWY 02–20:  2200X55 (TURF)
   RWY 02:  Trees.
   RWY 20:  Trees.
Rwy 20 58´ trees 263´ from rwy beginning, across rwy width and approximately 800´ along both sides. 2 ft ditch imt rt of thld mkd
by cones. Rwy 20 starts at approximately 250´ from trees on rwy end. Rwy 20 3 earthen ounds approx 5 ft high off right
side of rwy 400 ft from thld. Trees/brush next to rwy thld L/S.
Rwy 02 trees/brush next to corner of thld L/S.
AIRPORT MANAGER:  (315) 379-1907
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
DELANCEY  N42°10.70´ W74°57.42´ NOTAM FILE BUF.
     (L) (L) VOR/DME 112.1  DNY  Chan 58  301º 21.8 NM to Sidney Muni. 2560/11W.
     (H–11C, 12H, L–33A
DOWNTOWN MANHATTAN/WALL ST HELIPORT  (See NEW YORK on page 224)

NE, 11 JUL 2024 to 5 SEP 2024
DUANESBURG  (4B1)  0 S  UTC–5(–4DT)  N42°45.59´ W74°08.08´
714    NOTAM FILE BTV
RWY 10–28: 2600X45 (TURF–GRVL)  0.5% up E
RWY 10:  Road.
RWY 28:  Trees.
SERVICE:  FUEL  100LL
AIRPORT REMARKS:  Unattended. Rwy 10–28 grass with some areas of grvl. Check with arpt management for current condition
at 518–421–8881. Rwy 10 safety area has –20´ slope 25’ from thld. Rwy 10–28 65´ trees in primary sfc south side of
rwy.
AIRPORT MANAGER:  518-421-8881
COMMUNICATIONS:  CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

DUNKIRK

CHAUTAUQUA CO/DUNKIRK  (DKK)  3 E  UTC–5(–4DT)  N42°29.64´ W79°16.27´
692 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
0.8% up SE
RWY 15:  PAPI(P4L)—GA 3.0º TCH 36´. Tree.
RWY 33:  PAPI(P4L)—GA 3.1º TCH 45´. Trees.
SERVICE:  S6  FUEL  100LL, JET A, A+  LGT
ACTIVATE HIRL Rwy 06–24 and MIRL Rwy 15–33, and PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33, and REIL Rwy 06 and Rwy 24—CTAF.
AIRPORT REMARKS:  Attended 1200–2030Z‡, exc federal hrs. Attended hrs are subj to chg, call amgr at 716–581–0062 to cfm. Deer and birds
involv 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:  CTAF/UNICOM 123.075
RCO 122.3 (BUFFALO RADIO)
BUFFALO APP/DEP CON 126.5
CLEARANCE DELIVERY PHONE:  For CD ctc Buffalo ATCT at 716-626-6939/6919.
RADIO AIDS TO NAVIGATION:  NOTAM FILE DKK.
DME usable:
094º–221º byd 26 NM bly 8,000´

DUNKIRK  N42°29.42´ W79°16.45´ NOTAM FILE DKK.
(DH) DME  116.2  DKK  Chan 109  at Chautauqua Co/Dunkirk, 681.
DME unusable:
094º–221º byd 26 NM bly 8,000´
RCO 122.3 (BUFFALO RADIO)

EAST 34TH STREET HELIPORT  (See NEW YORK on page 224)

NEW YORK  197

NE, 11 JUL 2024 to 5 SEP 2024
EAST HAMPTON TOWN

**NEW YORK**

**AIRSPACE:** CLASS D

svc 1300–0100Z‡, oprs Sat bfr Memorial Day to Sun aft Labor Day; other times CLASS E.

**EAST MORICHES**

**LUFKER**

(49N) 1 NE UTC–5(–4DT) N40°49.49´ W72°45.06´

57 NOTAM FILE ISP

RWY N–S: 2300X100 (TURF)

RWY N: Trees.

RWY S: Tree. Rgt tfc.


**AIRPORT MANAGER:** 516-203-5930

**COMMUNICATIONS:** CTAF

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

**EDINBURG**

**PLATEAU SKY RANCH**

(1F2) 1 NW UTC–5(–4DT) N43°13.53´ W74°06.87´

1070 NOTAM FILE BTY

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. Rw 1; +30´–60´ trees, 0´–240´ from thld, 15´–100´ left and right of centerline. Rw 6; +20´–65´ trees, 0´–500´ from thld, 30´–150´ left and right of centerline. Rw 19; +17´–52´ trees, 0´–230´ from thld, 50´–100´ right of centerline. Rw 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. Rw 01–19 edges marked with red cones all seasons exc winter. Rw 06–24 edges marked with red cones all seasons exc winter. Arpt not plowed or mntnd durg winter months, rwy sfc can be soft as frost leaves the gnd in spring. Acft parked/hangared on non–arpt land. Cross public road to/from arpt.

**AIRPORT MANAGER:** 518-863-2725

**COMMUNICATIONS:** CTAF/UNICOM

**CLEARANCE DELIVERY PHONE:** For CD ctc Albany Apch at 518-862-2299.

**ELIZABETH FLD**

(See FISHERS ISLAND on page 202)
ELLENVILLE

JOSEPH Y RESNICK (N89)  1 NE UTC–5(–4DT)  N41º43.73´ W74º22.61´
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

CH New York App/Dep Con 132.75

CLEARANCE DELIVERY PHONE: For CD ctc New York Apc at 516-683-2448

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (VL) (L) VOR/DME 117.6 IGN Chan 123 N41º39.93´ W73º49.33´ 291º 25.2 NM to fld. 581/12W.

VOR unusable:
008º–018º byd 40 NM 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

NEW YORK L–338, 341
IAP

NE, 11 JUL 2024 to 5 SEP 2024
NEW YORK

ELMIRA/CORNING RGNL (ELM/KELM) 6 NW UTC–5 (–4DT) N42º09.59´ W76º53.50´


Rwy 06: MALSR. REIL. VASI(V4L)—GA 3.0º TCH 51´. RVR–TMR Thld dspcl 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


Rwy 06: EMAS


AIRPORT REMARKS: Attended continuously. Extensive glider activity on and invof arpt. Birds and deer on and invof arpt. Blimp activity rqr PPR, ctc arpt management at 607–426–5621. Class I, ARFF Index B. ARFF index C equipment coverage is avbl upon req ctc arpt management at 607–426–5621. TPA—2500(1545) reciprocating eng, 3000(2045) Turboprop/Jet. Rwy 10 opr prohibited for acft with apch speeds greater than or equal to 121 knots and/or wingspans greater than or equal to 118´. Acft with wing spans greater than 93´ should use extreme care when taxiing on Twy T adjacent to aprons. Rwy 05–23 (southeast of Rwy 06–24) unmarked seasonal use turf rwy clsd 1 Dec through 30 Apr. For land side access from apron when FBO clsd ctc ELM arpt attendant at 607–426–5621. Rwy 05–23 marked with ashp L corner markers. Winter deicing on glycol apron only. Cold temperature airport. Altitude correction required at or below –22C. PAPI Twy H, Twy J, and Twy L limited to design Group II acft. Ldg fee for all non based acft. Terminal ramp is uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi for dep. Twy T btm Twy L and Twy D non–movement area.

AIRPORT MANAGER: 607-739-5621 WEATHER DATA SOURCES: ASOS (607) 796–0065 COMMUNICATIONS: ATIS 125.475 UNICOM 122.95 RCO 122.2 (BUFFALO RADIO) Ø ELMIRA APP/DEP CON 128.425 (1100–0500Z†) Ø NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.

COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on 122.2.

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

TRSA svc ctc APP CON (within 15 NM) RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.

(L) (L) VOR/DME 109.65 ULW Chan 33(Y) N42º05.65´ W77º01.49´ 068º 7.1 NM to fid. 1631/12W. VOR unusable.

Blw 10,000.

ALPINE NDB (MHW) 245 ALP N42º14.32´ W76º45.84´ 242º 7.4 NM to fid. 1287/12W.

ILS 109.1 I–UEK Rwy 06. Class IA. Unmonitored when twr clsd.


NE, 11 JUL 2024 to 5 SEP 2024
ENDICOTT

TRI–CITIES (CZG)(KCZG) 3 SW UTC–5(–4DT) N42°04.71′ W76°05.78′
833 B NOTAM FILE CZG
RWY 03–21: H3900X75 (ASPH) S–30 MIRL
RWY 03: REIL. Road.
RWY 21: REIL. PAPI(P2R)—GA 4.0º TCH 40’. Road.
SERVICE: FUEL 100LL LGT Rotating bcn obscured north and west of arpt due to high terrain. ACTIVATE REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21 —CTAF.
AIRPORT REMARKS: Attended, call arpt manager for specific attendance times. 24 hr self–svc fuel avbl with credit card. High terrain all quadrants. Rwy 21 extended safety area has sfc variations/depressions. Grvl access road crosses Rwy 03 apch. High tension towers 2000’ from Rwy 21 thld 60–70 ´ tall. Microwave tower + 600 ´ 2.8 miles out 3150 ´ left of Rwy 21; apch—unmarked/unlighted 24:1 slope. Cold temperature airport. Altitude correction required at or below –17C.
AIRPORT MANAGER: 607-785-0467
COMMUNICATIONS: CTAF/UNICOM 122.8
®
BINGHAMTON
APP/DEP CON 118.6 (1100–0500Z‡)
®
NEW YORK CENTER
APP/DEP CON 133.35 (0500–1100Z‡)
CLNC DEL 121.7
CLEARANCE DELIVERY PHONE: When Apch clsd, for CD ctc New York ARTCC at 631-468-1425.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BINGHAMTON (L) (L) VOR/DME 112.2 CFB Chan 59 N42º09.45´ W76º08.19´ 169º 5.1 NM to fld. 1583/10W.
VOR unusable:
023º–033º byd 15 NM blo 6,000´

FARMINGDALE

REPUBLIC (FRG)(KFRG) 1 E UTC–5(–4DT) N40°43.76´ W73º24.81´
82 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE FRG
RWY14–32: 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 RYW 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 QX 1, 2, 3, 4 LGT When ATCT clsd actvt REIL Rwys 01, 19, 32; PAPI Rwys 01, 19, 14, and 32; HIRL Rwy 14–32; MIRL Rwy 01–19; twy lgts—CTAF. 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.

CONTINUED ON NEXT PAGE
AIRPORT REMARKS: Attended continuously. Birds inv of arpt. Class IV ARFF Index A. Index B avbl on request call 631–752–7707. Acft with wingspan 79´ or larger are adzd to taxi or back–taxi on rwys. Twys may not provide adequate width, turning radius, and or separation from obstructions. Wooded area south of Twy A, east of Twy G clsd to helicopters. Jet maint runups pmtd only in the Twy A, D, F, & G holding bays. TPA—1180(1100) reciprocating eng, 1680(1600) Turboprop/Jet. Acft parking for US Cstms is located on the main terminal ramp. All international arrivals must ctc FBO for svc when clearing cstsms. All international arrivals must not enter the main terminal ramp until FBO personnel are present for marshalling. Ctc arpt ops 122.9 mHz for instructions. Terminal use fees apply. Ldg fee for all acft exc mil and government.

AIRPORT MANAGER: 631-752-7707

WEATHER DATA SOURCES: ASOS (631) 752–8129 LAWRS.

COMMUNICATIONS: CTAF 118.8 ATIS 126.65 UNICOM 122.95

® NEW YORK APP CON 128.125
® NEW YORK DEP CON 125.7

TOWER 118.8 (1200–0400Z) GND CON 121.6 CLNC DEL 128.25 When FRG twr clsd

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch on 128.25, if una call 516-683-2962.

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

RADIO AIDS TO NAVIGATION:

DEER PARK (L) (L) VORW/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 244)

FISHERS ISLAND

ELIZABETH FLD (ØBB) 8 SE UTC–5(–4DT) N41º15.13´ W72º01.90´

7 NOTAM FILE BDR

RWY 12–30: H2345X100 (ASPH) MIRL
RWY 12: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Road.
RWY 30: REIL. PAPI(P2R)—GA 3.0º TCH 20´.

RWY 07–25:
H1806X75 (ASPH) MIRL

RWY 07: REIL. PAPI(P2L)—GA 3.75º TCH 20´. Road.
RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Road.

SERVICE: LGT ACTIVATE MIRL Rwys 07–25 and 12–30, PAPI Rwys 07, Rwy 12, Rwy 25 and Rwy 30, REL Rwys 07, Rwy 12, Rwy 25 and Rwy 30—CTAF.


AIRPORT MANAGER: 917-675-0296

COMMUNICATIONS: CTAF/UNICOM 122.8

® PROVIDENCE APP/DEP CON 125.75 (Sun–Fri 1030–0530Z) Sat 1030–0500Z) other times ctc BOSTON CENTER APP/DEP CON 124.85

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

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

GROTON (T) (T) VOR/DME 110.85 GON Chan 45(Y) N41º19.82´ W72º03.12´ 183º 4.8 NM to fld. 9/14W.

VOR portion unusable:
241º–265º blo 5,000´
DME unusable:
355º–019º blo 3,000´
FLOYD BENNETT MEML  (See GLENS FALLS on page 206)

FORT ANN

HARRIS  (83K)  2 W  UTC–5(–4DT)  N43º24.59´ W73º31.96´

261  NOTAM FILE BTV
RWY 04–22: 2200X50 (TURF)  1.7% up SW
RWY 04: Tree. Rgt tlc.
RWY 22: Tree.

AIRPORT REMARKS: Unattended. No flying west of rwy over houses. Upslope at thld Rwy 22.
AIRPORT MANAGER: 518-361-1380

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRANCIS S GABRESKI  (See WESTHAMPTON BEACH on page 254)

FRANKFORT–HIGHLAND  (See UTICA/FRANKFORT on page 251)

FREDERICK DOUGLASS/GREATER ROCHESTER INTL  (See ROCHESTER on page 239)

FREEHOLD  (1I5)  1 NW  UTC–5(–4DT)  N42º21.84´ W74º03.90´

440  NOTAM FILE BTV
RWY 12–30: H2275X22 (ASPH)  0.7% up NW
RWY 12: Trees.
RWY 30: Trees.

AIRPORT MANAGER: 518-253-4859

COMMUNICATIONS: CTAF 122.85
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRIKK  N40º46.59´ W73º28.95´  NOTAM FILE FRG.
NDB (LOMW) 407  FR 146º 4.2 NM to Republic. 142/14W.

FULTON

OSWEGO CO  (FZY)(KFZY)  3 NE  UTC–5(–4DT)  N43º21.05´ W76º23.28´

475  B  NOTAM FILE FZY
RWY 15–33: H5196X100 (ASPH–GRVD)  S–80, D–123
PCR 31 F/B/W/T  HIRL  0.6% up SE
RWY 15: REIL. Pole.
RWY 06–24: H3997X100 (ASPH–GRVD)  S–80, D–123
PCR 31 F/B/W/T  MIRL  0.3% up NE
RWY 06: REIL. Trees.
RWY 24: REIL. Pole.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 33: TORA–5196 TODA–5196 ASDA–5196 LDA–5196
SERVICE: 54  FUEL  100LL, JET A  LGT  HIRL Rwy 15–33 and PAPI Rwy 33 opr SS–SR and preset low intst; to incr intst and ACTVT REIL Rwy 15–33; HIRL Rwy 15–33; MIRL Rwy 06–24; PAPI Rwy 33—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1230–2100Z1. 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 lakeshore. Actt de–icing avbl, ctc arpt manager at 315–591–9130. Rwy 33 designated calm wind rwy. Grass cutting equipment operations adjacent to all operational surfaces daylight hours May thru Oct.

CONTINUED ON NEXT PAGE
NEW YORK CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 315-591-9130
WEATHER DATA SOURCES: ASOS 119.275 (315) 598-8773.
COMMUNICATIONS: CTAF/UNICOM 123.0
SYRACUSE APP/DEP CON 126.125
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
SYRACUSE (VH) (V) VORTAC 117.0 SYR Chan 117 N43°09.63’ W76º12.27’ 336º 14.0 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’
299º–300º 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 110.9 I–FZY Chan 46 Rwy 33. Class IT.
COMM/NAV/WEATHER REMARKS: During periods of snow removal operations Nov 1 thru Apr 1 acft must ctc aprt on freq 123.0 10 minutes prior to ldg.

FULTON CO (See JOHNSTOWN on page 213)

GALLUPVILLE
BLUE HERON (N25) 3 NE UTC–5(–4DT) N42°41.84’ W74º11.97’
1200 NOTAM FILE BTV
RWY 09–27: 2600X70 (TURF)
RWY 09: Road.
RWY 27: Trees.
AIRPORT MANAGER: 518-872-2638
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

GANSEVOORT
HEBER AIR PARK (K30) 2 SE UTC–5(–4DT) N43°11.00’ W73º37.99’
230 NOTAM FILE BTV
RWY 06–24: H2200X24 (ASPH) MIRL (NSTD)
RWY 06: Thld dsplcd 200’. Road. Rgt tfc.
RWY 24: Tree.
SERVICE: LGT ACTIVATE NSTD MIRL Rwy 06–24—CTAF.
AIRPORT MANAGER: 518-793-8983
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

GANSEY (See SCHUYLERVILLE on page 243)

GANSEY (See SCHUYLERVILLE on page 243)
GASPORT
ROYALTON (9G5) 1 SE UTC–5(–4DT) N43º10.92´ W78º33.47´
628 NOTAM FILE BUF
Rwy 07–25: H2530X35 (ASPH)
Rwy 07: Road.
Rwy 25: Thld displaced 300´. Tree.
SERVICE: FUEL 100LL, MOGAS
AIRPORT MANAGER: 716-946-5265
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

GENESEE CO (See BATAVIA on page 189)

GENESEO (D52) 1 W UTC–5(–4DT) N42º48.10´ W77º50.79´
560 NOTAM FILE BUF
Rwy 05–23: 5000X90 (TURF)
Rwy 05: Trees.
AIRPORT MANAGER: 585-243-2100
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

GENESEO N42º50.06´ W77º43.97´ NOTAM FILE BUF.
(L) (L) VOR/DME 108.2 GEE Chan 19 324º 12.5 NM to Le Roy. 990/9W.
VOR portion unusable:
208º–224º byd 29 NM blo 5,000´
225º–230º
231º–245º byd 29 NM blo 5,000´
DME unusable:
115º–120º byd 29 NM blo 4,000´
140º–155º byd 30 NM blo 5,000´
RCO 122.1R 108.2T (BUFFALO RADIO)

GEORGETOWN N42º47.34´ W75º49.60´ NOTAM FILE BUF.
(L) TACAN 117.8 GGT Chan 125 085º 12.2 NM to Hamilton Muni. 2040/11W.

GHENT KLINE KILL (NY1) 2 N UTC–5(–4DT) N42º21.01´ W73º38.22´
380 NOTAM FILE BTX
Rwy 01–19: 4000X75 (TURF)
Rwy 01: Trees.
Rwy 19: P-line.
SERVICE: S2
AIRPORT REMARKS: Unattended. Rwy 19 has +16´ road, 22´ from rwy, at centerline. Unmarked turf area adjacent to rwy may be used for twy on north and south ends. Turf grades near south paved apron unsuitable for acft movement.
AIRPORT MANAGER: 518-527-2762
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

GIERMEK EXEC (See OLEAN on page 233)
FLOYD BENNET MEML (GFL)(KGFL) 3 NE UTC–5(–4DT) N43°20.47’ W73°36.62’


RWY 01: MALSR. PAPI(P4L)—GA 3.0º TCH 53’. Trees.

RWY 19: PAPI(P4L)—GA 3.0º TCH 50’. Trees.

RWY 12–30: H3999X100 (ASPH) S–39, D–53, 2D–76 PCR 436 F/B/X/T MIRL


RWY 30: PAPI(P4L)—GA 3.0º TCH 45’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–5000 TODA–5000 ASDA–5000 LDA–5000


RWY 19: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 30: TORA–3999 TODA–3999 ASDA–3999 LDA–3999

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 01; PAPI Rwy 01, 19, 12, 30; HIRL Rwy 01–19; MIRL Rwy 12–30; tway lgs—CTAF.

NOISE: Noise sensitive area 1.5 miles north. Use NBAA noise abatement procedures. Recommended no touch and go ops from 2200–1200Z‡.

AIRPORT REMARKS: Attended 1300–2300Z‡. Birds and deer on and inv of arpt. Ultralight activity on and inv of arpt. Full svc fueling avbl after hrs by pre–arrangement, call 518–798–3091. PJE airspace defined as 5 NM radius of GFL. Grass cutting equipment ops adjacent to all opr sfcs dalgt hours May thru Oct. During periods of snow removal ops Nov 1–Apr 1 actvt must ctc arpt on frequency 123.0 10 minutes prior to ldg. Rwys conditions may not be monitored or reported when the arpt is unattended. Ultralight acft use 500´ AGL left tfc for all rwys. Four obstruction lgt poles 1 1/2 mile to 1 3/4 mile N of Rwy 19. Rwy 01 designated as calm wind rwy. Rwys 12 and 19 approaches obscured from one another due to high ground. PPR 48 hrs for acft ops with more than 30 pax seats call AMGR 518–792–5995. For aft hrs acft maint assistance call 518–798–3091. Cold temperature airport. Altitude correction required at or below –19C.

AIRPORT MANAGER: 518-792-5995

WEATHER DATA SOURCES: ASOS 119.925 (518) 743–1728.

COMMUNICATIONS: CTAF/UNICOM 122.0

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 BTV.

CAMBRIDGE (L) (L) VOR/DME 115.0 CAM Chan 97 N42°59.66’ W73º20.64’ 345º 23.9 NM to fld. 1490/14W.

DME unusable: 040º–130º blo 9,000’

VOR unusable: 128º–144º

160º–182º

GANSE NDB (LOMW) 209 GF N43°15.30’ W73°36.31’ 011º 5.2 NM to fld. 228/14W. NOTAM FILE GFL.

ILS 110.7 I–GFL Rwy 01. Class IT. LOM GANSE NDB.

GORHAM

MIDLADES (92G) 3 W UTC–5(–4DT) N42º48.85’ W77º12.18’

1080 NOTAM FILE BUF

RWY 14–32: 1820X55 (TURF) 1.1% up SE

RWY 14: Trees.

RWY 32: Road.


AIRPORT MANAGER: 585-764-1802

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
<table>
<thead>
<tr>
<th>Airport</th>
<th>File</th>
<th>Service</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GREAT VALLEY</strong></td>
<td>BUF</td>
<td>LGT</td>
<td>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.</td>
</tr>
<tr>
<td><strong>GREENE</strong></td>
<td>BUF</td>
<td>LGT</td>
<td>Attended dalgt hrs. Arpt dalgt ops only. For rwy conds Nov thru Apr call amgr. Rwy 06–24 200’ ovm S end, 400’ N end.</td>
</tr>
<tr>
<td><strong>GRIFFISS INTL</strong></td>
<td>BTV</td>
<td>CTAFF/UNICOM</td>
<td>For CD ctc Cleveland ARTCC at 440-774-0490.</td>
</tr>
<tr>
<td><strong>GREENVILLE–RAINBOW</strong></td>
<td>BTV</td>
<td>CTAFF/UNICOM</td>
<td>For CD ctc Albany Apch at 518-862-2299.</td>
</tr>
<tr>
<td><strong>GREATER BINGHAMTON/EDWIN A LINK FLD</strong></td>
<td>BTV</td>
<td>CTAFF/UNICOM</td>
<td>For CD ctc Cleveland ARTCC at 440-774-0227.</td>
</tr>
<tr>
<td><strong>GREEN VALLEY</strong></td>
<td>BUF</td>
<td>CTAFF/UNICOM</td>
<td>For CD ctc Albany Apch at 518-862-2299.</td>
</tr>
</tbody>
</table>

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**NOTAM FILE**

**STANDARD TIME**

**NE, 11 JUL 2024 to 5 SEP 2024**
HAMBURG (4G2) 4 W UTC–5(–4DT) N42°42.05′ W78°54.89′
751 NOTAM FILE BUF
RWY 01–19: H2465X30 (ASPH) LIRL(NSTD)
RWY 01: Thld dsplcd 462′. Trees.
RWY 19: Thld dsplcd 456′. Pole.
SERVICE: FUEL 100LL, MOGAS LGT ACTIVATE LIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Unattended. Ultralgt acft on and involv 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–5014 LDA–5014
SERVICE: 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
® 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 fid. 2040/11W.

HAMPTON N40°55.14′ W72°19.00′ NOTAM FILE HTO.
(H) (H) VORTACW 113.6 HTO Chan 83 22/13W.
DME unusable:
280º–325º byd 35 NM blo 1,700′
326º–355º byd 30 NM blo 2,000′
TACAN AZIMUTH unusable:
280º–325º byd 35 NM blo 1,700′
326º–355º byd 30 NM blo 2,000′
VOR unusable:
010º–240º
270º–332º
RCO 122.6 (NEW YORK RADIO)

HANCOCK N42°03.78′ W75°18.98′ NOTAM FILE BUF.
(H) (H) VORW/DME 116.8 HNK Chan 115 2070/11W.

HARRIS (See FORT ANN on page 203)
HEVERSTRAW HELIHORT (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: Noiae abatement; avoid residential area west of heliport.
HELIPORT REMARKS: Attended 1200–0000Z‡. For svc after hrs call 212–883–0999. Helipad H1 350’ twrs 800’ north of helipad. Helicopters descend to point on turf area west of pavement and taxi to paved location. Helipad H1 flood lgts

AIRPORT MANAGER: 845-429-1200
COMMUNICATIONS: CTA/UNICOM 123.05

HEBER AIRPARK (See GANSEVOORT on page 204)

HOLLANDS INTL FLD (See NEWFAANE on page 230)

HORNELL MUNI (HTF):(KHTF) 3 N UTC–5(–4DT) N42°22.93´ W77°40.93´

1219 B TPA—See Remarks NOTAM FILE BUF
RWY 18–36: H5000X75 (ASPH–GRVD) MIRL 0.5% up N
RWY 18: REIL. Thld 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: CTA/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.325 or ctc Cleveland ARTCC at 440–774–0227.
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.
RADIO AIDS TO NAVIGATION: NOTAM FILE ELZ.
WELLSVILLE (L) DME 115.85 ELZ Chan 105(Y) N42°05.38´ W77°59.97´ 039º 22.5 NM to fld. 2298.
DME unusable:
170º–195º byd 25 NM
NEW YORK

COLUMBIA CO (1B1) 4 NE UTC–5(–4DT) N42°17.48′ W73°42.62′

198 B LRA NOTAM FILE BTV
RWY 03–21: H5350X100 (ASPH–GRVD) S–69, D–111, 2D–358
PCN 29 F/G/X/T MIRL
RWY 03: REIL PAPI(P4L)—GA 3.0º TCH 40′. Tree.
RWY 21: REIL PAPI(P4R)—GA 3.52º TCH 41′. Thld dsplcd 160′. Tree.

SERVICE: S3 FUEL 100, 100LL, JET A1+ OX 1, 3 LGT
ACTivate REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.

AIRPORT REMARKS: Attended 1200–2300Z‡. Wildlife on and inv of arpt.
100LL self–svc avbl 24 hrs. Rwy 21 dsgn calm wind rwy.

AIRPORT MANAGER: 518-828-0871
WEATHER DATA SOURCES: AWOS–3 133.525 (518) 828–2577.

COMMUNICATIONS: CTAF/UNICOM 123.05

ALBANY APP/DEP CON 132.825

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) (L) VORTACW 115.3 ALB Chan 100 N42°44.19′
W73°48.19′ 184º 27.7 NM to fld. 273/13W.

VOR unusable:
045º–065º byd 11 NM
066º–069º byd 11 NM bld 10,000′
078º–088º byd 20 NM bld 10,000′
109º–121º
121º–131º byd 30 NM
121º–131º wi 30 NM bld 9,900′
131º–168º
184º–189º
226º–269º byd 29 NM bld 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 238)

HUGUENOT N41°24.58′ W74°35.50′ NOTAM FILE ISP.
(H) (H) VOR/DME 116.1 HUO Chan 108 093º 9.1 NM to Randall. 1300/11W.

VOR unusable:
029º–045º
050º–060º byd 10 NM
061º–079º
210º–230º byd 20 NM bld 6,500′

DME unusable:
037º–048º byd 20 NM
215º–225º byd 33 NM

RCO 122.1R 116.1T (NEW YORK RADIO)

HUNTER N42°51.25′ W73°56.01′ NOTAM FILE SCH.
NDB (MHW) 356 HEU at Schenectady Co. 332/14W.
ITHACA TOMPKINS INTL (ITH/KITH) 3 NE UTC–5(–4DT) 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 lgt—CTAF. PAPI Rwy 14 and 32 opr consly.


AIRPORT MANAGER: 607-257-0456


COMMUNICATIONS: CTAF 119.6 ATIS 125.175 UNICOM 122.95

ELMIRA APP/DEP CON 124.3 (1100–0500Z‡)
NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)
TOWER 119.6 (1030–0200Z‡) GND CON 121.8 CLNC DEL 121.8

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC.
CLEARANCE DELIVERY PHONE: For CD when twr and elm Apch clsd ctc New York ARTCC.
AIRSPACE: CLASS D svc 1030–0200Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

(L) DME 111.8 ITH Chan 55 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.
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 lghts—CTAF.

AIRPORT REMARKS:
   Attended Mon–Fri 1100–1930Z‡. Deer and birds on and inv of arpt. Attendance hrs and svc avbl are subject to change, call arpt manager at 716–484–0204 to confirm. ARFF Index B cpbl. Rwy/twy conditions not monitored outside normal attendance hrs.
   Snow removal ops avbl during normal attendance hours; snow removal may be limited on holidays and weekends. 24 hr PPR for air carrier ops with more than 9 PAX seats. Ctc arpt manager at 716–484–0204. For emergencies after hrs, call 911 for mutual aid svc. Ldg fee multi-engine acft only.

AIRPORT MANAGER:  716-484-0204

WEATHER DATA SOURCES: AWOS–3PT
   118.425 (716) 664–6005.

COMMUNICATIONS:  CTAF/UNICOM
   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
   310º–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 225)
JOHNSTOWN
FULTON CO (NY0) 2 E UTC–5(–4DT) N42°59.89´ W74°19.77´

881 B NOTAM FILE BTV
RWY 10–28: H4000X75 (ASPH) MIRL 0.4% up E
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

TORCHTOWN
JOSEPH Y RESNICK (See ELLENVILLE on page 199)

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 bly 4,000´
340º–345º byd 30 NM
RCO 122.1R 115.9T (NEW YORK RADIO)
NEW YORK

KINGSTON–ULSTER (20N) 4 N UTC–5(–4DT) N41°59.12´ W73°57.86´

147 NOTAM FILE ISP

RWY 15–33: H3100X60 (ASPH) S–12.5 MIRL 0.4% up NW


RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–3100 TODA–3100 ASDA–2939 LDA–2630

RWY 33: TORA–3100 TODA–3100 ASDA–2939 LDA–2630

SERVICE: S4 FUEL 100LL, JET A

LGT Actvl PAPI Rwys 15 and 33—123.3. MIRL Rwy 15–33; REIL Rwy 33 and twy lgts operate 123.3 dusk–dawn. Rwy 15 PAPI unusable 5º left of course and 8º right of course.

NOISE: Voluntary NS ABTMT procedures in effect. Avoid overflight of housing development adjacent to north end of rwy.

AIRPORT REMARKS: Attended 1400–2200Z. Unattended Thanksgiving and Christmas. PAEW adjacent twy/rwy. No runups at Rwy 15 thld. No line of sight between Rwy 33 hold line and acft in final 0.25 mile of apch to Rwy 33.

AIRPORT MANAGER: 845-481-1559

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

(VL) (L) VOR/DME 117.6 IGN Chan 123 N41°39.93´ W73°49.33´ 354º 20.2 NM to fld. 581/12W.

VOR unusable:
008º–018º byd 40 NM blo 4,000´
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM blo 4,300´
070º–140º byd 30 NM blo 3,400´
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

RCO 122.1R 117.6T (NEW YORK RADIO)

KINGSTON N41°39.93´ W73°49.33´ NOTAM FILE ISP.

(VL) (L) VOR/DME 117.6 IGN Chan 123 242º 3.6 NM to Hudson Valley Rgnl. 581/12W.

VOR unusable:
008º–018º byd 40 NM blo 4,000´
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM blo 4,300´
070º–140º byd 30 NM blo 3,400´
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

RCO 122.1R 117.6T (NEW YORK RADIO)

KLINE KILL (See GHENT on page 205)

KLUMP N43°00.02´ W78º39.05´ NOTAM FILE BUF.

NDB (LOMW) 231 BU 233º 5.0 NM to Buffalo Niagara Intl. 630/9W.

KOBELT (See WALLKILL on page 251)
LA GUARDIA  N40º47.02´ W73º52.12´  NOTAM FILE LGA.
(L) (L) VOR/DME 113.1  LGA Chan 78 at Laguardia. 11/12W.
VOR unusable:
245º–280º blo 6,000´
DME unusable:
245º–280º byd 25 NM blo 6,000´

LAGUARDIA  (See NEW YORK on page 227)

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: PAPIDP2L)—GA 3.5º TCH 51´. Trees.
RWY 32: Thdl dspcld 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
correction required at or below –32C. Rwy 14 PAPI unusable byd 3
NM.
AIRPORT MANAGER: 518-523-2473
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 120.35
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (VL) VOR/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´

NE, 11 JUL 2024 to 5 SEP 2024
LANCASTER

BUFFALO–LANCASTER RGNL (BQR/(KBQR)) 3 NE UTC–5(–4DT) N42°55.32’ W78°36.72’

752 B TPA—1552(800) NOTAM FILE BUF

RWY 09–27: H3199X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P2R)—GA 3.0º TCH 40’. Fence.

RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Fence.

SERVICE: S6 FUEL 100LL LGT ACTVT REIL Rwy 09 and Rwy 27;
PAPIS Rwy 09 and Rwy 27; MIRLS Rwy 09–27—CTAF. Rwy 09 PAPI unusbl byd 3 deg right of RCL. Rwy 27 PAPI unusbl byd 5 deg left of RCL.


AIRPORT MANAGER: 716-860-6044

COMMUNICATIONS: CTAF/AUNICOM 123.05

BUFFALO APP/DEP CON 126.15

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(DH) DME 116.4 BUF Chan 111 N42°55.74’ W78°38.78’ 105º 1.6 NM to fld. 730.

DME unusable:

051º–085º byd 25 NM blo 4,500’
301º–050º byd 25 NM blo 3,500’

COMM/NAV/WEATHER REMARKS: Automated UNICOM. ADZY also avbl by calling 617–262–3825.

LE ROY (5G0) 2 E UTC–5(–4DT) N42°58.88’ W77°56.11’

780 B NOTAM FILE BUF

RWY 10–28: H3854X60 (ASPH) S–12.5 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 31’. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.5º TCH 53’. Tree.

SERVICE: S2 FUEL 100LL LGT SS–SR, ACTVT REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF.


AIRPORT MANAGER: 585-259-9308

COMMUNICATIONS: CTAF/UNICOM 122.8

ROCHESTER APP/DEP CON 123.7

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) (L) VOR/DME 108.2 GEE Chan 19 N42°50.06’ W77°43.97’ 324º 12.5 NM to fld. 990/9W.

VOR portion unusable:

208º–224º byd 29 NM blo 5,000’
225º–230º
231º–245º byd 29 NM blo 5,000’

DME unusable:

115º–120º byd 29 NM blo 4,000’
140º–155º byd 30 NM blo 5,000’

COMM/NAV/WEATHER REMARKS: Automated UNICOM. ADZY also avbl by calling 617–262–3825.

LEDGEDALE AIRPARK (See BROCKPORT on page 191)

LIVINGSTON

GREEN ACRES (1A1) 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 Apch 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.
LONG LAKE

LONG LAKE / HELMS SPB (NY9)  0 N UTC–5(–4DT)  N43°58.50’ W74°25.23’

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(–4DT)  N43°58.14’ W74°25.73’

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 232)

LUFKER (See EAST MORICHES on page 198)

MALONE–DUFORT (MAL)(KMAL)  2 W UTC–5(–4DT)  N44°51.22’ W74°19.74’

790  B  NOTAM FILE BT

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 LTG ACTIVATE PAPI Rwy 05 and Rwy 23, MIRL

RWY 05–23, Rwy 14–32 and twy lgts—CTAF.

AIRPORT REMARKS: Airport not attended. Rwy 14–32 has snow removal but visual inspection and NOTAM check must be done as town roads are plowed before arpt. Haying activity and equipment present Jun–Sept.

AIRPORT MANAGER: (518) 483-4740

WEATHER DATA SOURCES: AWOS–AV 122.8 (518) 651–2601.

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.25

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) TACAN  Chan 88  MSS (114.1)  N44°54.87’ W74°43.36’  116º  17.2 NM to fld. 198/14W.

MARCY FLD (See KEENE on page 213)
NEW YORK

MASSENA INTL–RICHARDS FLD (MSS)(KMSS) 2 E UTC–5(–4DT) N44°56.17′ W74°50.71′

RWY 05–23: H6501X100 (ASPH–GRVD) S–30, D–50, 2D–76
PCN 18 F/CX/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 lghts—CTAF.


AIRPORT MANAGER: 315-769-7429


AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:
(H) TACAN  Chan 88  MSS (114.1)  N44°54.87′ W74°43.36′  298º 5.4 NM to fld. 198/14W.
MISSE NDB (LOMW) 278 MS  N44°51.25′ W74°54.95′  045º 5.8 NM to fld. 245/14W.
ILS 108.7 I–MSS  Rwy 05. Class IE. LOM MISSE NDB. LOM unmonitored.

MATTITUCK (21N) 1 SE UTC–5(–4DT) N40°59.22′ W72°31.15′

30  NOTAM FILE ISP
RWY 01–19: H2200X60 (ASPH)
RWY 01: Trees.
RWY 19: Trees.

AIRPORT REMARKS: Unattended. All training ops, tkf and ldg practice and ngt ops are prohibited. Deer on and inovf 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: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

MIDDLESEX VALLEY  (4N2)  1 NW  UTC–5(–4DT)  N42°42.84′ W77°16.32′  
770  NOTAM FILE BUF  
RWY 03–21: 2130X175 (TURF)  2.1% up NE  
  RWY 03: Brush.  
  RWY 21: Tree.  
SERVICE: S2  
AIRPORT MANAGER: (585) 465-3926  
COMMUNICATIONS: CTAF/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 4.0° TCH 44′. Thld dsplcd 563′. Road.  
  RWY 26: PAPI(P2R)—GA 4.0° TCH 30′. Trees.  
SERVICE: LGT Several rwy and twy lghts OTS indef. PAPI Rwy 26 OTS indef. ACTIVATE MIRL Rwy 08–26—CTAF.  
AIRPORT REMARKS: Unattended. Heavy glider and hang glider activity on weekends and holidays. Ultralgt on and 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: CTAF/UNICOM 122.8  
® NEW YORK APP/DEP CON 132.75  
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448  
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.  
HUGUENOT (H) (H) VOR/DME 116.1  HUO  Chan 108  N41°24.58′ W74°35.50′  
  093° 9.1 NM to fld. 1300/11W.  
VOR unusable:  
  029°–045°  
  050°–060° byd 10 NM  
  061°–079°  
  210°–230° byd 20 NM blo 6,500′  
DME unusable:  
  037°–048° byd 20 NM  
  215°–225° byd 33 NM  

MIDLAKES  (See GORHAM on page 206)
SKY ACRES  (44N)  6 SW  UTC–5(–4DT)  N41º42.45´ W73º44.28´

697  NOTAM FILE ISP

RWY 17–35: H3829X60 (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.


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  N41º39.93´

W73º49.33´  068º 4.5 NM to fld. 581/12W.

VOR unusable:

008º–018º byd 40 NM blo 4,000´

008º–018º byd 70 NM

020º–123º byd 40 NM

045º–050º byd 35 NM blo 4,300´

070º–140º byd 30 NM blo 3,400´

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

NEW YORK L–338, 34I

IAP

MISSE N44º51.25´ W74º54.95´ NOTAM FILE MSS.

NDB (LOMW) 278  MS  045º 5.8 NM to Massena Intl–Richards Fld. 245/14W.

NE, 11 JUL 2024 to 5 SEP 2024
NEW YORK

MONTAUK (MTP)(KMTP) 3 NE UTC–5(–4DT) N41°04.60’ W71°55.23’
7 NOTAM FILE MTP
RWY 06–24: H3246X75 (ASPH) MIRL
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) VORTACW 113.6 HTO Chan 83 N40º55.14’ W72º19.00’ 075º 20.3 NM to fld. 22/13W.
DME unusable:
280º–325º byd 35 NM blo 1,700´
326º–355º byd 30 NM blo 2,000´
TACAN AZIMUTH unusable:
280º–325º byd 35 NM blo 1,700´
326º–355º byd 30 NM blo 2,000´
VOR unusable:
010º–240º
270º–332º
MONTGOMERY

ORANGE CO (MGJ)(KMGJ) 1 SW UTC–5(–4DT) N41º30.71´ W74º15.81´

370  B  TPA—See Remarks  NOTAM FILE MGJ

RWY 04–22: H5006X100 (ASPH–GRVD)  S–30, D–57, 2D–85  HIRL  0.3% up NE

RWY 04: REIL. PAPI(P4L)–GA 3.0º TCH 52´. Trees.


RWY 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 tfe.

SERVICE: S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT ACTVT HIRL Rwy 04–22; MIRL Rwy 08–26; twy lgts—CTAF. REIL

RWY 04 and 22; PAPI Rwsy 04 and 22; 08 and 26 opr consly. PCL only avbl SS–SR.


and birds on and invof arpt. Rwy 04 designated calm wind rwy. Wind indicator on Rwys 04, 22, 26. Be aware of large
turbojet acft invof 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 CLN C Del 123.85

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448 or 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT  (H) (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 blo 6,500´

DME unusable:

037º–048º byd 20 NM

215º–225º byd 33 NM

ILS 111.7 I–MGJ  Rwy 04.  Class IT.  Unmonitored when MGJ Co office clsd.

NE, 11 JUL 2024 to 5 SEP 2024
MONTICELLO

SULLIVAN CO INTL (MSV) (KMSV) 6 NW UTC–5 (–4DT) N41º42.10´ W74º47.70´

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:
FUEL 100LL, JET A

AIRPORT REMARKS:

AIRPORT MANAGER: 845–807–0326

WEATHER DATA SOURCES: AWOS–3PT 124.725 (845) 583–5056.

COMMUNICATIONS: CTAF/UNICOM 122.8

MORAVIA

OWASCO AIRFIELD (2N4) 3 NW UTC–5 (–4DT) N42º44.19´ W76º29.18´

RWY 11–29: 2333X50 (TURF) LIRL

AIRPORT REMARKS: Unatndd. Deer inv or and on rwy. Rwy not plowed in winter.

AIRPORT MANAGER: 860–526–0809

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315–455–6218.

NEELY

NAD (MHW/LOM) 335 SW 093º 5.7 NM to New York Stewart Intl. 408/14W.
DOWNTOWN MANHATTAN/WALL ST HELIPORT  (JRB)(KJRB)  3 SE  N40°42.07' W74°00.54'  

SERVICE:  FUEL  JET A  


AIRPORT MANAGER:  212-248-7240  

WEATHER DATA SOURCES:  AWOS–3PT 128.175 (212) 425–1534.  

COMMUNICATIONS:  CTAF/UNICOM 123.05  


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EAST 34TH STREET HELIPORT  (6N5)  0 E  N40°44.56' W73°58.32'  

HELIPAD H1:  H37X37 (ASPH–CONC)  RWY LGTS(NSTD)  
HELIPAD H2:  H44X44 (ASPH)  RWY LGTS(NSTD)  
HELIPAD H3:  H44X44 (ASPH)  RWY LGTS(NSTD)  
HELIPAD H4:  H44X44 (ASPH)  RWY LGTS(NSTD)  

SERVICE:  FUEL  JET A1  

HELIPORT REMARKS:  Attended Mon–Fri 1300–0100Z‡. Heliport clsd Sat and Sun. Lctd 4.3 SW of La Guardia Arpt. Bcn lctd abv office trailer blq 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. 

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EVERS SPB  (6N6)  12 NE  UTC–5(–4DT)  N40°50.76' W73°48.97'  

WATERWAY ALL–WAY:  5000X400 (WATER)  
WATERWAY ALL:  Boat.  
WATERWAY WAY:  Boat.  

SEAPLANE REMARKS:  Attended April–Oct 1300–0000Z‡. Dalgt ops only. Unlighted barge approximately 350’ northeast of ldg dock and ramp. Left tcf pat is west, southwest, south, southeast; rgt tcf pat is east, northeast, north, northwest. All turns over water. Min alt 300’ base to final turn. 

AIRPORT MANAGER:  718-863-9111  

COMMUNICATIONS:  CTAF 122.9  


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NE, 11 JUL 2024 to 5 SEP 2024
JOHN F KENNEDY INTL (JFK/KJFK) 13 SE UTC–5(–4DT) N40°38.40’ W73°46.72’
13 B LRA Class I, ARFF Index E NOTAM FILE JFK

NEW YORK

COPPER

H–101, 121, L–33B, 34H

IAF, AD

NE, 11 JUL 2024 to 5 SEP 2024

CONTINUED ON NEXT PAGE
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 blo 4,000′
340°–345° byd 30 NM

CANARSIE (T) (T) VOR/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 blw 500ft MSL.
ILS/DME 109.5 I–JFK Chan 32 Rwy 04R. Class IIIE. DME also serves Rwy 22R.
ILS/DME 111.5 I–TLK Chan 52 Rwy 13L. Class IIIE. LOC unusable byd 11 DME. DME unusable byd 30° right of centerline. Glideslope unusable byd 8 NM.
ILS/DME 110.9 I–IWY Chan 46 Rwy 22L. Class IIIE.
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 by Twy K indef.

COMM/NAV/WEATHER REMARKS: Use caution for possible radio interference or false instructions on twr frequencies.

NE, 11 JUL 2024 to 5 SEP 2024
LAGUARDIA (LGA)(KLGA)  4 E  UTC–5(–4DT)  N40º46.63´ W73º52.36´
21  B LRA  Class I, ARFF Index D  NOTAM FILE LGA

HIRL  CL

RWY 04:  MALSR, TDZL, PAPI(P4R)—GA 3.14º TCH 54´. RVR–TR Bldg.

RWY 22:  ALSFL1, TDZL, PAPI(P4R)—GA 3.0º TCH 67 ´. RVR–TR

HIRL  CL

RWY 13:  MALSR, TDZL, PAPI(P4L)—GA 3.1º TCH 55 ´. RVR–TR

RWY 31:  REIL. PAPI(P4R)—GA 3.0º TCH 71 ´. RVR–TR Bldg.

ARRESTING GEAR/SYSTEM

RWY 04:  EMAS

RWY 13:  EMAS

RWY 22:  EMAS

RWY 31:  EMAS

SERVICE:  S4  FUEL  100LL, JET A


AIRPORT REMARKS:  Special Air Traffic Rules—Part 93, High Density Arpt, Prior Reservation Required, see Aeronautical Information Manual. Coded Transponder rqrd. Flocks of birds on and invof arpt. Attended continuously. Ship masts in apch Rwy 31. VFR reservation info avbl on ATIS. Obst sign structure unknown (39´ AGL) 500´ east of Rwy 04–22 cntrln. Rwy 13–31 NW 944 ft of rwy is a deck over wtr; rwy friction may be different than rmng ptn of rwy durg wint wx. Rwy 13–31 NE 1776 ft of rwy is a deck over wtr; rwy friction may be different than rmng ptn of rwy durg wint wx. Rwy 14–22 NE 1776 ft of rwy is a deck over wtr; rwy friction may be different than rmng ptn of rwy durg wint wx. Rwy 22 PAPI and glidepath not coincident. Rwy 22 PAPI and glidepath not coincident. Rwy 31 PAPI and RNAV glidepath not coincident. H1 helipad nstd markings and lgtg.

AIRPORT MANAGER:  718-533-3401

WEATHER DATA SOURCES:  ASOS (718) 672–6317 LLWAS.

COMMUNICATIONS:  D–ATIS ARR 125.95  (718) 424–4713  D–ATIS DEP 127.05  (718) 424–4713  UNICOM 122.95

® NEW YORK APP CON 120.8 120.05

TOWER 118.7  GND CON 121.7  CLNC DEL 135.2 (121.875 helicopters)  PRE TAXI CLNC 135.2

CPDLC (LOGON KUSA)  120.4

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  N40º47.02´ W73º52.12´  at fdl. 11/12W.

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 I.  LOC unusable byd 20º left of course.

ILS/DME 108.5  I–GDI  Chan 22  Rwy 13.  Class I.  Glideslope unusable byd 4º left of course.

ILS/DME 110.5  I–URD  Chan 42  Rwy 22.  Class IE.

LOC/DME 108.5  I–PZV  Chan 22  Rwy 31.  Offset localizer angle 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 indef. H1 helipad nstd markings and lgtg.
LONG ISLAND MAC ARTHUR
(ISP)(KISP) P (ARNG) 40 E UTC–5(–4DT) N40°47.77’

NEW YORK COPTER
H–101, 121, L–33B, 34I
IAP, AD

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: TORJ–7006 T0DA–7006 ASDA–7006 LDA–7006
Rwy 15L: T0RA–3175 T0DA–3175 ASDA–3175 LDA–3175
Rwy 15R: T0RA–5186 T0DA–5186 ASDA–5186 LDA–5186
Rwy 24: T0RA–7006 T0DA–7006 ASDA–7006 LDA–7006
Rwy 33L: T0RA–5186 T0DA–5186 ASDA–5186 LDA–5186
Rwy 33R: T0RA–3175 T0DA–3175 ASDA–3175 LDA–3175

SERVICE: SA FUEL 100LL, JET A 0X, 2, 3, 4, LDT Dusk–dawn. When ATCT clsd ACTVT MIRL Rwy 15R–33L; twn lghts–CTAF; HIRL Rwy 06–24 preset low intst ACTVT–CTAF. MALSR Rwy 06 or 24 preset med inst for prevailing wind rwy. Rwy 06 rstd MALSR, three outermost flshter lghts exceed std spacing. MILITARY—FUEL 100LL, A


AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Advys, ftc ldg Rwy 33L hgh density VFR tnc prc 600’. MSL and blk vcnty Bayport Aerodrome 3 miles southeast. Updrafts may be encountered invof powerplant 1.5 NM northeast Rwy 24. Rwy 15L–33R clsd to fixed wing act at tgt and abvl for taxing. Rwy 15L–33R not abvl for tgt td and lgt ops, Lmt to 48,000 lbs or less. Rwy 15L–33R clsd to sked acr ops more than 9 pxn seats and non sked acr ops more than 30 pxn seats. Twy S unlghtd of terminal apron. Rwy 15L rstd markers, thld bar missing on rwy end. Rwy 33R rstd markers, thld bar missing on rwy end. Ldg fpr all acft 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: CTAF 119.3 ATIS 120.725 UNICOM 122.95

NEW YORK APP/DEP CON 120.05
LONG ISLAND TOWER 119.3 (1100–0500Z) GND CON 135.3 CLNC DEL 121.85

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 117.7 DPK 124 Channel 24 N40°47.51’ W73°18.22’ 100º 9.3 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’

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 aph 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 (N7) 0 E UTC–5 (–4DT) N40°44.04’ W73°58.37’ NEW YORK COPTER

WATERWAY N–S: 10000X1000 (WATER)

SEAPLANE REMARKS: Attended 1300Z–dusk. No tie-downs and no overnight stays avbl. Pilots must complete a proving flt with an authorized member of the N.E. Seaplanes Pilots Association prior to spbase use. 3bladed props rqrd on all seaplanes. Pilots rqrd 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 tfk. CH13 (VHF 165.65) is monitored at seaport for inbound boat tfc and intership nav safety. Ldg fee.

AIRPORT MANAGER: (201) 214-0969
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

NEW YORK STEWART INTL (SWF) (KSWF) P (A AR ANG MC) 44 N UTC–5 (–4DT) N41°30.25’ W74°06.29’

RWY 09–27: H11817X150 (ASPH–GRVD) S–85, D–175, 2S–175, 2D–350, 2D/2D2–775 PCN 65 F/A/W/T HIRL CL
RWY 09: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 65’. RVR–TMR Thld dsplcd 2000’. Fence. 0.4% down.
RWY 16–34: H6004X150 (ASPH–GRVD) S–120, D–190, 2S–175, 2D–350, 2D/2D2–800 PCN 65 F/A/W/T HIRL 0.6% up NW
RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 53’.
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 49’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–11817 TODA–11817 ASDA–10817 LDA–8817
RWY 16: TORA–6004 TODA–6004 ASDA–6004 LDA–6004
RWY 27: TORA–11817 TODA–11817 ASDA–11817 LDA–9817
RWY 34: TORA–6004 TODA–6004 ASDA–6004 LDA–6004

SERVICE: S4 FUEL 100LL, JET A LGT SFL Rwy 09 O/S UFN. 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 Rwy 16 and 27 may be used for noise abatement.


AIRPORT MANAGER: 845-838-8200
COMMUNICATIONS: ATIS 124.575 845–567–9311 UNICOM 122.95
© NEW YORK APP/DEP CON 132.75
TOWER 121.0 GND CON 121.9
AIRSPACE: CLASS D.

CONTINUED ON NEXT PAGE
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 64 NM
322°–330° byd 40 NM
322°–330° byd 40 NM
322°–001° byd 40 NM
322°–001° byd 40 NM
322°–001° byd 40 NM
322°–001° byd 40 NM

NEELY NDB (MMW/LOM) 335 SW N41°29.15’ W74°13.68’ 093° 5.7 NM to fld. 408/14W. NOTAM FILE SWF.

ILS 110.1 I–SWF Rwy 09. Class III. LOM NEELY NDB.

ILS/DME 109.95 I–JKH Chan 36(Y) Rwy 27. Class IB.

HELIPAD H1: H40X40 (ASPH)

HELIPORT REMARKS: Helipad located intersection Twy B and Twy C and east of Twy C.

WEST 30TH ST HELIPORT (JRA)(KJRA) O N N40°45.29’ W74°00.42’

HELIPAD H1: H45X45 (ASPH) S–6 PERIMETER LGTS
HELIPAD H2: H45X45 (ASPH) S–6
HELIPAD H3: H45X45 (ASPH)
HELIPAD H4: H45X45 (ASPH)
HELIPAD H5: H45X45 (ASPH)
HELIPAD H6: H45X45 (ASPH)

SERVICE: FUEL JET A

HELIPORT REMARKS: Attended continuously. North and south finger pier pads are clsd. +40’ lgts lctd at south end of heliport. +10’ fencing lctd along east edge of heliport and b/t ldg spots 2 and 3. All lds and lgds 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 (8SN) 3 SW UTC–5(–4DT) N43°15.29’ W78°45.93’

360 NOTAM FILE BUF
RWY NE–SW: 285X75 (TURF)
RWY NW: 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 txy. 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

CONTINUED FROM PRECEDING PAGE

NE, 11 JUL 2024 to 5 SEP 2024
NIAGARA FALLS INTL  (IAG)(KIAG) P (AFRC ANG)  E UTC–5 (–4DT)  N43°06.45’ W78°56.75’

NEW YORK  231


IAP, DIAP, AD

592  B  LRA  ARFF Index—See Remarks  NOTAM FILE IAG


RWY 28R:  MALSR. TDZL. PAPI(P4L)—GA 2.5º TCH 67’. RVR–T Tree.

RWY 06–24:  H5188X150 (ASPH)  S–120, D–250, 2D–462  PCN 69  F/B/W/T  MIRL

RWY 06:  REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree.

RWY 24:  REIL. PAPI(P4L)—GA 3.0º TCH 48’. Tree.

RWY 10R–28L:  H3972X78 (ASPH)  S–73, D–97  PCN 29  F/C/X/T  MIRL

RWY 10R:  REIL. PAPI(P2L)—GA 3.26º TCH 31’. Tree.

RWY 28L:  REIL. PAPI(P2L)—GA 3.06º TCH 30’. Stack.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:  TORA–5188  TODA–5188  ASDA–5188  LDA–5188

RWY 10L:  TORA–9829  TODA–10829  ASDA–9829  LDA–9129

RWY 10R:  TORA–3973  TODA–3973  ASDA–3973  LDA–3973

RWY 24:  TORA–5188  TODA–5188  ASDA–5108

RWY 28R:  TORA–9129  TODA–9129

SERVICE:  S2  FUEL  100LL, JET A, A+  LGT When ATCT clsd ACTVT

MALSR 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 lgts—CTAF.

MILITARY—See FLIP AP/1 Supplementary Arpt Remarks.

FUEL  A++(Mil)  FLUID  SP  OIL  O–148(Mil)

AIRPORT REMARKS:  Attended continuously. Heavy concentrations of gulls, blackbirds, starlings up to 5000’ AGL on and in


B. ARFF Index E equipment coverage provided. Extensive acft activity opr invof US/Canadian falls all alts. Intxn deps Rwy

24 at Twy D1 are not authorized. Rwy 28R rollout end of rwy—last 900’ not grvd. Rwy 28R 1000 ft by 150 ft blast pad.

Twy A, A1, A2, A3, M & L non–mov areas. Twy D3 rstd to 12,500 lbs or less. Ldg fee. Parking fee. Flight Notification

Service (ADCUS) avbl. NOTE: See Special Notices—Recommended VFR Fit Procedures.

MILITARY REMARKS:  See FLIP AP/1 Supplementary Arpt Remarks. RSTD All mil acft opr rstd during Bird Watch Condition

Moderate (tkf and ldg permission only when departing/arrival route avoids identified bird activity, no local IFR/VFR tfc pat

activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc Comd Post for current Bird Watch Condition.

MISC  Local mission acft have priority for de–icing, full acft de–icing for C–17 and C–5 acft not avbl. All mil acft only minimal

classified materials avbl, aircrews should arrive with appropriate amount to complete their mission. For current Mil Rwy

Condition Reading (RCR) call or ctc 914 ARW comd post or 914th ARW afld management.

AFRC/ANG PPR ctc Afld mgmt

DSN 238–2176, C716–236–2176. Airfield ops svc 1200–0400Z‡ Mon–Fri exc hol. Customs/AG/IMG svc not lctd on


management does not issue or store COMSEC, for COMSEC storage ctc Command Post DSN 238–2150,

C716–236–2150. Minimum alt over Niagara Falls scenic falls is 3500’. No fleet svc avbl. Nstd ops apn mrks identifying

prkg rows and prkg lctn. Nstd main apn mrks prkg stop bar and acft gnd eqpt (AGE) box.

AIRPORT MANAGER:  (716) 297-4494

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


Niaga Falls ARS. Svc avbl 24 hrs. Twys A, A1, A2, and A3 painted mrk faded and retro–reflectivity ineffective. Afdl

management does not issue or store COMSEC, for COMSEC storage ctc Command Post DSN 238–2150, C716–236–2150.

Minimum alt over Niagara Falls scenic falls is 3500’. No fleet svc avbl. Nstd ops apn mrks identifying

prkg rows and prkg lctn. Nstd main apn mrks prkg stop bar and acft gnd eqpt (AGE) box.

AIRPORT MANAGER:  (716) 297–4494

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


Niaga Falls ARS. Svc avbl 24 hrs. Twys A, A1, A2, and A3 painted mrk faded and retro–reflectivity ineffective. Afdl

management does not issue or store COMSEC, for COMSEC storage ctc Command Post DSN 238–2150, C716–236–2150.

Minimum alt over Niagara Falls scenic falls is 3500’. No fleet svc avbl. Nstd ops apn mrks identifying

prkg rows and prkg lctn. Nstd main apn mrks prkg stop bar and acft gnd eqpt (AGE) box.
NEW YORK

LT WARREN EATON (OIC/KOIC) 2 N UTC–5(–4DT) N42°33.99´ W75°31.45´

1024 B NOTAM FILE OIC

RWY 01–19: H4727X75 (ASPH–GRVD) S–48.5, D–68 PCN 14 F/A/X/T
HIRL 0.3% up N
RWY 01: PAPI(P2L)—GA 4.0º TCH 34´. Thld. dsplcd 275´. Trees.
RWY 19: REIL. PAPI(P2L)—GA 3.75º TCH 50´. Thld. dsplcd 333´. Road.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–4727 TODA–4727 ASDA–4394 LDA–4119
RWY 19: TORA–4727 TODA–4727 ASDA–4452 LDA–4119

SERVICE: FUEL 100LL, JET A, A+ LGT ACTVT REIL Rwy 19; PAPI Rwy 01 and 19; HIRL Rwy 01–19—CTAF. Rwy 01 PAPI unusbl byd 4 deg left of cntrln. Rwy 19 PAPI unusbl byd 3 NM and 4 deg left of cntrln.


AIRPORT MANAGER: 607-334-9430


COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 133.25

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

RADIO AIDS TO NAVIGATION:
NOTAM FILE BUF.

ROCKDALE (L) (L) VOR/DME 112.6 RKA Chan 73 N42°27.98´ W75°14.35´ 307º 14.0 NM to fld. 2032/11W.

OGDENSBURG INTL (OGS)(KOGS) 2 SE UTC–5(–4DT) N44°40.94´ W75°27.80´

302 B AOE ARFF Index—See Remarks NOTAM FILE OGS

RWY 09–27: H6400X150 (ASPH–GRVD) S–114, D–151, 2D–225
PCR 523 F/D/X/T. HIRL
RWY 09: PAPI(P4L)—GA 3.0º TCH 46´.
RWY 27: MALSF. PAPI(P4L)—GA 3.0º TCH 45´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6400 TODA–6400 ASDA–6006 LDA–6006

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MALSF Rwy 27; PAPI Rwy 09 & 27; HIRL Rwy 09–27; Twy lgts—CTAF.


AIRPORT MANAGER: (315) 869-2676

WEATHER DATA SOURCES: AWOS–3 118.525 (315) 393–8982.

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.25

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

RADIO AIDS TO NAVIGATION:
NOTAM FILE MSS.

COMM/NAV/WEATHER REMARKS: Acft approaching from the west and landing on Rwy 09 should monitor Brockville Arpt (CNL3) UNICOM on 123.0.

OGIVE N44°42.09´ W75°21.18´ NOTAM FILE OGS.

NDB (LOMW) 358 OG N44°42.09´ W75°21.18´ 269º 4.9 NM to Ogdensburg Intl. 358/13W.

NOTAM FILE OGS.

LOC/DME 110.7 1–OGS Chan 44 Rwy 27. LOM OGIVE NDB. Loc/LOM unmonitored.

COMM/NAV/WEATHER REMARKS: Act from the west and landing on Rwy 09 should monitor Brockville Arpt (CNL3) UNICOM on 123.0.

OGIVE N44°42.09´ W75°21.18´ NOTAM FILE OGS.

NDB (LOMW) 358 OG N44°42.09´ W75°21.18´ 269º 4.9 NM to Ogdensburg Intl. 358/13W.

NOTAM FILE OGS.
NEW YORK

OLCOTT–NEWFANE (D80) 2 SW UTC–5(–4DT) N43°19.25´ W78°43.74´
315 NOTAM FILE BUF
RWY 09–27: 2500X60 (TURF)
RWY 09: Trees.
RWY 27: 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
CATTARAUGUS CO–OLEAN (OLE)(KOLE) 10 N UTC–5(–4DT) N42°14.47´ W78°22.28´
2135 B NOTAM FILE OLE
RWY 04–22: H4800X100 (ASPH–GRVD) S–81, D–103, 2D–168
PCN 32 F/D/X/T HIRL 0.4% up SW
RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Thld dsplcd 100´. Trees.
RWY 16–34: 2117X100 (TURF) 0.9% up NW
RWY 16: Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–4800 TODA–4800 ASDA–4600 LDA–4500
SERVICE: FUEL 100LL, JET A+ LGT ACTVT REIL Rwy 04 and 22; PAPI Rwy 04 and 22; HIRL Rwy 04–22; WDI—CTAF. PAPI Rwy 22 unusable byd 5 deg left of RCL.
AIRPORT MANAGER: 716–557-8800
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.
RADIO AIDS TO NAVIGATION: NOTAM FILE ELZ.
WELLSVILLE (L) DME 115.85 ELZ Chan 105(Y) N42°05.38´ W77°59.97´ 299º 18.9 NM to fld. 2298.
DME unusable:
170º–195º byd 25 NM
LOC 109.3 I–OLE Rwy 22.

GIERMEK EXEC (BG3) 2 SE UTC–5(–4DT) N42°04.06´ W78°24.33´
1420 NOTAM FILE BUF
RWY 10–28: 3150X80 (TURF)
RWY 10: Brush.
RWY 28: Trees.
AIRPORT MANAGER: (716) 307-3581
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.
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)  S–12  MIRL  0.3% up SW
RWY 06: REIL, VASI(V4R)—GA 3.0º TCH 30´. Tree.
RWY 24: MALS, REIL, PAPI(P2L)—GA 3.0º TCH 51´. Fence.
SERVICE: S4  FUEL  100LL, JET A, A+  LGT
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´ W76º14.35´ 077º 8.5 NM to fld. 2032/11W.

ORANGE CO (See MONTGOMERY on page 222)

OSWEGO CO (See FULTON on page 203)

OVID  (D82)  2 SE  UTC–5(–4DT)  N42º39.29´ W76º47.78´
1062  NOTAM FILE BUF
RWY 01R–19L: H2800X40 (ASPH)
RWY 01R: Trees.
RWY 19L: Trees.
RWY 01L–19R: 2200X60 (TURF)
RWY 01L: Trees.
RWY 19R: Trees.
SERVICE: FUEL  MOGAS
AIRPORT MANAGER: 607-869-5601
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

OWASCO AIRFIELD (See MORAVIA on page 223)

PAWLING  (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.

NEW YORK

NE, 11 JUL 2024 to 5 SEP 2024
PENN YAN/YATES CO (PEO)(KPEO) 1 S UTC–5(–4DT) N42°38.23´ W77°03.17´
988 B NOTAM FILE PEO
RWY 01–19: H5499X100 (ASPH–GRVD) S–82.6, D–112, 2D–195
PCN 3 F/C/Y/T MIRL 1.3% up S
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 28´. Fence.
RWY 19: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 10–28: H3561X50 (ASPH) S–12.5 PCN 4 F/B/X/U LIRL 1.6% up E
RWY 28: PAPI(P2R)—GA 3.5º TCH 43´. Thld dsplcd 383´. Pole.
SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT ACTIVATE PAPI Rwy 01, Rwy 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

PERRY–WARSAW (01G) 3 NW UTC–5(–4DT) N42°44.8´ 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) VOR/DME 108.2 GEE Chan 19 N42°50.06´ W77°43.97´ 258° 15.2 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´

PINE HILL (See ALBION on page 188)
PLATEAU SKY RANCH (See EDINBURG on page 198)

PLATTSBURGH INTL (PBG)(KPBG) 3 S UTC–S(–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/CW/T HIRL

RWY 17: REIL. PAP(P4L)—GA 3.0º TCH 40 ´. Tree. Rgt tfc. 0.8% down.

RWY 35: MALS R. PAP(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 LGT ACTIVATE MALS 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 acct ctc 122.7 or 518–335–5140 hrs prior to ldg. Class I, ARFF Index B. PPR 24 hrs for unskd acr opns with more than 30 psgr seats. Index E coverage is avbl upon req. 24 hrs prior notice reqd. Call amgr at 518–565–4008 or 518–335–3735. PPR and ARFF Index E call 518–335–3735. Expect downdrafts and turbulence during periods of strong cross winds. Actf arriving or departing PBG must announce intentions on CTAF. User fee arpt. Ldg fees for acft over 12,500 lbs max ldg weight; no ldg fee for government acft. US Cust avbl Mon–Fri, 1300–2100Z. PPR 24 hours for aft hours; ctc CBP Supvr @ 518–328–5617. Skydiving opns southeast of arpt, inv of FBO.

AIRPORT MANAGER: 518-565-4794

WEATHER DATA SOURCES: ASOS 132.225 (518) 324–5539.

COMMUNICATIONS: CTAF/UNICOM 122.7

® BURLINGTON APP/DEP CON 121.1 (1030–0500Z)

® BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z)

CLNC DEL 121.85

CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4413, when Apch clsd ctc Boston ARTCC at 603-879-6859.
NEW YORK

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION:

BURLINGTON (VL) VOR/W/DME 117.5 BTV Chan 122 N44°23.83’ W73°10.96’ 336° 19.5 NM to fld. 417/15W.

VOR unusable:
030°–086° byd 40 NM
075°–132° byd 30 NM blo 9,000´
087°–097° byd 40 NM blo 9,000´
087°–097° byd 49 NM
098°–169° byd 40 NM
133°–165° byd 30 NM blo 8,000´
170°–180° byd 40 NM blo 5,800´
181°–196° byd 40 NM
244°–292° byd 40 NM
340°–010° byd 40 NM

DME unusable:
075°–132° byd 30 NM blo 9,000´
133°–165° byd 30 NM blo 8,000´

ILS/DME 109.7 I–FQV Chan 34 Rwy 35. Class IE.

PLAZZ N42°52.43’ W78°48.99’ NOTAM FILE GBD.

NDB (LOMW) 204 GB 052° 5.5 NM to Buffalo Niagara Intl. 593/9W.

PORT WASHINGTON

SANDS POINT SPB (7N3) 2 NW UTC–5(–4DT) N40°49.65’ W73°43.03’

WATERWAY 01W–19W: 6000X300 (WATER)
WATERWAY 12W–30W: 6000X300 (WATER)


AIRPORT MANAGER: 516-883-7800
COMMUNICATIONS: CTAF 122.9

POTSDAM MUNI/DAMON FLD (PTD)(KPTD) 2 E UTC–5(–4DT) N44°40.60’ W74°56.91’

RWS 06–24: H3703X75 (ASPH) S–30 MIRL
RWS 06: REIL, PAPI(P2L)—GA 3.0º TCH 45’. Trees.
RWS 24: REIL, PAPI(P2L)—GA 3.0º TCH 45’. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 06–24; twy lgts—CTAF.

NOISE: Noise abatement procs in effect–left turn when able departing Rwy 24.


AIRPORT MANAGER: 315-268-1000
WEATHER DATA SOURCES: AWOS–3P 118.325 (315) 265–6106.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:

MASSENA (H) TACAN Chan 88 MSS (114.1) N44°54.87’ W74°43.36’ 228º 17.2 NM to fld. 198/14W.
NDB (MHz) 400 PTD N44°43.40’ W74°52.96’ 239º 4.0 NM to fld. 360/14W. NOTAM FILE PTD.

NDB unusable:
Byd 20 NM

DETROIT L–31E

NEW YORK COPTER

MONTREAL L–32G

IAPIAP

NE, 11 JUL 2024 to 5 SEP 2024
POUGHKEEPSIE

HUDSON VALLEY RGNL (POU)(KPOU) 4 S UTC–5(–4DT) N41°37.60′ W73°53.05′

PCN 42 F/D/W/T HIRL
RWY 06–24: H5001X100 (ASPH–GRVD) S–50, D–60, 2D–110
RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 57′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.42º TCH 57′. Thld dispcl 115′. Tree.
RWY 15–33: H2743X100 (ASPH–CONC) S–35, D–45, 2D–80
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 ASDA–2743 LDA–2743

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTVT MALSR Rwy 06, REIL Rwy 24, HIRL Rwy 06–24—CTAF. Rwy 33 use of VASI rstd to category A acft only.

NOISE: Noise abatement procedures in effect, ctc arpt manager for details.


AIRPORT MANAGER: 845-463-6000

WEATHER DATA SOURCES: ASOS 126.75 (845) 462-0648. LAWRS.

COMMUNICATIONS: CTAF 111.3 I–POU
ATIS 126.75 UNICOM 122.95
NEW YORK APP/DEP CON 123.75
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.

POUGHKEEPSIE VOR/DME 117.6 IGS 123 N41°39.93′ W73°49.33′ 242º 3.6 NM to fld. 581/12W.

VOR unusable:
008º–018º byd 40 NM bld 4,000′
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM bld 4,300′
070º–140º byd 30 NM bld 3,400′
082º–092º byd 20 NM bld 4,000′
082º–092º byd 35 NM bld 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 bld 6,000′
311º–321º byd 64 NM
322º–001º byd 40 NM

ILS 111.3 I–POU Rwy 06. Class IIA. Unmonitored when ATCT clsd.

POUGHKEEPSIE  N41°37.60′ W73°53.02′
RCD 122.2 (NEW YORK RADIO)

PRATT’S EASTERN DIVIDE (See SHERMAN on page 244)
ROCHESTER

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC) (KROC) P (ARNG) 3 SW
UTC–5 (–4 DT) N43°07.15´ W77º40.31´
559 B TPA—See Remarks AOE Class I, ARFF Index C NOTAM FILE ROC
PCN 55 R/C/X/T HIRL CL
RWY 04: ALSF2. TDZL. RVR–TR Trees. 0.3% up.
RWY 22: MALSR. PAPI(P4L)–GA 3.0º TCH 67’. RVR–TR Tree. Rgt tcf. 0.5% down.
PCN 47 R/C/X/T HIRL
RWY 07–25: H4000X100 (ASPH) S–32, D–42 PCN 95 F/C/X/T MIRL
RWY 07: REIL. Pole. Rgt tcf.
RWY 25: REIL. PAPI(P4R)–GA 3.0º TCH 40’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–8001 TORA–8001 TORA–8001 TORA–8001
TODA–8001 TODA–8001 TODA–8001 TODA–8001
ASDA–8001 ASDA–8001 ASDA–8001 ASDA–8001
LDA–8001 LDA–8001 LDA–8001 LDA–8001
RWY 07: TORA–4000 TORA–4000 TORA–4000 TORA–4000
TODA–4000 TODA–4000 TODA–4000 TODA–4000
ASDA–4000 ASDA–4000 ASDA–4000 ASDA–4000
LDA–4000 LDA–4000 LDA–4000 LDA–4000
RWY 10: TORA–6402 TORA–6402 TORA–6402 TORA–6402
TODA–6402 TODA–6402 TODA–6402 TODA–6402
ASDA–5802 ASDA–5802 ASDA–5802 ASDA–5802
LDA–5502 LDA–5502 LDA–5502 LDA–5502
TODA–8001 TODA–8001 TODA–8001 TODA–8001
ASDA–8001 ASDA–8001 ASDA–8001 ASDA–8001
LDA–8001 LDA–8001 LDA–8001 LDA–8001
RWY 25: TORA–4000 TORA–4000 TORA–4000 TORA–4000
TODA–4000 TODA–4000 TODA–4000 TODA–4000
ASDA–4000 ASDA–4000 ASDA–4000 ASDA–4000
LDA–4000 LDA–4000 LDA–4000 LDA–4000
RWY 28: TORA–6402 TORA–6402 TORA–6402 TORA–6402
TODA–6402 TODA–6402 TODA–6402 TODA–6402
ASDA–6402 ASDA–6402 ASDA–6402 ASDA–6402
LDA–5802 LDA–5802 LDA–5802 LDA–5802

ARRESTING GEAR/SYSTEM
RWY 28: EMAS

SERVICE: 54 FUEL 100LL, JET A, J8 OK 1, 2, 3, 4 LGT REIL Rwy 07, REIL Rwy 10 and Rwy 25 REIL controlled by twr but not monitored. PAPI Rwy 22, PAPI Rwy 10, Rwy 25 and Rwy 28 operate 24 hrs.

MILITARY—A–GEAR Rwy 28 EMAS 368’ x 160’.

FUEL J8(Mil) (NC–100LL, A)

AIRPORT REMARKS: Attended continuously. J8 avbl for DoD acft. Birds, deer and coyote on and invof arpt. Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other. No practice apchs or maintenance engine run–ups between 0400–1100Z‡. +80´ obstruction lgtd twr 1250´ west of Rwy 04–22 centerline 1000´ south of extndd centerline Rwy 10–28. Multiple unshielded lgts in final apch area Rwy 28. Terminal ramp is uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi for departure. Twy F from Twy F1 to Rwy 07 clsd to acft with wingspan greater than 100’. Rwy 07–25 clsd to sked acr ops more than 9 pax seats and non sked acr ops more than 30 pax seats. TPA—1400(B41) single engine, 2000(1441) multi–engine/turbojet/jet. Ldg fee. Flight Notification Service (ADCUS) avbl.

NOTE: See Special Notices—Arrival Alert.

AIRPORT MANAGER: 585–753–7056

WEATHER DATA SOURCES: ASOS 124.825 (585) 235–7322. WSP.
COMMUNICATIONS: ATIS 124.825 UNICOM 122.95
ROCHESTER RCO 122.6 (BUFFALO RADIO)
APP/DEP CON 119.55 (330º–160º) 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

ROCKDALE
N42°27.98´ W75º14.35´ NOTAM FILE BUF.
(L) (L) VOR/DME 110.0 ROC Chan 37 N43º07.08´ W77º40.37´ at fld. 545/12W.
ILS 110.7 I–MCU Rwy 04. Class IIIE.
ILS 110.7 I–MDW Rwy 22. Class IT.
ILS/DME 109.5 I–ROC Chan 32 Rwy 28. Class IC.
**BECKS GROVE** (K16) 8 NW UTC–5(–4DT) N43º15.05´ W75º36.26´

- **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 dalgt 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.

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**GRIFFISS INTL** (RME)(KRME) 1 NE UTC–5(–4DT) N43º14.03´ W75º24.42´

- **RWY 15–33:** H11820X200 (ASPH–GRVD) S–100, D–240, 2D–500
- **PCN** 71 F/B/W/T HIRL
- **RWY 15:** PAPI(P4L)—GA 3.0º TCH 55´. 0.3% down..
- **RWY 33:** MALS R. PAPI(P4L)—GA 3.0º TCH 56´. Rgt tsc.

**RUNWAY DECLARED DISTANCE INFORMATION**
- **RWY 15:** TORA–11820 TODA–11820 ASDA–11820 LDA–11820
- **RWY 33:** TORA–11820 TODA–11820 ASDA–11820 LDA–11820

**SERVICE:** S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALS Rwy 33, HIRL Rwy 15–33, and twy lgts —CTAF.


**AIRPORT 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.

**RADAR AIDS TO NAVIGATION:** NOTAM FILE BUF.

**UTICA (L) TACAN** Chan 49 UCA (111.2) N43º01.59´ W75º09.87´ 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 205)

SANDS POINT SPB (See PORT WASHINGTON on page 237)

SARANAC LAKE

ADIRONDACK RGNL (SLK)(KSLK)  4 NW  UTC–5(–4DT)  N44°23.12´ W74°12.37´
1663  B  LRA  ARFF Index—See Remarks  NOTAM FILE SLK
RWY 05–23: H6573X150 (ASPH–GRVD)  S–40, D–73, 2S–92, 2D–115
PCN 64 F/B/W/T HIRL 0.3% up NE
RWY 05: PAPI(P4L)—GA 3.0º TCH 35´. Trees.
RWY 23: MALSR. Trees.
RWY 09–27: H3997X100 (ASPH)  S–40, D–73, 2S–92, 2D–115
PCN 61 F/B/W/T MIRL
RWY 09: Trees.
RWY 27: Thld dsplcd 400´. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6573 TODA–6573 ASDA–6573 LDA–6573
RWY 09: TORA–3997 TODA–3997 ASDA–3997 LDA–3997
SERVICE: 54  FUEL  100LL, JET A  LGT ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, MALSR Rwy 23, PAPI Rwy 05 and twy lgts—CTAF.
AIRPORT MANAGER: 518-891-4600
WEATHER DATA SOURCES: ASOS 124.175 (518) 891–6696.
COMMUNICATIONS: CTAF/UNICOM 123.0
® BOSTON CENTER APP/DEP CON 120.35
CLEARANCE DELIVERY PHONE: For CD if una to ctc on freq, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE SLK.
SARANAC LAKE (L) IAP 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 blo 10,000´
300º–350º byd 36 NM blo 10,000´
ILS 108.9 I–SLK Rwy 23. Class IA. Unmonitored.

SARATOGA CO (See SARATOGA SPRINGS on page 242)
NEW YORK

SARATOGA SPRINGS

SARATOGA CO  (582) 3 SW UTC–5(–4DT) N43º03.04´ W73º51.70´

434 B TPA—1201(767) LRA NOTAM FILE 582

RWY 05–23: H4000X100 (ASPH–CONC–GRVD) S–116, D–192 PCN 46 F/A/X/T MIRL

RWY 05: REIL. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.

RWY 14–32: H4000X100 (ASPH–CONC) S–83, D–126 PCN 30 F/A/X/T MIRL

RWY 14: Trees.

RWY 32: Trees.

SERVICE: S4 FUEL 100LL, JET A LRT ACTVT REIL Rwy 05–23; MIRL Rwy 05–23–CTAF. Rwy 14–32 rwy lgt ops OTS.

AIRPORT REMARKS: Attended 1230Z–dusk. Albany ANG helicopters do touch and go lgt ops usually during dalgt hrs. Glider activity on weekends and occasionally weekdays with extensive pre–launch and after ldg ground ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off–pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height.

AIRPORT MANAGER: 518-885-5470

WEATHER DATA SOURCES: AWOS–3 132.025 (518) 884–9289.

COMMUNICATIONS: CTAF/UNICOM 123.075

ALBANY APP/DEP CON 118.05

GCO 118.125 (ALBANY CLNC DEL)

CLEARANCE DELIVERY PHONE: For CD if GCO una ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION:

NOTAM FILE BTV.

CAMBRIDGE (L) (L) VOR/W/DME 115.0 CAM Chan 97 N42º59.66´ W73º20.64´ 293º 23.0 NM to fld. 1490/14W. DME unusable:

040º–130º blo 9,000´

VOR unusable:

128º–144º

161º–182º

195º–205º

CONTINUED ON NEXT PAGE

SCHENECTADY CO  (SCH)(KSCH) (ANG) 3 N UTC–5(–4DT) N42º51.16´ W73º55.77´

378 B LRA NOTAM FILE SCH

RWY 04–22: H7001X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D2–850 PCN 49 F/C/X/T HIRL 0.9% up NE

RWY 04: MALSR. PAPI(P4L)—GA 3.0º TCH 51´. Trees.


2D–218, 2D/D1–430, 2D/2D2–541, C5–559 PCN 36 F/C/X/T MIRL

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 LRT When twr clsd, ACTVT MALSR Rwy 04; PAPI Rwy 04, 10, 22 and 28; HIRL Rwy 04–22; MIRL Rwy 10–28—CTAF. MILITARY—JASU (AM32A–86) (MA–1A) (AM32–95) FUEL A++(Mil) (NC–100LL, A) FLUID SP(Mil) LOX(Mil) OIL O–148–156(Mil).

NOISE: Noise abatement procedure in effect for large acft remaining in pattern ctc airfield manager for details.

AIRPORT REMARKS: Attended 1230–0330Z‡. Birds on and inv of arpt. No ultra–light opr in Class D airspace without apvl from ATCT. Military C–130 pattern opr conducted dally. 60´ dropoff 150´ from Rwy 28 end. No fld or braking action reports avbl between 0330Z‡ and 1230Z‡ daily. Ldg fee for itinerant multi–engine acft requesting twr svc 0330–1200Z‡. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (518) 399-0111

WEATHER DATA SOURCES: AWOS–3 119.275 (518) 399–6586.

COMMUNICATIONS: CTAF 121.3 UNICOM 122.95

ALBANY APP/DEP CON 132.825

TOWER 121.3 (1230–0330Z‡ Mon–Fri; 1230–0200Z‡ wknds and hols; clsd Thanksgiving & Christmas; otr times by NOTAM)

GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
AIRSPACE: CLASS D svc 1230–0330Z Mon–Fri; 1230–0200Z wknds and hols; clsd Thanksgiving & Christmas; otr times by NOTAM; other times CLASS G..

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) (L) VOR/TACW

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)

356º 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´

834 NOTAM FILE BTV

RWY 16–34: H3000X60 (ASPH) S–13

RWY 16: Thld dsplcd 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 from pavement AER 34. Recommend ldg Rwy 16, tlf 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–165º byd 30 NM blo 8,000´

SCHUYLERVILLE

GARNSEYS (B04) 1 S UTC–5(–4DT) N43º04.06´ W73º35.03´

100 NOTAM FILE BTV

RWY 02–20: 2500X90 (TURF)

RWY 02: Road.

RWY 20: Road.

AIRPORT REMARKS: Attended May–Sep dalgt hours. Arpt open dalgt hours only. Numerous buildings in apch to Rwy 20. Tiedowns located immediately north of driveway adjacent to Rwy 20 end.

AIRPORT MANAGER: 518-469-9472

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

WATERWAY 02W–20W: 9999X750 (WATER)

NE, 11 JUL 2024 to 5 SEP 2024
SENeca FALLS

FINGER LAKES RGNL  (BOG)  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  PAP(P2L)—GA 3.0° TCH 40’  Thld dsplcd 392’. Trees.
  RWY 19: REIL  PAP(P2L)—GA 3.0° 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:
ITHACA (L) DME 111.8  ITH  Chan 55  N42°29.70’ W76°27.58’  329° 27.3 NM to fld. 1112.

DME unusable:
360°–160° byd 20 NM bly 6,500’

SHARON  (K31)  2 SE  UTC–5 (–4DT)  N42°46.70’ W74°34.66’

1508  NOTAM FILE BUF

RWY 13–31:  2570X120 (TURF)
  RWY 31:  Trees.


AIRPORT MANAGER:  518-284-2081

COMMUNICATIONS:  CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Syracuse Apch at 315-455-6218.

SHERMAN

PRATT’S EASTERN DIVIDE  (D88)  4 W  UTC–5 (–4DT)  N42°09.00’ W79°41.15’

1640  NOTAM FILE BUF

RWY 08–26:  2600X75 (TURF)
  RWY 08:  Trees.
  RWY 26:  Trees.

AIRPORT REMARKS:  Attended irregularly. Deer on and invof rwy. Ultralight on and invof arpt. There are 28’ p–lines running along south side of Hazen Rd sighted 115’ left and 495’ from Rwy 08 end.

AIRPORT MANAGER:  814-725-5923

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Buffalo Apch at 716-626-6920, when Apch ctc Cleveland ARTCC at 440-774-0232.
SHIRLEY

BROOKHAVEN (HWV/KHWV) 1 N UTC–5(–4DT) N40°49.32´ W72°52.01´
81 B NOTAM FILE HWV
RWY 15–33: H4222X150 (ASPH–CONC) S–52, D–70, 2S–89, 2D–120 MIRL
RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 47’. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 46’. Trees.
RWY 06–24: H4201X100 (ASPH) S–32, D–56, 2D–93 MIRL
0.3% up NE
RWY 06: MALS R. VASI(V4L)—GA 3.0º TCH 47’. Trees.
RWY 24: REIL. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT All twy lghts opr. Actvt MALS RWY 06; REIL RWys 24, 15 and 33; PAPI RWys 15 and 33; MIRL RWys 06–24 and 15–33—CTAF. RWY 06 VGSI and glidepath not coincident.
AIRPORT REMARKS: Attended 1200–0000Z‡. Parachute Jumping. Deer all areas of arpt especially at ngt. Extensive parachute jumping activity involving arpt. Upper air balloons launched 3 miles north of arpt 1100Z‡ and 2300Z‡. Glider ops all hrs. Pilots be aware when conducting practice ILS apchs, extensive lght acft training on and involving arpt all hrs. Gliders use rgt tcf pat for RWY 24 and Rwy 33, gliders use left tcf pat for Rwy 06 and Rwy 15. TGL on hol. wkends and non–dlt hrs not rcmm. Relocated thld is Taxiway Z1. Overnight ramp parking $5.00. Landing fees vary. See arpt website for more info.
AIRPORT MANAGER: 631-451-6299
WEATHER DATA SOURCES: ASOS 119.625 (631) 399–7095.
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 120.05
CLNC DEL 133.2
CLEARANCE DELIVERY PHONE: For CD ctc New York Apc at 516-683-2449 or 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CALVERTON (L) (H) VOR/DME 114.55 CCC Chan 92(Y) N40°55.78´ W72º47.93´ 219º 7.2 NM to fld. 85/13W. VOR unusable: 055º–075º 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 fm thld abv 2,100’. LOC unusable within thld abv 1,000’. LOC unusable within 0.5 NM.

SIDNEY MUNI (N23) 1 W UTC–5(–4DT) N42°18.16´ W75°24.96´
1027 B LRA NOTAM FILE BUF
RWY 07–25: H4201X75 (ASPH) S–25, D–45 MIRL
RWY 07: REIL. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL RWY 07–25 and REIL RWys 07 and 25—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. For attendant other times call 607–561–2346. Numerous hills surround arpt up to 800’ abv arpt elevation. High tension lines 1 NM from AER 07. Two ft high cement fixtures in prim sfc in ditches 130 ft W of rwy. Fence 7 ft abv nwy end 325 ft of cntrln. Cold temperature airport. Altitude correction required at or below –21C.
AIRPORT MANAGER: 607-561-2346
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
DELANCEY (L) VOR/DME 112.1 DNY Chan 58 N42º10.70’ W74º57.42’ 301º 21.8 NM to fld. 2560/11W.
ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42º27.98’ W75º14.35’ 230º 12.6 NM to fld. 2032/11W.
SKANEATELES AERO DROME (6B9)  2 SW  UTC–5(–4DT)  N42°54.84´ W76°26.45´
1039  TPA—1839(800)  NOTAM FILE BUF
RWY 04–22:  3350X130 (TURF)  0.8% up SW
RWY 04:  Trees.
RWY 22:  Fence.
RWY 10–28:  H3134X58 (ASPH)  S–9  MIRL(NSTD)  0.4% up W
RWY 28:  REIL. Trees.
SERVICE:  FUEL  100LL  LGT Arpt lgt OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS:  Unattended, call manager. Fuel avbl 24 hr self svc credit card. Rwy 28 two 55´ power poles 70´ either side centerline 700´ from thld. Rwy 04–22 avbl 15 May to 15 Oct. Rwy 10–28 NSTD MIRL, lghts are 38´ from pavement edge. Rwy 28 has 4 lghts out and 2 lghts very dim. One thld lght is rotated 90º (red/green lens). Rwy 10 3´ fence 20´ from thld on both sides, 15´ road 30´ from thld on both sides and 4´ fence 80´ from thld on both sides. –10´ culvert/ditch 50´ left of centerline at thld. Rwy 04–22 has variations in rwy sfc.
AIRPORT MANAGER:  707-580-9240
WEATHER DATA SOURCES:  AWOS–3P  120.125 (315) 685–5790.
COMMUNICATIONS:  CTAF/UNICOM  122.8
® SYRACUSE APP/DEP CON  126.125
CLEARANCE DELIVERY PHONE:  For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION:  NOTAM FILE SYR.
SYRACUSE (VH) (H) VORTACW  117.0  SYR  Chan 117  N43°09.63´ W76°12.27´  226º 18.1 NM to fld. 453/11W.
TACAN AZIMUTH unusable:
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 bly 18,000´
  228º–288º byd 40 NM
  289º–299º byd 40 NM bly 2,300´
  299º–309º byd 47 NM
  300º–351º byd 40 NM
  352º–009º byd 40 NM bly 3,000´
  009º–352º byd 57 NM
DME unusable:
  Byd 35 NM bly 4,000´

SKY ACRES  (See MILLBROOK on page 220)

SOUTH ALBANY  (See SOUTH BETHLEHEM on page 247)

NE, 11 JUL 2024 to 5 SEP 2024
SOUTH BETHLEHEM

SOUTH ALBANY (4B0)  2 N  UTC–5(–4DT)  N42°33.64´ W73°50.04´

196  NOTAM FILE BTV
RWY 01–19: H283X60 (ASPH)  LIRL  0.4% up N
RWY 01: RVR–T Thld dsplcd 150´. Fence.
SERVICE:  S4  FUEL  100LL, JET A
LGT ACTVT LIRL Rwy 01–19 and windsock lgt—CTAF.
NOISE: Helicopter noise abatement procedures in effect. VFR dep maintain rwy hdg until reaching 500´ AGL. Avoid arr and dep to/from the west.
AIRPORT MANAGER: (518) 281-5430

COMMUNICATIONS: CTAF 122.9
@ ALBANY APP/DEP CON 118.05
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION:
CAMBRIDGE (L) (L) VOR/DME  115.0  CAM  Chan 97  N42°59.66´ W73°20.64´  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)  N43°10.17´ W77°49.10´

614  NOTAM FILE BUF
RWY E–W: 2450X90 (TURF)
RWY E: Trees.
RWY W: Trees.
AIRPORT MANAGER: (585) 737-3018
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

SPRINGVILLE  XNT  N42°30.54´ W78°39.52´/1418

AWOS–3P 122.8 (716) 592–4400 XNT AWOS–3P is associated with Betrand Chafee Hospital heliport 2NK6.
STAATSBURG
AIRHAVEN (09N) 3 SE UTC–5(–4DT) N41°49.96´ W73°52.57´
450 NOTAM FILE ISP
RWY 02–20: 1863X75 (TURF) 1.5% up N
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Rwy not plowed in winter. Rwy 02–20 2´ pvc reflective markers, blue markers at thld, all others along edges are white. Rwy 20 has +50´ trees, 30´ from thld, 50´ left. Steep grades and drop-offs located in Rwy 02 safety area.
AIRPORT MANAGER: 845-889-4717
COMMUNICATIONS: CTAF 122.9

STORMVILLE (N69) 1 NE UTC–5(–4DT) N41°34.62´ W73°43.94´
358 NOTAM FILE ISP
RWY 06–24: H3315X50 (ASPH) S–25 0.8% up NE
RWY 06: Trees.
AIRPORT REMARKS: Unattended. Geese on and 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 N40°50.27´ W72°37.91´ NOTAM FILE FOK.
(T) TACAN 111.0 FOK Chan 47 at Francis S Gabreski. 50/13W. TACAN unmonitored when twr clsd.
No NOTAM MP: 1600–2000‡ Mon
TACAN AZIMUTH unusable:
028º–038º byd 8 NM blo 3,500´
090º–155º byd 7 NM
335º–345º byd 7 NM blo 3,500´

SULLIVAN CO INTL (See MONTICELLO on page 223)
SYRACUSE HANCOCK INTL (SYR)(KSRY) P (ANG AR) 4 NE UTC–5 (–4DT) N43º06.67’ W76º06.38’

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: 54 FUEL 100LL, JET A
OX 1, 2, 3, 4 MILITARY— JASU 2(A/32A–86) 1(MC–1A) 2(MC–2A) 3(M32A–60A) 2(MC–11) FUEL A+ (NC–100LL, A)

NOISE: Noise abatement procedures in effect.

AIRPORT REMARKS: Attended continuously. Deer, coyote, birds on and invof arpt. No charter ops through passenger terminal blg without prior permission. No jet engine maintenance runs abv idle between 0400–1100Z. No tran acft parking on main terminal ramp. Rwy 28 touchdown RVR sensor shared by Rwy 33. Direct custom notification is required. Hrs of notification are Mon–Sat 1300–2200Z. Arrivals outside of these hrs must make arrangements during regular work hrs, call 315–455–2271. UAS operate within the confines of the Syracuse Class C, times vary. UAS ops in Syracuse Apch/Dep airspace will be controlled by SYR ATC at all times.

AIRPORT MANAGER: 315-454-3263

WEATHER DATA SOURCES: ASOS (315) 454–3350 WSP.

COMMUNICATIONS: ATIS 124.225 315–455–3444 UNICOM 122.95
RCO 122.4 (BUFFALO RADIO)
APP/DEP CON 126.125 134.275
TOWER 120.3 GND CON 121.7 CLNC DEL 125.05

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

(VH) (H) VORTAC 117.0 SYR Chan 117 N43º09.63’ W76º12.27’ 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’
290º–315º byd 47 NM
300º–315º blo 40 NM
352º–309º byd 40 NM blo 3,000’
352º–309º blo 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 II E.
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—PAP(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.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (VL) (L) VORW/DME 117.5 BTV Chan 122 N44º23.83´
VOR unusable:
030º–086º byd 40 NM
076º–132º byd 30 NM bho 9,000´
087º–097º byd 40 NM bho 9,000´
087º–097º byd 49 NM
108º–169º byd 40 NM
133º–165º byd 30 NM bho 8,000´
170º–180º byd 40 NM bho 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 bho 9,000´
133º–165º byd 30 NM bho 8,000´

TRI–CITIES (See ENDICOTT on page 201)

TROY

RENSSELAER CO (5B7) 6 SE UTC–5(–4DT) N42º41.50´ W73º34.80´
440 NOTAM FILE BTV
RWY 18–36: H2670X50 (ASPH) S–B
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 markings numbers faded.
AIRPORT MANAGER: (518) 596-5947
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
NEW YORK

UTICA/Frankfort–Highland

UTC – 5(–4DT) N43°00.97’ W75°10.17’

1325 NOTAM FILE BUF

RWY 13–31: H2750X60 (ASPH) S–12 LIRL 0.4% up NW


RWY 31: Thld dsplcd 205’.

Service: Fuel 100LL

Airport Remarks: Unattended. Geese on and in the area during spring and fall. Model plane club operates on at the airport. Self-serve fuel. Rwy 31 has 120’ dropoff 90’ from the threshold, both sides. LIRL Rwy 13–31 not available to transport aircraft.

Airport Manager: 315-796-6257

Communications: CTAF/UNICOM 122.8

Clearance Delivery Phone: For CD ctc Syracuse Apch at 315-455-6218.

UTICA

N43°01.59’ W75°09.87’ NOTAM FILE BUF.

(L) Tacan 111.2 UCA Chan 49 319° 16.4 NM to Griffiss Intl. 1420/0W.

RCO 122.2 (BUFFALO RADIO)

Wallkill

KOBELT (N45) 2 NE UTC – 5(–4DT) N41°37.45’ W74°08.50’

420 B NOTAM FILE ISP

RWY 03–21: H2864X50 (ASPH) S–13

RWY 03: Trees.

RWY 21: Trees.

Airport Remarks: Unattended. Arpt clsd to acft 13,500 lbs and over. Deer on and in the area. PJE at arpt 3.0 NM radius SFC–14,500’. Rwy 03 has access road 16’ from the threshold both sides. Rwy center width of 30’ in good condition, 10’ width on both sides of centerline in poor condition with extensive cracks and vegetation. Rwy 03–21 slight depression in grass areas opposite south end of rwy. Rwy center 30’ in fair condition, outside edges beyond this in poor condition. 18’ wide parallel twy, stub connectors to rwy between ends in poor condition.

Airport Manager: 914-548-3028

Communications: CTAF/UNICOM 122.8

Clearance Delivery Phone: For CD ctc New York Apch at 516-683-2448.

Warwick Muni

(N72) 3 NE UTC – 5(–4DT) N41°17.26’ W74°17.23’

540 NOTAM FILE ISP

RWY 08–26: 2250X80 (TURF)

RWY 08: Tree.

RWY 26: Tree.

RWY 03R–21L: H2150X28 (ASPH) LIRL(NSTD)

RWY 03R: Tree.

RWY 21L: Trees.

RWY 03L–21R: 2100X50 (TURF)

RWY 03L: Trees.

RWY 21R: Trees.

Service: Fuel 100LL LGT Activate LIRL Rwy 03R–21L—CTAF.


Airport Manager: 845-258-0183

Communications: CTAF/UNICOM 123.0

Clearance Delivery Phone: For CD ctc New York Apch at 516-683-2448.
WATERTOWN INTL  (ART)(KART)  5 W  UTC–5(–4DT)  N43º59.51´ W76º01.17´
331  B  AOE  ARFF Index—See Remarks  NOTAM FILE ART  MON Airport

PCN 43 F/C/X/T  MIRL  0.3% up E
RWY 10: PAPI(P4L)—GA 3.0º TCH 47’. Trees.
RWY 28: 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:

AIRPORT MANAGER: 315-786-6002

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

VOR unusable:
090º–111º byd 15 NM
112º–150º
151º–175º byd 20 NM

ILS 111.1  I–ART  Rwy 07.  Class ID.  Autopilot cpd apch NA blw 900´.
WEEDSPORT  (B16)  2 NE  UTC–5(–4DT)  N43°04.84´ W76°32.29´

400 B  TPA—1200(800)  NOTAM FILE BUF

RWY 10–28: H3630X60 (ASPH)  MIRL
RWY 10: Thld dsplcd 430´. Trees.
RWY E–W: 2800X100 (TURF)
RWY E: Hill.
RWY W: Trees.

SERVICE: S2  FUEL  100LL  LGT ACTVT MIRL Rwy 10–28—122.7.


AIRPORT MANAGER: 315-834-9950

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

SYRACUSE  (VH) (H) VORTACW 117.0 SYR Chan 117  N43°09.63´ W76°12.27´  263º 15.4 NM to fld. 453/11W.

TACAN AZIMUTH unusable:
  Byd 35 NM 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–357º byd 40 NM blo 3,000´
  352º–357º 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´

W77º59.40´

2125 B  NOTAM FILE ELZ

RWY 10–28: H5300X100 (ASPH–GRVD)  S–25, D–45  HIRL
0.4% up W


RWY 28: MALS. PAPI(P2L)—GA 3.0º TCH 52´. Tree.

SERVICE: S4  FUEL  100LL, JET A  LGT ACTVT MALS Rwy 28; REIL Rwy 10; PAPI Rwy 10 and 28; HIRL Rwy 10–28—CTAF. PAPI ususbl byd 9 degs right and left of cntrln. Bcn on dusk–dawn daily.

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z, Unattended weekends, Memorial Day, 4th of July, Labor Day, Thanksgiving, Christmas Eve, Christmas and New Years Day. After hrs svcs are avbl call 585–593–3350 for numbers. 24 hr access to the lobby and restrooms. 24 hr self svc AVGAS and Jet–A.

AIRPORT MANAGER: 585-593-3350

WEATHER DATA SOURCES: ASOS
119.275 (585) 593–0203.

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEVELAND CENTER APP/DEP CON 124.325

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

RADIO AIDS TO NAVIGATION: NOTAM FILE ELZ.

(L) DME 115.85  ELZ Chan 105(Y)  N42°05.38´ W77º59.97´

DME unusable:
  170º–195º byd 25 NM

WEST 30TH ST HELIPORT  (See NEW YORK on page 230)
WESTHAMPTON BEACH

WESTCHESTER CO

FRANCIS S GABRESKI

(FOK)(KFOK) P (ANG) 3 N UTC–5(–4DT) N40°50.62’ W72°37.91’

NEW YORK

PHOTO

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 PAP(P2L)–GA 3.0’ TCH 66’. Trees.

RWY 24: MALSR PAP(P4L)–GA 3.0’ TCH 77’. Rgt tfc.

RWY 01–19: H5100X150 (ASPH–CONC) S–50, D–50, 2D–100

PCN 17 R/B/Y/T 0.4% up N

RWY 01: Trees.

RWY 19: Trees.


PCN 42 R/B/Y/T MIRL 0.3% up NW


SERVICE:

S4 FUEL 100LL, JET A OX

3, 4 LGT When ATCT clsd ACTVT

MALSR Rwy 24; REIL Rwy 06, 15, and 33; PAPI Rwy 06, 15 and 24;

VASI Rwy 33; HIRL Rwy 06–24; MIRL Rwy 15–33—CTAF.

MILITARY— JASU Avbl dur ANG opr hr. (A/M32A–86)

2(MA–1A) FUEL Avbl dur ANG opr hr. A++(Mil) avbl (NC–100LL, A)

FLUID SP De–Ice LOX OIL

O–148–156(Mil) SOAP

NOISE:

Voluntary noise abatement procs in efct; see arpt website. When

safety and opns allow, Rwy 24 pref for noise abatement.

AIRPORT REMARKS:

Attended 1200–0400Z‡. Parachute Jumping. Birds and
deer on and invol arpt. Extv glider activity. Rcmdd rsvn with FBO prior to arr. No 180º turns permitted on asphalt section of

Rwy 06–24. Mil parachute drops on fld and offshore from Shinnecock Inlet, 8 miles ESE of fld, 2000’ AGL and blo. Rwy

15–33 mil max effort ldg strip markings (3500 x 60) incld with NPI rwy mkgs. Rwy 06–24 6000’ asphalt overlay in ctr of

rwy. Rwy 01–19 south end rwy 900’ and north end rwy 1000’ are safety areas. Rwy 06–24 and Rwy 15–33 1000’
safety area each end. Rwy 06 VGSI and RNAV glidepath not coincident. Rwy 24 VGSI and ILS glidepath not coincident.

MILITARY REMARKS:

See FLIP AP/1 Supplementary Arpt Remarks. CAUTION Birds and deer haz. PJE vcnty of arpt.


For use of ANG ramp. Offl bus only PPR all acft, 48 hr PN, ctc afld ops DSN 456–7362, C631–723–7362 drg duty hr.

Tue–Fri PPR drg off–duty hr. 106 OG/CC apvl required nml duty hr. 1200–2130Z‡ Mon–Fri. Clsd Sat, Sun, hol and ev otr Mon. Lt ramp space. Tran acft may be diverted to civ FBO dng 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/emer UFN. AMC/AAC

acft opr stdt dur Bird Watch cond MODERATE (tkof or ldg proh wo OG/CC apvl), ctc Afld Management OPS for current Bird Watch cond. Dng Phase II BASH window (+/– 1 hr of SR/SS), not tkof or ldg perms, 106 OG/CC waiver auth. Bird haz

(waterfowl) hwy Phase II BASH Window. Phase II nml begins 1 Aug and ends 30 Nov, CSTMS/AG/IMG US CSTMS cnc svc avbl with PN (FRG) 631–753–2691 (mil fits will coord thru Base Ops 631–723–7362/7364). Min 24 hr pn on rglr

day prcdnc svc rqr date, max pax 15. US CSTMS hrs btn 1300 and 0300Z‡.

AIRPORT MANAGER: 631-852-8095

WEATHER DATA SOURCES: ASOS 119.925 (631) 288–0588.

COMMUNICATIONS: CTAF 125.3

NEW YORK APP/DEP CON 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

NOTAM FILE ISP.

CALVERTON (L) (H) VOR/DME 114.55 CCC Chan 92(Y) N40°55.78’ W72°47.93’ 137º 9.2 NM to fld. 85/13W.

VOR unusable: 055º–075º 233º–268º byd 25 NM

269º–290º DME unusable: 056º–066º byd 39 NM

SUFFOLK CO (T) TACAN Chan 47 FOK (111.0) N40°50.27’ W72°37.91’ at fld. 50/13W. NOTAM FILE FOK.

TACAN unmonitored when twr clsd.

No NOTAM MP: 1600–2000Z‡ Mon

TACAN AZIMUTH unusable: 028º–038º byd 8 NM blo 3,500’ 050º–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.

NE, 11 JUL 2024 to 5 SEP 2024
NEW YORK

WHEELER–SACK AAF (GTB)(KGTB) A 1 NE UTC–5(–4DT) N44°03.34´ W75°43.19´ MONTREAL

690  B  TPA—See Remarks  NOTAM FILE GTB  Not insp.

RWY 03–21:  H10000X150 (CONC)  PCN 59 R/W/T  HIRL

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  HIRL


RWY 08–26:  H4501X140 (ASP–CONC)  PCN 34 F/A/W/T  LIRL

RWY 08:  Rgt tlf.

SERVICE:  MILITARY— FUEL  Service—L–AOE JASU–3(ASU600–270–DDP).  Fuel A++ (mil); Avbl 1400–0300Z‡ Mon–Fri, Exc hol.  OT PN.  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 catering, lav, trash removal, water, or crew tmsp svc avbl.

NOISE:  Noise abatement Quiet hrs 0300–1100Z‡.


COMMUNICATIONS:  ATIS  119.525

APP/DEP CON  124.875  257.6

TOWER  118.75  290.25  GND CON  121.9  229.8  CLNC DEL  121.9  PMSV SACK METRO  304.3

BASE OPS  126.2  280.8  FORT DRUM FLT FLW  141.025  397.75

AIRSPACE:  CLASS D.

RADIO AIDS TO NAVIGATION:  NOTAM FILE ART.

WATERTOWN (L) (L) VORTAC  109.8  ART  Chan 35  N43°57.13´ W76°03.88´  079º 16.2 NM to fld. 374/12W.

COMM/NAV/WEATHER REMARKS:  Radar see Terminal FLIP for Radar Minima. 128.875 and 257.8 in all apch plates/mins.
WESTCHESTER CO (HPN/KHPN) 3 NE UTC–5 (–4DT)  N41°04.02’ W73°42.45’

NEW YORK
COPTER
H–101, 121, L–33B, 34H

WHITFORDS (See WEEDSPORT on page 253)
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
COMMUNICATIONS: CTAFF/UNICOM 122.8
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 05–27: 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: CTAFF/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´ 274º 28.9 NM to fld. 581/12W.
VOR unusable:
008º–018º byd 40 NM b/o 4,000´
008º–018º byd 70 NM
020º–123º byd 40 NM
045º–050º byd 35 NM b/o 4,300´
070º–140º byd 30 NM b/o 3,400´
082º–092º byd 20 NM b/o 4,000´
082º–092º byd 35 NM b/o 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 b/o 6,000´
311º–321º byd 64 NM
322º–001º byd 40 NM

NE, 11 JUL 2024 to 5 SEP 2024
ALLENTOWN

ALLENTOWN QUEEN CITY MUNI (XLL)(KXLL) 2 SW UTC–5(–4DT) N40°34.22’ W75°29.30’ NEW YORK

399 B NOTAM FILE IPT

RWY 07–25: H3950X75 (ASPH–GRVD) S–12 MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 41’. Brush.
RWY 25: REIL. PAPI(P4L)—GA 3.5º TCH 40’. Pole.
RWY 15–33: H3160X75 (ASPH) S–12 MIRL 0.4% up SE


NOISE: Noise abatement procedures in effect, for details ctc arpt manager.

AIRPORT REMARKS: Attended 1200–2300Z‡. Deer, groundhogs and birds on and invof arpt. For svc after hrs ctc 610–266–6000.


COMMUNICATIONS: CTAF/UNICOM

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.

ALLENTOWN (L) VORTACW 117.5 FJC Chan 122 N40°43.60’ W75°27.28’ 182° 4.5 NM to fld. 681/10W.

TACAN AZIMUTH & DME unusable:
061°–299° byd 30 NM blo 4,000’
300°–060° byd 26 NM blo 4,500’

VOR unusable:
021°–189° byd 10 NM
190°–260° blo 9,000’
190°–260° byd 24 NM
261°–306° byd 9 NM blo 4,000’
307°–349°
350°–020° blo 3,500’
350°–020° byd 33 NM blo 4,000’

ILS 110.7 I–ABE Rwy 06. Class III.
ILS 111.9 I–BXY Rwy 13. Class IB.

COMM/NAV/WEATHER REMARKS: During ATC Zero events, ARFF will mnt 120.5 for emerg notifications.

ALLENTOWN
N40°43.60’ W75°27.28’ NOTAM FILE ABE.

(T) (L) VORTACW 117.5 FJC Chan 122 182° 4.5 NM to Lehigh Valley Intl. 681/10W.

TACAN AZIMUTH & DME unusable:
061°–299° byd 30 NM blo 4,000’
300°–060° byd 26 NM blo 4,500’

VOR unusable:
021°–189° byd 10 NM
190°–260° blo 9,000’
190°–260° byd 24 NM
261°–306° byd 9 NM blo 4,000’
307°–349°
350°–020° blo 3,500’
350°–020° byd 33 NM blo 4,000’

ALTOONA/BLAIR CO (AOO)(KAOO) 12 S UTC–5(–4DT) N40°17.78’ W78º19.20’

RWY 03–21: H5465X100 (ASPH–GRVD) S–16, D–44 PCN 13 F/B/X/T
HIRL 0.6% up S
RWY 03: REIL. PAPI(P4L)—GA 3.0º TCH 43’. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0º TCH 52’. Trees.
RWY 12–30: H3668X75 (ASPH) S–11.5, D–33 PCN 11 F/B/X/T MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0º TCH 54’. Trees.
RWY 30: REIL. PAPI(P4R)—GA 4.0º TCH 54’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 12: TORA–3668 TODA–3668 ASDA–3668 LDA–3668
RWY 21: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 30: TORA–3668 TODA–3668 ASDA–3668 LDA–3668

SERVICE: 54 FUEL 100LL, JET A OK 1, 3 LGT Rwy 03–21, thld lgts and edge lgts OTS exc with PCL, avbl fm 0100–1300Z† daily. Rwy 12–30, thld lgts and edge lgts OTS exc with PCL avbl fm 0100–1300Z† daily. HIRL Rwy 03–21 and MIRL Rwy 12–30 preset low intst, incr intst and ACTVT PAPI Rwy 12, 30, 03 and 21, 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/rwy conds unmonitored outside of normal attendance hrs. Specialized acft (ultralgt, homebuilt, etc) ctc amgr 814–793–2027 or UNICOM prior to ldg. PPR 24 hrs for unscheduled air carrier and non–air carrier ops with more than 30 passenger seats call arpt manager 814–793–2027. 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.

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: 814-793-2027
WEATHER DATA SOURCES: ASOS 127.125 (814) 793-9655.
COMMUNICATIONS: CTAF 123.6
RCO 122.2 (ALTOONA RADIO)
JOHNSTOWN APP/DEP CON 121.2 (1200-0400Z‡)
CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) TACAN Chan 97  THS (115.0) N39º55.99´ W77º57.06´ 329º 27.6 NM to fld, 2338/7W.
ILS 111.1  I–AOO  Rwy 21.  Class IA.  LOC unusable byd 25º right of course.

ARNO LD PALMER RG NL (See LATROBE on page 286)

BALLY
BUTTER VALLEY GOLF PORT (7NB)  1 E  UTC–5(–4DT)  N40º23.85´ W75º33.79´
500  NOTAM FILE IPT
RWY 16–34: H2420X85 (ASPH–TURF)
RWY 16: Thld dsplcd 205´. Road.
RWY 34: Thld dsplcd 250´. Road.
AIRPORT REMARKS: Attended daylight hours. Rwy 16–34 located in middle of golf course. Trees and substantial terrain elevation changes within 125´ of each rwy edge. Rwy 16–34 1535 ft X 24 ft asph insert at S end; remainder turf. Rwy 16 marked with yellow wood panels; turf rwy edges marked with tires painted yellow. Rwy 34 dsplcd thld marked with 3 white lines. Rwy 16 dsplcd thld marked by 3 yellow tires. Rwy 34: 119 ft tree line 1472 ft fm rwy end; 233 ft right. 12:1 slope to dthr.
AIRPORT MANAGER: 610-845-2491
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

BANDEL (See EIGHTY FOUR on page 272)

BAUBLITZ COMMERCIAL (See BROGUE on page 265)

BEAVER CO (See BEAVER FALLS on page 261)
BEAVER FALLS

BEAVER CO (BVI)(KBVI) 3 NW UTC–5(–4DT) N40º46.35´ W80º23.49´ 1253 B NOTAM FILE BVI

RWY 10–28: H4501X100 (ASPH–GRVD) S–16, D–32 MIRL 1.1% up E

RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 42 ´. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 43 ´. Trees.


NOISE: Noise abatement procedures in effect for deps only, ctc arpt manager 1300–2100Z‡ for details at 724–847–4662.

AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2100Z‡. Unattended all federal holidays.

AIRPORT MANAGER: 724-847-4662

WEATHER DATA SOURCES: AWOS–3PT 118.35 (724) 843–1024.

COMMUNICATIONS: CTAF 120.3 ATIS 118.35

ELLWOOD CITY (VH) (H) VOR/DME 115.8 EWC Chan 105 N40º49.50´ W80º12.69´ 257º 8.8 NM to fld. 1227/8W.

LOC unusable: 285º–335º

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 tfc.

RWY 32: REIL. PAPI(P2L)—GA 4.0º TCH 53 ´.

SERVICE: 54 FUEL 100LL, JET A OX 1 LGT ACTIVATE MIRL Rwy 14–32; REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 opr corsly. REIL ACTIVATE only with 3, 5 or 7 clicks.


AIRPORT MANAGER: 814-623-0704


COMMUNICATIONS: CTAF/UNICOM 122.7

JOHNSTON APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.

CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland ARTCC 440–774–0234.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) TACAN Chan 97 THS (115.0) N39º55.99´ W77º57.06´ 297º 27.5 NM to fld. 2338/7W.

DETOIR

DETROIT

L–29C

IAP, AD

WASHINGTON

H–10H, 12I, L–29D

IAP

NE, 11 JUL 2024 to 5 SEP 2024
PENNSYLVANIA

BELLEFONTE  (N96)  3 SW UTC–5(–4DT)  N40°53.13’ W77°48.97’
1072  B  TPA–2101(1029)  NOTAM FILE AOO
RWY 07–25: H3632X60 (ASPH)  RWY LGTS(NSTD)  0.3% up SW
RWY 07: Tree.
RWY 25: PAPI(P2L)—GA 3.5° TCH 40’. Rgt tcf.
SERVICE: S4  FUEL: 100LL, JET A  LGT ACTIVATE PAPI Rwy 25, LIRL Rwy
07–25—122.7. ACTIVATE rotating bcn—122.7. Rwy 25 rwy thld lgts
located 43’ past rwy thld marking.
AIRPORT REMARKS: Attended 1300Z–dusk. For svc after hrs ctc
814–355–7407 or 814–883–7646. Ultralights on and invof arpt. All
helicopters rqrd to use fixed wing tcf pat. Heavy glider activity during
dalgt hrs, 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 (VM) (H) VORTAC 115.5  PSB  Chan 102  N40°54.98’
W77°59.56’  113º 8.2 NM to fld. 2443/10W.
VOR unusable:
005º–010º byd 40 NM
035º–060º byd 40 NM
095º–104º byd 40 NM
105º–115º byd 40 NM blo 18,000’
116º–145º byd 40 NM
146º–156º byd 40 NM blo 5,000’
146º–156º byd 70 NM
157º–171º byd 40 NM
172º–189º byd 40 NM blo 10,000’
172º–189º byd 78 NM
200º–205º byd 40 NM
320º–325º byd 40 NM

COMM/NAV/WEATHER REMARKS: Clearance delivery pvdd by New York ARTCC on freq 118.55 when UNV twr clsd.

BELLGROVE  N40°26.14’ W76º33.18’  NOTAM FILE IPT.
NDB (MHW) 328  BZJ  at Muir Ahp (Fort Indiantown Gap). 480/10W.

BELTZVILLE  (See LEHIGHTON on page 287)

BENDIGO  (See TOWER CITY on page 313)

BENSELAM
TOTAL RF HELIPORT  (ØBA)  1 E  UTC–5(–4DT)  N40°04.25’ W74°56.02’
11  NOTAM FILE IPT
HELIPAD H1: H80X80 (ASPH)  PERIMETER LGTS
AIRPORT MANAGER: 215-990-5300
COMMUNICATIONS: CTAF 122.9

BERMUDIAN VALLEY AIRPARK  (See KRALLTOWN on page 285)
BETHEL
GRIMES (8N1)  2 E  UTC–5(–4DT)  N40°29.09´ W76°15.81´
582   NOTAM FILE IPT
RWY 11–29: 2720X100 (TURF)
   RWY 11: Thld dsplcd 250´. Road.
   RWY 29: Thld dsplcd 270´. Tree.
AIRPORT MANAGER: 717-933-9566
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Reading ATCT at 610-478-9562. when clsd, ctc Harrisburg Apch at 800-932-0712.

BLOOMSBURG MUNI (N13)  0 E  UTC–5(–4DT)  N40°59.86´ W76°26.11´  481  B  NOTAM FILE IPT
RWY 09–27: H3200X60 (ASPH)  S–12.5  MIRL
   RWY 09: Trees.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE MIRL Rwy 09–27—CTAF.
AIRPORT MANAGER: (570) 317-2481
COMMUNICATIONS: CTAF/UNICOM 122.8
® WILKES–BARRE APP/DEP CON 120.95
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
   MILTON (L) (L) VORTACW 109.2  MIP  Chan 29  N41º01.40´ W76º39.92´  107º 10.6 NM to fld. 1000/9W.

BRADEN AIRPARK (See EASTON on page 272)

BRADFORD CO (See TOWANDA on page 313)
BRAFORD RGNL (BFD)(KBFD)  10 S UTC–5(–4DT) N41°48.18’ W78°38.40’
2143  B  ARFF Index—See Remarks NOTAM FILE BFD
Rwy 14: REIL. VASI(V4L)—GA 3.0º TCH 42’. Tree.
Rwy 32: MALSR, Tree.
Rwy 05–23: H4499X100 (ASPH–GRVD) S–48, D–60 MIRL
0.3% up NE
Rwy 05: REIL. Tree.
Rwy 23: REIL. PAPI(P4L)—GA 3.0º TCH 40’.

RUNWAY DECLARED DISTANCE INFORMATION
Rwy 05: TORA–4499 TODA–4499 ASDA–4499 LDA–4499
Rwy 14: TORA–6306 TODA–6306 ASDA–6306 LDA–6306
Rwy 32: TORA–6306 TODA–6306 ASDA–6306 LDA–6306

SERVICE: S2  FUEL  100LL, JET A+  LGT
ACTIVATE MALSR Rwy 32; REIL Rwy 05, Rwy 23 and Rwy 14; VASI Rwy 14; PAPI Rwy 23; MIRL Rwy 05–23; HIRL Rwy 14–32; twy lgts—CTAF.


AIRPORT 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

DME unusable:
Wi 1 NM

ILS 108.3  I–BFD  Rwy 32.  Class IB.
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  122.9

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

Brokenstraw (See PITTSFIELD on page 301)

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 ACTIVATE LIRL—CTAF. Arpt bcn ops dusk–1000Z‡. Rwy 18–36 NSTD LIRL 50´ from rwy. Lghtd wind “T” dusk to dawn.


AIRPORT MANAGER:  724-991-2208

COMMUNICATIONS:  CTAF/UNICOM  122.7

CLEARANCE DELIVERY PHONE:  For CD ctc Pittsburgh Apch at 412-472-5591

PITTSBURGH/BUTLER RGNL  (BTP)(KBTP)  5 SW  UTC–5(–4DT)  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 Actvt MALSF Rwy 08; REIL Rwy 26; PAPI Rwy 08 & 26; HIRL Rwy 08–26—CTAF.

NOISE:  Noise abatement procedures in effect; climb to 2000´ before turning.


AIRPORT MANAGER:  724-586-6665

WEATHER DATA SOURCES:  AWOS–3PT  121.450 (724) 586–6434. SAWRS.

COMMUNICATIONS:  CTAF/UNICOM  123.05

ELLWOOD CITY VOR (NON-SAT)  115.8 (ALTOONA RADIO)

© PITTSBURGH APP/DEP CON  124.75

CLNC DEL  119.4

RADIO AIDS TO NAVIGATION:  NOTAM FILE AOO.

ELLWOOD CITY (VH) (H) VOR/DME  115.8  EWC Chan 105
N40°49.50´  W80°12.69´  112º  12.2 NM to fld, 1227/8W.

VOR unusable:
285°–335°

ILS 111.5  I–BTP  Rwy 08.

Butter Valley Golf Port (See BALLY on page 260)
**CAMOR**  N39°52.97´ W79°44.68´  NOTAM FILE AOO.
NDB (MHW/LOM) 299  VV  049º 6.1 NM to Joseph A Hardy Connellsville. 1020/8W.
NDB unusable:
Byd 10 NM

**CANADENSIS**

**FLYING DOLLAR**  (8N4)  2 N  UTC–5(–4DT)  N41º12.90´ W75º14.81´
1430  NOTAM FILE IPT
RWY 02–20: 2405X100 (TURF)  4.5% UP N
RWY 20: Trees.
AIRPORT MANAGER: 646-298-4753
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

**CAPITAL CITY**  (See HARRISBURG on page 280)

**CARLISLE**  (N94)  2 SE  UTC–5(–4DT)  N40º11.27´ W77º10.46´
510  B  NOTAM FILE IPT
RWY 10–28: H4008X60 (ASP M)  S–12.5, D–12.5 LIRL
SERVICE: S2  FUEL 100LL, JET A+ LGT ACTVT LIRL Rwy 10–28—CTAF.
AIRPORT MANAGER: 717-448-7730
COMMUNICATIONS: CTAF/UNICOM 122.8
®
HARRISBURG APP/DEP CON 124.1
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG  (L) VORTACW 115.35  HAR  Chan 100(Y)
N40º18.13´ W77º04.17´  225º 8.4 NM to fld. 1301/10W.
VOR unusable:
069º–071º
084º–087º byd 20 NM bld 5,000´
084º–087º byd 30 NM
097º–107º byd 10 NM
116º–120º byd 25 NM bld 4,000´

**CASTLE**  N41º01.38´ W80º24.95´  NOTAM FILE AOO.
NDB (MHW) 272  UCP at New Castle Muni. 1023/9W.

**CENTRE AIRPARK**  (See CENTRE HALL on page 266)

**CENTRE HALL**

**CENTRE AIRPARK**  (N16)  2 SE  UTC–5(–4DT)  N40º48.70´ W77º39.43´
1307  NOTAM FILE AOO
RWY 06–24: 3100X210 (TURF)
RWY 06: Thld dpdcd 400´. Road.
RWY 24: Thld dpdcd 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 inv of arpt at ngt. 750’ AGL mountains 1/2 mile south and 700’ AGL mountain 1/2 mile north, both unlgtd and unmarked. Rwy 07–25 first 864’ of Rwy 07 has a 3.3% upslope. No ngt ops.

AIRPORT MANAGER: 814-364-1479

COMMUNICATIONS: CTA/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’. Trees. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.0º TCH 43’. Trees.

SERVICE: S2 LGT Actv MIRL Rwy 06–24—CTAF.


AIRPORT MANAGER: 717-948-3900

WEATHER DATA SOURCES: AWOS–3 120.725 (717) 261–1943.

COMMUNICATIONS: CTA 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 282)

CHESTER CO G O CARLSON (See COATESVILLE on page 268)

CLARION CO (AXQ)(KAXQ) 3 NW UTC–5(–4DT) N41°13.50’ W79°26.53’

1458 B NOTAM FILE AOO

RWY 06–24: H5003X75 (ASPH) S–15 MIRL 0.5% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.

RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.

SERVICE: FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.


AIRPORT MANAGER: (814) 226-9993

WEATHER DATA SOURCES: AWOS–3 118.275 (814) 297–1486.

COMMUNICATIONS: CTA/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 126.725 or call 440–774–0234.

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234/0442.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

(L) DME 112.9 CIP Chan 76 N41°08.78’ W79°27.48’ 006º 4.8 NM to fld. 1520.

CLARION

N41°08.78’ W79°27.48’ NOTAM FILE AOO.

(L) DME 112.9 CIP Chan 76 009º 4.8 NM to Clarion Co. 1520.
CLEARFIELD–LAWRENCE (FIG)(KFIG) 2 NE UTC–5 (–4DT) N41°02.95’ W78°24.91’
1516 B NOTAM FILE FIG
RWY 12–30: H4499X75 (ASPH) S–12.5 MIRL
    Rwy 12: PAPI(P2L)—GA 3.1º TCH 29’. 
    Rwy 30: REL. PAP(P4L)—GA 3.0º TCH 27’.
SERVICE: FUEL 100LL, JET A LTG ACTIVATE REL Rwy 30, PAPI Rwy 12 and Rwy 30, MIRL Rwy 12–30—CTAF.
AIRPORT MANAGER: 814-768-7710
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (VH) (H) VORTAC 115.5 PSB Chan 102 N40°54.98’ W77°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’ 116º–145º byd 40 NM 146º–156º byd 40 NM blo 5,000’ 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
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 tfc requested to land and tkf from rw only. Hover taxi along Twy A prohibited. Wheel taxi on taxi or hover from rwy to ramp side parking spot by crossing perpendicular to Alpha. Helicopter hover taxiing, tfks and lgs prohibited from Twy A. +164’ water trw 1343’ from Rwy 11 thld 1842’ right marked with strobe lgt daigt hrs, standard obstruction lgt ngt hrs.
AIRPORT MANAGER: 610-383-6057
WEATHER DATA SOURCES: AWOS–3 126.25 (610) 384–6132.
COMMUNICATIONS: CTAF/UNICOM 122.7
PHILADELPHIA APP/DEP CON 124.35
CLNC DEL 125.6

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

MODENA (L) (L) VORTACW 113.2 MXE Chan 79 N39º55.08´ W75º40.25´ 301º 9.7 NM to fld. 473/9W.

VOR unusable:

036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 7,500´
170º–248º byd 9,500´
170º–248º byd 8 NM blo 6,000´
268º–278º byd 28 NM
278º–290º blo 10,000´
290º–326º

ILS 108.5 L–MQS Rwy 29. Class IA.

CONNELLSVILLE

JOSEPH A HARDY CONNELLSVILLE (VVS) (KVVS) SW UTC–5(–4DT) N39º57.54´ W79º39.45´ 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.


AIRPORT REMARKS: Attended 1300–2200Z+. Deer and birds on and invof arpt. Self svc 100LL avbl 24 hrs; credit card only.

RWY 23 has a 265 ft relocated thr for taxi only. RWY 14–32 has a 315 ft relocated thr for taxi only. RWY 32 has a 260 ft relocated thr for taxi only. Tvy B clsd to acft wingspan more than 40´. Ldg fee for all acft over 6,000 lbs gross weight waived for fuel purchase.

AIRPORT MANAGER: 724-628-2276

WEATHER DATA SOURCES: AWOS–3P 133.325 (724) 626–8745.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLARKSBURG APP/DEP CON 119.425 (1200–0400Z+1)

CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z+1)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) TACAN Chan 19 IHD (108.2) N39º58.45´ W79º21.50´ 272º 13.8 NM to fld. 2820/6W.

TACAN AZIMUTH OTS indef

CAMOR NDB (MVW/LOM) 299 VV N39º52.97´ W79º44.68´ 049º 6.1 NM to fld. 1020/8W.

NDB unusable:

Byd 10 NM

LOC 110.7 L–VVS Rwy 05. LOM CAMOR NDB. LOC unmonitored indef.

CORRY–LAWRENCE (8G2) 1 S UTC–5(–4DT) N41º54.45´ W79º38.46´ 1766 B NOTAM FILE AOO

RWY 14–32: H4101X75 (ASPH) S–12.5 MIRL 1.7% up NE

RWY 14: REIL. Trees.

RWY 32: REIL.

SERVICE: FUEL 100LL. LST ACTVT MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.


AIRPORT MANAGER: 814-462-5652

COMMUNICATIONS: CTAF/UNICOM 122.8

BUFFALO APP/DEP CON 121.0 (1100–0500Z+1)


CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

TIDIOUTE (L) DME 117.6 TDT Chan 123 N41º42.78´ W79º25.04´ 319º 15.4 NM to fld. 1710.

DME unusable:

041º–051º byd 30 NM blo 4,000´
305º–340º byd 24 NM blo 3,500´
340º–005º byd 24 NM blo 5,000´
COVE VALLEY  (See WILLIAMSBURG on page 317)

CRESCO

ROCKY HILL  (48P)  1 SE  UTC–5(–4DT)  N41º08.91´  W75º16.52´

1240  NOTAM FILE IPT

RWY 09–27: 100X100 (TURF)

RWY 09: Thld dsplcd 130´. Trees.


AIRPORT MANAGER: 570-595-2269

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

DANVILLE  (8N8)  3 SW  UTC–5(–4DT)  N40º56.90´  W76º38.64´

559  NOTAM FILE IPT

RWY 09–27: H3000X60 (ASPH)  MIRL  0.4% up E

RWY 09: Trees.

RWY 27: Trees.

SERVICE: S4  LGT Lighting NSTD. ACTVT MIRL Rwy 09–27 drg periods of darkness only—CTAF. Rwy 27 thld lgts dsplcd 365´ from rwy end for ngt displacement. Rwy end lgt with two red lgts on left side (NSTD).


AIRPORT MANAGER: 570-274-6190

COMMUNICATIONS: CTAF/UNICOM 122.8

®

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) VORTAC 109.2  MIP  Chan 29  N41º01.40´  W76º39.92´  177º 4.6 NM to fld. 1000/9W.

DECK  (See MYERSTOWN on page 293)

DONEGAL SPRINGS AIRPARK  (See MOUNT JOY/MARIETTA on page 291)

DOVER

LAZY B RANCH  (0P8)  3 E  UTC–5(–4DT)  N40º01.47´  W76º48.92´

476  NOTAM FILE IPT

RWY 05–23: H2400X60 (ASPH–CONC)  LIRL  1.3% up SW

RWY 23: Trees.

SERVICE: S4  LGT For LIRL Rwy 05–23 key 122.9 five times.


AIRPORT MANAGER: 717-577-8827

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
DOYLESTOWN (DYL/KDYL) 2 N UTC–5(–4DT) N40º19.98′ W75º07.34′

394 B NOTAM FILE DYL.
RWY 05–23: H3002X60 (ASPH) S–12 MIRL.
RWY 05: SAVASI(S2L)—GA 5.0′. Tree.
RWY 23: REIL. PAPI(P2L)—GA 3.0′ TCH 20′. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT Actvl REIL Rwy 23; MIRL Rwy 05–23—CTAF. MIRL Rwy 05–23 opr consly SS–SR.
AIRPORT MANAGER: 215–340–0707
WEATHER DATA SOURCES: ASOS 118.875 (215) 345–0392.
COMMUNICATIONS: CTAF/UNICOM 122.975
CLNC DTL 118.55
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
YARDEY (L) (L) VOR/DME 108.2 ARD Chan 19 N40º15.20′ W74º54.46′ 306º 11.0 NM to fld. 294/10W. VOR unusable: 020º–040º.
195º–225º byd 25 NM bly 5,000′
250º–265º bly 3,500′
266º–280º byd 20 NM bly 5,000′
281º–300º byd 14 NM bly 6,000′
DME unusable: 225º–275º byd 25 NM bly 5,000′

DUBOIS RGNL (DUJ/KDUJ) 7 NW UTC–5(–4DT) N41º10.70′ W78º53.92′

1817 B Class II, ARFF Index A NOTAM FILE DUJ.
RWY 07–25: H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93 PCN 18 F/C/X/U HIRL.
RWY 07: REIL. VASI(V2L)—GA 3.0′ 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 N41º08.78′ W79º27.48′ 085º 25.4 NM to fld. 1520. ILS 109.9 I–DUJ Rwy 25. Class IE.

EAST TEXAS

N40º34.86′ W75º41.04′ NOTAM FILE IPT.
(L) (L) VOR/DME 110.2 ETX Chan 39 103º 9.0 NM to Allentown Queen City Muni. 741/9W.
VOR unusable: 255º–265º
RCO 122.4 (WILLIAMSPORT RADIO)

NE, 11 JUL 2024 to 5 SEP 2024
BRADEN AIRPARK (N43)  3 N  UTC–5(–4DT)  N40º44.53´ W75º14.58´  
397  B  NOTAM FILE IPT  
RWY 18–36: H1956X165 (ASPH–TURF)  LIRL(NSTD)  0.5% up N  
RWY 18: Thld displaced 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 turf strip. Acft may not be visible on all parts of fld. 24 hr self serve fuel avbl.  
AIRPORT MANAGER: 610-231-5270  
COMMUNICATIONS: CTAF/UNICOM 123.0  
RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.  
ALLENTOWN APP/DEP CON 119.65 (3000’ and blo) 124.45 (abv 3000’)  
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.  
AIRPORT MANAGER: (814) 934-5717  
COMMUNICATIONS: CTAF/UNICOM 122.8  
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.  
REVLUC (L) VORTAC 117.5  REC  Chan 122  N40º43.60´ W75º27.28´  
TACAN AZIMUTH & DME unusable:  
06º–299º byd 30 NM blo 4,000’  
30º–060º byd 26 NM blo 4,500’  
VOR unusable:  
021º–189º byd 10 NM  
190º–260º blo 9,000’  
190º–260º byd 24 NM  
261º–306º byd 9 NM blo 4,000’  
307º–349º  
350º–020º blo 3,500’  
350º–020º byd 33 NM blo 4,000’  

EBENSBURG (9G8)  3 SW  UTC–5(–4DT)  N40º27.68´ W78º46.52´  
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  
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.  
REVLUC (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)  N40º07.84´ W80º05.77´  
1210  NOTAM FILE AOO  
RWY 01–19: 2260X100 (TURF–DIRT)  0.3% up N  
RWY 01: Hill.  
RWY 19: Trees.  
AIRPORT REMARKS: Attended irregularly. PAEW adj Rwy 01–19 indefly. 250 ft high terrain 3450 ft north of Rwy 19. Rwy 01–19 marked with flush white bucket lids boundary markers. Rwy 01 150 ft dthr mkd with flush orange bucket lids. Rwy 19 1330 ft dthr mkd with flush orange bucket lids. Rwy not maintained durg winter months.  
AIRPORT MANAGER: 412-877-4584  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.  

NEW YORK  
L–33A, 34H  IAP  
DETROIT  
L–290  IAP
ELLWOOD CITY  
N40°49.50′  W80°12.69′  NOTAM FILE AOO.  
(VH) (H) VOR/DME  115.8  EWC  Chan 105  257° 8.8 NM to Beaver Co. 1227/8W.  
VOR unusable:  
285°–335°  
RCO 122.1R 115.8T (ALTOONA RADIO)  

ENOLA  
N40°14.78′  W76°54.04′  NOTAM FILE MDT.  
NDB (LOMW)  204  MD  128° 7.1 NM to Harrisburg Intl. 461/11W.  

ERIE  
ERIE INTL/TOM RIDGE FLD  (ERI) (KERI)  5 SW  UTC–5 (–4 DT)  
N42º04.99′  W80º10.44′  732  B  LRA  ARFF  Index—See Remarks  NOTAM FILE ERI.  
RWY 06–24:  
RWY 06: MALSR. PAPI(PAL)—GA 3.0º TCH 54’. RVR–TR Thld dsplcd 919’. Railroad.  
RWY 02–20: 
RWY 02: Thld dsplcd 817’. Railroad.  
RWY 20: VASI(V4L)—GA 4.0º TCH 69’. Thld dsplcd 306’. Road.  
LAND AND HOLD–SHORT OPERATIONS  
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST  
RWY 24  02–20  6550  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 02: TORA–3508  TODA–3508  ASDA–3337  LDA–2520  
RWY 06: TORA–8420  TODA–8420  ASDA–8420  LDA–7501  
RWY 20: TORA–3508  TODA–3508  ASDA–3208  LDA–2902  
RWY 24: TORA–8420  TODA–8420  ASDA–7500  LDA–7500  
SERVICE:  
S2  FUEL  100LL, JET A  OX 3, 4  LGT  When twr clsd ACTIVATE MALSR Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24, HIRL Rwy 06–24, VASI Rwy 20, MIRL Rwy 02–20 and twy lgts—CTAF.  Rwy 06 MALSR unmonitored. Rwy 24 MALSR unmonitored. Lgtd supplemental windcone located at north side Rwy 24 1000′ west AER.  
AIRPORT REMARKS:  
Attended Mon–Fri 1000–0400Z‡, Sat–Sun 1000–0300Z‡. Birds on and invof arpt. Class I, ARFF Index B.  
INDEX C avail upon request. Rwy 02–20 clsd to sked acr ops more than 9 pax seats and non sked acr ops more than 30 pax seats exc taxi. Extensive non–radio and ultralight acft opr 3.5–5 NM southwest of arpt at or blo 700′ AGL May 1–Oct 31 annually SR–SS. Ramp usage fee for acft wgt, ctc aprt for fee sked. Flight Notification Service (ADCUS) available, prior reservation required, phone 814–833–1355.  
AIRPORT MANAGER: 814-833-4258  
WEATHER DATA SOURCES: ASOS 120.35 (814) 835–7112.  
COMMUNICATIONS: CTAF 118.1  ATIS 120.35  UNICOM 122.95  
BUFFALO APP/DEP CON 121.0 (1100–0500Z‡)  
CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.  
TOWER 118.1 (1100–0500Z‡) GND CON 121.9 CLNC DEL 126.8  
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440–774–0232.  
AIRSPACE: CLASS D svc 1100–0500Z‡; other times CLASS E.  
TRSA svc ctc BUFFALO APP CON within 20 NM  
RADIO AIDS TO NAVIGATION: NOTAM FILE ERI.  
(TM) TACAN  Chan 31  ERI (109.4)  N42º04.01′  W80º17.56′  059º 6.6 NM to fld. 797/6W.  
TACAN AZIMUTH unusable:  
076°–109° byd 30 NM blo 5,000′  
110°–180° byd 25 NM blo 5,000′  
181°–249° byd 30 NM blo 5,000′  
250°–274° byd 20 NM  
295°–315° byd 35 NM blo 3,000′  
DME unusable:  
076°–109° byd 30 NM blo 5,000′  
110°–180° byd 25 NM blo 5,000′  
181°–249° byd 30 NM blo 5,000′  
250°–274° byd 20 NM  
295°–315° 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.  

DETROIT  
H–10H, L–29C  

NE, 11 JUL 2024 to 5 SEP 2024
PENNSYLVANIA

LAKE ERIE LANDING AREA SPB (E75) 3 NW UTC–5(–4DT) N42°10.26´ W80°06.70´ DETROIT
571 NOTAM FILE Not insp.
WATERWAY 06W–24W: 2830X200 (WATER)
WATERWAY 24W: Rgt tfc.
AIRPORT MANAGER: 814-397-7974
COMMUNICATIONS: CTAF 122.9

THERMAL–G (Q3G) 3 W UTC–5(–4DT) N42°01.24´ W80°04.24´ DETROIT
1434 NOTAM FILE AOO
RWY 07–25: 1264X110 (TURF) 1.0% up E
RWY 07: Rgt tfc.
AIRPORT REMARKS: Attended continuously. Glider ops on the arpt. Rwys 07–25 NSTD markings, rwy marked with white tires. Turf with topsoil base can be soft; call for condition. 945 ´ turfawy on east end of rwy. 1,000 ´ turfawy 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´ NEW YORK
390 TPA—See Remarks NOTAM FILE IPT
RWY 07–25: 3058X120 (TURF)
RWY 07: Thld dsplcd 365 ´. Road.
RWY 25: Tree.
RWY 05G–23G: 1340X200 (TURF)
SERVICE: S4 FUEL 100LL
AIRPORT MANAGER: 610-847-8494
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

ESSINGTON

PHILADELPHIA SPB (9N2) 1 S UTC–5(–4DT) N39°51.54´ W75°17.98´ WASHINGTON
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

NE, 11 JUL 2024 to 5 SEP 2024
FACTORYVILLE

SEAMANS FLD (9N3) 2 N UTC–5(–4DT) N41º35.36´ W75º45.36´
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 N41º16.37´ W75º41.37´ 001º 19.2 NM to fld. 2118/10W.
VOR unusable: 290º–305º byd 15 NM blo 6,000´

FAIRFIELD

MID ATLANTIC SOARING CENTER (W73) 2 SE UTC–5(–4DT) N39º45.42´ W77º21.08´
573 NOTAM FILE IPT
RWY 15–33: H2700X50 (ASPH) S–12.5, D–12.5
RWY 15: Tree.
AIRPORT MANAGER: 717-642-9886
COMMUNICATIONS: CTAF 123.3
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
COMM/NAV/WEATHER REMARKS: Multicom 123.3 used during glider activity.

FARMERS PRIDE (See FREDERICKSBURG on page 277)
FINLEYVILLE AIRPARK  (G05)  1 SW  UTC–5(–4DT)  N40°14.73´ W80°00.59´
1236  B  TPA—See Remarks  NOTAM FILE A00
Rwy 14–32:  H2497X50 (ASPH)  LIRL  1.2% up NW
SERVICE:  S4  FUEL  100LL  LGT ACTIVATE LIRL—CTAF. After 0500Z‡
ACTIVATE rotating bcn—CTAF.
AIRPORT REMARKS:  Attended irregularly. Deer on and in vicinity of rwy. Terrain falls off rapidly off aprch end Rwy 14; terrain rises off aprch 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.
AIRPORT MANAGER:  (412) 580-8932
COMMUNICATIONS:  CTAF/UNICOM 123.0
®
PITTSBURGH APP/DEP CON 119.35
CLEARANCE DELIVERY PHONE:  For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION:  NOTAM FILE AGC.
ALLEGHENY  (L) VOR/W/DME 110.0  AGC  Chan 37  N40°16.72´ W80°02.45´距离 226º–261º byd 10 NM to fld. 1285/9W. 071º–175º VOR unusable:
036º–059º byd 10 NM bio 7000´
071º–175º
300º–310º
FLYING DOLLAR  (See CANADENSIS on page 266)
FLYING M AERODROME  (See GERMANSVILLE on page 278)
FORT INDIANTOWN GAP  (See MUIR AHP (FORT INDIANTOWN GAP) on page 292)
FRANKLIN
VENANGO RGNL  (FKL)(KFKL)  2 SW  UTC–5(–4DT)  N41°22.65´ W79°51.64´
1540  B  Class II, ARFF Index A  NOTAM FILE FKL
Rwy 03–21:  H5200X150 (ASPH–GRVD)  S–40, D–70, 2S–89
PCN 19 F/B/X/U HIRL
Rwy 03:  PAPI(P4L)—GA 3.0º TCH 45´. Trees.
Rwy 12–30:  H3593X100 (ASPH)  S–67, D–105, 2S–133
PCN 27 R/B/X/U MIRL
Rwy 12:  Trees.
Rwy 30:  PAPI(P4L)—GA 3.0º TCH 41´.
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 03:  TORA–5200  TODA–5200  ASDA–5200  LDA–5200
Rwy 21:  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, MALS Rwy 21, MIRL Rwy 12–30, PAPI Rwy 03, Rwy 21, and Rwy 30 and twy lgts—CTAF.
AIRPORT REMARKS:  Attended Mon–Fri 1230–2300‡, Sat and Sun 1230–2100‡. Deer and birds on and in vicinity of arpt. PPR 24 hrs for acr ops with more than 30 psgr seats call amgr manager 814–432–5333 or 814–758–8002. 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 weight gross.
AIRPORT MANAGER:  814-432-5333
CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: AWOS–3PT 118.175 (814) 437–2066.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.1R 109.6T (ALTOONA RADIO)

® YOUNGSTOWN APP CON 126.25 (1100–0500Z‡) or ctc 330–856–4806.

® YOUNGSTOWN DEP CON 133.95 (1100–0500Z‡) CLNC DEL 126.25

® CLEVELAND CENTER APP/DEP CON 126.725 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0234.

CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apch at 330-856-4806, when Apch clsd ctc Cleveland ARTCC at 440–774–0234.

AIRSPACE: CLASS E svc Mon–Fri 1030–0330Z‡; Sat 1030–1430Z‡; Sun 2330–0330Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

NOTAM FILE AOO.

CLARION (L) DME 112.9 CIP Chan 76 N41º08.78´ W79º27.48´ 307º 22.9 NM to fld. 1520.

FRANKLIN (L) VOR 109.6 FKL N41º26.31´ W79º51.40´ 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 267)

FREDERICKSBURG

FARMERS PRIDE (9N7) 0 W UTC–5(–4DT) N40º26.57´ W76º26.50´

495 B NOTAM FILE IPT

RWY 10–28: 3410X150 (TURF) RWY LGTS(NSTD)

RWY 10: Thld dsplcd 504´. Tree.

RWY 28: Thld dsplcd 590´. Tree.


AIRPORT MANAGER: (717) 507-0303

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

FREEPORT

MCCVILLE (6P7) 7 NE UTC–5(–4DT) N40º44.07´ W79º35.74´

1105 B NOTAM FILE AOO

RWY 14–32: H2800X60 (ASPH) MIRL

RWY 14: Trees.


AIRPORT MANAGER: 724-335-0390

COMMUNICATIONS: CTAF/UNICOM 123.0

® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡, other times ctc)

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

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440–774–0234.

RADIO AIDS TO NAVIGATION:

NOTAM FILE JST.

JOHNSTOWN (L) L) VOR/DME 113.0 JST Chan 77 N40º19.00´ W78º50.05´ 312º 42.9 NM to fld. 2279/6W.

VOR unusable:

088º–102º byd 25 NM
120º–135º byd 25 NM

NEW YORK

DETROIT

L–29C

IAP

NE, 11 JUL 2024 to 5 SEP 2024
GERMANSVILLE
FLYING M AERODROME  (P91)  2 W  UTC–5(–4DT)  N40º44.25´ W75º42.33´
735  NOTAM FILE IPT
RWY 08–26: 2380X100 (TURF)  0.4% up E
RWY 26: Thld dsplcd 300´. Road.
SERVICE: S2
AIRPORT REMARKS: Attended irregularly. Rwy 08–26 marked with white cones. Rwy 26 dthr mkd with white cones.
AIRPORT MANAGER: 610-248-8190
COMMUNICATIONS: CTAF/UNICOM 122.725
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

GETTYSBURG RGNL (W05)  2 W  UTC–5(–4DT)  N39º50.48´ W77º16.48´
553  B  NOTAM FILE IPT
RWY 06–24: H3100X60 (ASPH)  MIRL  0.4% up NE
RWY 06: Thld dsplcd 165´. Road,
RWY 24: Thld dsplcd 539´. 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
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (VH) (H) VORTAC 117.9  EMI Chan 126  N39º29.70´  W76º58.71´  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 315)
GREATER BREEZEWOOD RGNL (See BREEZEWOOD on page 264)
GREENE CO (See WAYNESBURG on page 315)
GREENSBURG JEANNETTE RGNL (See JEANNETTE on page 283)
**GREENVILLE MUNI** (4G1) 3 N UTC–5(–4DT) N41°26.81’ W80°23.47’

**SERVICE:** FUEL 100LL LGT


**AIRPORT MANAGER:** 724-588-1665

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

**EVLWOOD CITY** (29D) 3 W UTC–5(–4DT) N41°08.76’ W80°10.07’

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


**AIRPORT MANAGER:** 724-748-5530

**COMMUNICATIONS:** CTAF/UNICOM 122.725

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
HARRISBURG
CAPITAL CITY (CXY)(KCXY)  3 SE UTC–5(–4DT)  N40°13.03´ W76°51.08´
347 B TPA—See Remarks  NOTAM FILE CXY
RWY 08–26: H5000X150 (ASPH–GRVD)  S–65, D–105, 2S–133, 2D–185  HIRL
RWY 08: MALS. PAPI(PAR)–GA 3.0º TCH 55´. RVR–T Trees.
RWY 12–30: H3778X100 (ASPH)  S–40, D–65, 2S–82, 2D–115  MIRL
0.3% up SE
RWY 30: VARL(V4L)–GA 4.0º TCH 56’.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 26 12–30 3450
SERVICE:  FUEL 100LL, JET A  When twr clsd ACTIVATE MALS
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‡. Bird flocks on and invof arpt. Arpt CLOSED to FAR PART 121 acft. PPR for hazardous cargo. All rwy for loads over 100,000 lbs prior permission rqr. Active twny to Rwy 12 relocated thld, no tfc 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.
RADIO AIDS TO NAVIGATION:  NOTAM FILE LNS.
LANCASTER (L) VOR/DME 117.3  LRP  Chan 120  N40°07.20´ W76°17.48´  292º 26.4 NM to fld. 399/9W.
VOR unusable:
195º–273º byd 21 NM blo 9,000’
DME unusable:
180º–190º
320º–030º byd 31 NM blo 8,000’
ILS 109.1  I–CXY  Rwy 08.  Class IB.  LOC unusbl byd 30º r of course.
PENNSYLVANIA

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

RUNWAY DECLARED DISTANCE INFORMATION
RWY 13:
TORA–10001 TORA 10001 ASDA–9063 LDA–8070
RWY 31:
TORA–10001 TORA 10001 ASDA–9122 LDA–8129

SERVICE:
FUEL 100LL, JET A
OX 1, 2, 4
MILITARY—FUEL A, A+ (C717–944–4666) (NC–100LL)
FLUID LOX OIL O–128(Mil)

AIRPORT REMARKS:
Attended continuously. Bird flocks on and invof arpt.
Cargo ramp clsd to tnt acft without prior permission, call amgr 717–948–3919. No touch and go ldgs 0400–1100Z‡.
TPA—1300(990) props, 1800(1490) jets. Cargo apron parking spot 9 clsd to acft with a wingspan of more than 52’. Cold temperature airport. Altitude correction required at or below –17C. 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 (330°–079°) 124.1 (180°–329°) 126.45 (080°–179°)
HARRISBURG TOWER 124.8
GND CON 121.7

VOR TEST FACILITY (VOT)
110.0

AIRSPACE:
CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION:
NOTAM FILE LNS.

LANCASTER (L) (L) VOR/DME 117.3 LRP Chan 120 N40°07.20’ W76°17.48’ 291° 22.1 NM to fld. 399/9W.

VOR unusable:
195°–273° byd 21 NM blo 9,000’
DME unusable:
180°–190°
320°–030° byd 31 NM blo 8,000’

ENOLA NDB (LOMW) 204 MD N40°14.78’ W76°54.04’ 128° 7.1 NM to fld. 461/11W. NOTAM FILE MDT.

ILS 110.9 I–MDT Rwy 13. Class IIII. LOM ENOLA NDB. LOC unusable above 1,800’ at thld; above 4,800’ byd OM (6.4 NM).

ILS 110.9 I–HQA Rwy 31. Class IB. Unmonitored when ATCT clsd.

HARRISBURG
N40°18.13’ W77°04.17’ NOTAM FILE CXY.
(L) (L) VORTAC 115.35 HAR Chan 100(Y) 225° 8.4 NM to Carlisle. 1301/10W.

VOR unusable:
069°–071°
084°–087° byd 20 NM blo 5,000’
084°–087° byd 30 NM
097°–107° byd 10 NM
116°–120° 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
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10:
TORA–5001
TODA–5001
ASDA–5001
LDA–4801
RWY 28:
TORA–5001
TODA–5001
ASDA–5001
LDA–4898
SERVICE: S2 FUEL 100LL, JET A
OX
LGT
LGT Actvt MALs Rwy 28; REIL Rwy 10; PAPI Rwy 10; MIRL Rwy 10–28 (3, 5, 7 clicks)—CTAF.
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 300° 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 123.0
® WILKES–BARRE APP/DEP CON 126.3
CLNC DEL 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L/L/L) VORTAC 111.6 LVZ Chan 53 N41°16.37’ W75°41.37’ 229° 22.0 NM to fld. 2118/10W. LOC/DME 110.5 I–HZL Chan 42 Rwy 28. LOC unusable abv 5,000’.

HONESDALE
CHERRY RIDGE (N38) 3 S UTC–5 (–4DT) N41°30.94’ W75°15.09’
1357  B  NOTAM FILE IPT
RWY 18–36: H2986X50 (ASPH) S–10 RWY LGTS(NSTD) 0.6% up N
RWY 18: Thld dsplcd 519’. Tree.
RWY 36: Thld dsplcd 589’. Tree.
SERVICE: S4 FUEL 100LL
AIRPORT REMARKS: Attended 1400–2200Z‡.
AIRPORT MANAGER: 570-253-5833
COMMUNICATIONS: CTAF/UNICOM 122.8
® WILKES–BARRE 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/L) VORTAC 111.6 LVZ Chan 53 N41°16.37’ W75°41.37’ 229° 22.0 NM to fld. 2118/10W. VOR unusable: 290°–305° byd 15 NM blo 6,000’.
LOC/DME 110.5 I–HZL Chan 42 Rwy 28. LOC unusable abv 5,000’.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC–5 (–4DT) N40°12.12’ W75°10.69’
250  B  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 19 272° 13.8 NM to Joseph A Hardy Connellsville. 2820/6W.
TACAN AZIMUTH OTS indef

HERITAGE FLD (See POTTSTOWN on page 302)

NE, 11 JUL 2024 to 5 SEP 2024
INDIANA CO/JIMMY STEWART FLD (IDI)(KIDI) 2E UTC–5 (–4DT) N40°37.86’ W79°06.09’ PENNSYLVANIA 283
1419 B NOTAM FILE IDI
RWY 11–29: H5502X100 (ASPH) HIRL 0.9% up E
RWY 11: REIL. PAPI(P4L)—GA 3.0º TCH 42’. Trees.
RWY 29: PAPI(P4L)—GA 3.0º TCH 46’. Trees.
SERVICE: S2 FUEL 100LL, JET A, A+ LGT
ACTIVATE REIL Rwy 11; PAPI Rwy 11 and Rwy 29; HIRL Rwy 11–29 and twys—CTAF.
AIRPORT MANAGER: 724-463-3883
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM
JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡)
CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) DME 110.6 REC Chan 43 N40°32.79’ W78º44.82’ 287º 17.0 NM to fld. 2340.

INTER CO (See IRWIN on page 283)

IRWIN
INTER CO (31D) 4 W UTC–5 (–4DT) N40°20.00’ W79°46.75’ DETROIT
1250 NOTAM FILE AOO
RWY E–W: 1800X120 (TURF)
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

JAKE ARNER MEML (See LEHIGHTON on page 287)

JEANNETTE
GREENSBURG JEANNETTE RGNL (5G8) 3 N UTC–5 (–4DT) N40°22.58’ W79°36.53’ DETROIT
1188 B NOTAM FILE AOO
RWY 02–20: H2605X50 (ASPH) MIRL 0.6% up S
RWY 02: Hill. Rgt tlc.
SERVICE: LGT Arpt bcn opr dusk to 0600Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 no twy lgt. 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 invof arpt with occasional rwy incursions. 240’ hill/trees 4,690’ south of Rwy 02. Terrain drops off rapidly on both ends of rwy.
AIRPORT MANAGER: 724-744-2900
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) (L) VOR/DME 110.0 AGC Chan 37 N40°16.72’ W80º02.45’ 082º 20.7 NM to fld. 1285/9W. VOR unusable:
036º–059º byd 10 NM blo 7,000’
071º–175º
226º–261º byd 10 NM
300º–310º
JOHN MURTHA JOHNSTOWN/CAMBRIA CO  (See JOHNSTOWN on page 284)

JOHN MURTHA JOHNSTOWN/CAMBRIA CO  (JST)(KJST) P (ANG ARNG AR)  3 NE  UTC–5(–4DT)

N40°19.93’ W78°50.08’

2284  B  Class I, ARFF Index A  NOTAM FILE JST
Rwy 15–33: H7004X150 (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: MALS. PAPI(P4R)–GA 3.0º TCH 53’. Trees.
PCN 39 F/A/W/T  MIRL
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 33: TORA–7004  TODA–7004  ASDA–6484  LDA–6484

SERVICE:  S4  FUEL  100LL, JET A  LGT
When twr clsd ACTIVATE MALSR Rwy 33, PAPI Rwy 33, HIRL Rwy 15–33, MIRL 05–23, and all twy lghts—CTAF. PAPI Rwy 05 unavbl when ATCT clsd.

AIRPORT REMARKS:  Attended 1200–0400Z‡. Deer and birds on and invof arpt. 48 hrs PPR for unscheduled air carriers ops with more than 30 passenger seats, call arpt manager 814–536–0002. Twy B between Rwy 05–23 and Twy B2 rstd to acft with wingspan 78’ or less. Ldg fee.


AIRPORT MANAGER:  814-536-0002
WEATHER DATA SOURCES: ASOS (814) 535–3511
COMMUNICATIONS: ATIS 128.2 121.2 244.95 (1200–0400Z‡) or ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

RADIO AIDS TO NAVIGATION:
JOHNSTOWN (L) (L) VORTACW 116.0 ETG Chan 77  N40°19.00’ W78°50.05’  at fld. 2279/6W.
VOR unusable:
088º–102º byd 25 NM
120º–135º byd 25 NM

ILS 110.1  I–JST  Rwy 33. Class IB. Glideslope unusable byd 5º left of course. Unmonitored when ATCT clsd.

COMM/NAV/WEATHER REMARKS:  UNICOM frequency 122.95 avbl for ground svcs only. All tfc to ARNG ramp ctc Keystone Ops: 138.55, 241.35, 46.75; ramp deconfliction 46.75.

JOSEPH A HARDY CONNELLSVILLE  (See CONNELLSVILLE on page 269)

KAMPPEL  (See WELLSVILLE on page 315)

KEATING  N41°12.90’ W78°08.57’  NOTAM FILE AOO.
(H) (H) VORTACW 116.0  ETT  Chan 107 241º 15.9 NM to Clearfield–Lawrence. 2250/10W.
**KELLER BROTHERS**  (See LEBANON on page 286)

**KRAL TOWN**
**BERMUDIAN VALLEY AIRPARK**  (Ø7N)  2 W  UTC–5(–4DT)  N40º01.01´ W77º00.23´

470  NOTAM FILE IPT

RWY 16–34: 2200X100 (TURF)

RWY 16: Thld dispcl 802´. Trees.

RWY 34: Thld dispcl 264´. Trees.

**SERVICE:**  S4

**AIRPORT REMARKS:**  Attended irregularly. Helicopter activity on and inv of arpt. Fld soft after prolonged rain. RWY 16–34 rwy ends and edges mkd with w cones. RWY 16 and RWY 34 dplcd 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 274)

**LANCASTER**  (LNS)(KLNS)  4 N  UTC–5(–4DT)  N40º07.34´ W76º17.66´

403  B  Class II, ARFF Index A  NOTAM FILE LNS

**NOTAM FILE LNS**

RWY 08–26: H6933X150 (ASPH–GRVD)  S–65, D–92, 2S–117, 2D–146  HIRL 0.3% up W

RWY 08: MALSR, PAPI(P4R)—GA 3.0º TCH 40´. Thld dispcl 357´. Road.

RWY 26: PAPI(P4L)—GA 3.0º TCH 47´. Thld dispcl 59´. Tree.

RWY 13–31: H4102X100 (ASPH)  S–65, D–92, 2S–117, 2D–146  MIRL

RWY 13: PAPI(P2R)—GA 3.0º TCH 40´. Tree.

RWY 31: REIL.

**LAND AND HOLD–SHORT OPERATIONS**

<table>
<thead>
<tr>
<th>LDG RWY</th>
<th>HOLD–SHORT POINT</th>
<th>AVBL LDG DIST</th>
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<td>13–31</td>
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**RUNWAY DECLARED DISTANCE INFORMATION**

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<th>TODA–6934</th>
<th>ASDA–6475</th>
<th>LDA–6118</th>
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<td>RWY 08</td>
<td>TORA–4102</td>
<td>TODA–4102</td>
<td>ASDA–4102</td>
<td>LDA–4102</td>
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<td>RWY 26</td>
<td>TORA–6934</td>
<td>TODA–6934</td>
<td>ASDA–6177</td>
<td>LDA–6118</td>
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<tr>
<td>RWY 31</td>
<td>TORA–4102</td>
<td>TODA–4102</td>
<td>ASDA–4102</td>
<td>LDA–4102</td>
</tr>
</tbody>
</table>

**SERVICE:**  S4  FUEL 100LL, JET A  OX 4  LGT  When ATCT clsd ACTVT MALSR Rwy 08; REIL Rwy 31; HIRL Rwy 08–26; MIRL Rwy 13–31 and twy lgts—CTAF. Rwy 13 VGSI and glidepath not coincident. Rwy lgts and MALSR unmonitored when twr clsd.

**AIRPORT REMARKS:**  Attended Mon—Fri 1100–2200Z‡, Sat 1100–2300Z‡, Sun 1300–0200Z‡, PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 717–569–1221. Rwy/Twy conditions not monitored outside of attendance hours.

**AIRPORT MANAGER:**  717-569-1221

**WEATHER DATA SOURCES:**  ASOS 125.675 (717) 569–8860.

**COMMUNICATIONS:**  CTAF 120.9  ATIS 129.675  UNICOM 122.95

© HARRISBURG APP/DEP CON 126.45

**TOWER:**  120.9  (1100–0400Z‡)  QND CON 121.8

**CLEARANCE DELIVERY PHONE:**  For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.

**AIRSPACE:**  CLASS D svc 1100–0400Z‡; other times CLASS E.

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

| (L) (L) | VOR/DME | 117.3 | LRP | Chan 120 | N40º07.20´ W76º17.48´ | at fld. 399/9W.
|---------|---------|-------|-----|----------|------------------------|

VOR usable:

195º–273º byd 21 NM bld 9,000´

DME usable:

180º–190º

320º–030º byd 31 NM bld 8,000´

**ILS**  108.7  I–LNS  Rwy 08.  Class IE. Unmonitored when ATCT clsd.
LATROBE

ARNOLD PALMER RGNL (LBE)(KLBE)  2 SW UTC–5(–4DT) N40º16.39´ W79º24.62´
1199  B  Class I, ARFF Index B  NOTAM FILE LBE
  RWY 06: REIL/PAPI(P4L)—GA 3.0º TCH 48´. Pole. 1.4% down.
  RWY 24: MALSR/PAPI(P4L)—GA 3.0º TCH 55´. Thld dsplcd 850´.
  Trees. Rgt tfc.
DECRALED DISTANCE INFORMATION
  RWY 06:
    TORA–8222  TODA–8222  ASDA–8222  LDA–8222
  RWY 24:
    TORA–8222  TODA–8222  ASDA–8222  LDA–7372
SERVICE: S4 FUEL 100LL, JET A
        LGT When ATCT clsd, ACTVT
       MALSR Rwy 24; REIL Rwy 06; HIRL Rwy 06–24; Twy A, B, C and D—CTAF. Rwy 24 PAPI unusbl byd 8 degs right of cntrln.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Ldg fee. PPR 24 for unscheduled act ops with more than 9 px

MANAGER: 724-539-8100

WEATHER DATA SOURCES: AWOS–3 (724) 537–0671
COMMUNICATIONS: CTAF
       ATIS 118.375  (724–537–0671)
       CTAF
       125.0  (1115–0300Z‡)
       121.8
       121.2 (1200–0400Z†) or 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´ 358º 18.1 NM to fld. 2820/6W.
  ILS 110.9  I–LBE Rwy 24. Class IE. Unmonitored when ATCT closed.

LAZY B RANCH (See DOVER on page 270)

LEBANON

KELLER BROTHERS (Ø8N)  5 SE UTC–5(–4DT) N40º17.49´ W76º19.72´
550  B  NOTAM FILE IPT
RWY 07–25: 2692X120 (TURF) LIRL(NSTD)
  RWY 07: Thld dsplcd 701´. Tree.
  RWY 25: Thld dsplcd 793´. Tree.
SERVICE: FUEL 100LL  LGT ACTVT WDI lgt, rotg bcn and LIRL
          When ATCT clsd, ACTVT
          Rwy 07–25 nstd LIRL; rwy ends identified by 2 strobe lghts and nstd thld lgt fixtures. Rwy 07–25 thlds and dsplcd thlds marked
          with lghts.
       AIRPORT REMARKS: Unattended. 100LL self serve.
       MANAGER: 717-598-0057
       CTAF
       NOTAM FILE LNS.

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 ANO.

LANCASTER (L) VOR/DME 117.3  LRP Chan 120  N40º07.20´ W76º17.48´ 360º 10.4 NM to fld. 399/9W.
       VOR unusable:
       195º–273º byd 21 NM b/o 9,000´
       DME unusable:
       180º–190º
       320º–30º b/yd 31 NM b/o 8,000´

LEHIGH VALLEY INTL (See ALLENTOWN on page 258)

NE, 11 JUL 2024 to 5 SEP 2024
LEHIGHTON  (14N)  3 E  UTC–5(–4DT)  N40º50.66´ W75º38.12´

RWY 08–26: 2018X100 (TURF)  S–5
RWY 08: Thld dispd 360´. Road.
RWY 26: Thld dispd 230´. Fence.

SERVICE:  S2


AIRPORT MANAGER:  610-377-1996

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

Jake Arner Mlem  (22N)  3 SW  UTC–5(–4DT)  N40º48.57´ W75º45.69´

RWY 08–26: H3000X60 (ASPH)  S–12.5  MIRL  0.8% up W
RWY 08: REIL. PAPI(P2L)—QA 3.0º TCH 40´. Tree.
RWY 26: REIL. PAPI(P2L)—QA 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

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS  (L)  VOR/DME 110.2  ETX  Chan 39  N40º34.86´ W75º41.04´  355º 14.1 NM to fld. 741/9W.

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
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: Local wx on CTAF (3 clicks).

MCVILLE (See FREEPORT on page 277)
MEADVILLE
PORT MEADVILLE (GKJ/(KGKJ) 3 W UTC–5(–4DT) N41°37.59´ W80°12.88´
1399 B NOTAM FILE GKJ
RWY 07–25: H5001X75 (ASPH) S–12, D–60 MIRL
RWY 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 (B14) 337–2590.
COMMUNICATIONS: CTAF/UNICOM 123.0
® NEW YORK CENTER 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 SEG.
SELINSGROVE (L) (L) VORTACW 110.4 SEG Chan 41 N40°47.45´ W76°53.04´ 252º 26.4 NM to fld. 610/8W.
VOR unusable: 098º–150º byd 20 NM b/w 5,000´
106º–116º byd 20 NM b/w 10,000´
151º–185º byd 19 NM
250º–285º byd 10 NM b/w 14,000´
295º–300º byd 25 NM b/w 4,500´
DME unusable: 098º–150º byd 20 NM b/w 5,000´
151º–185º byd 19 NM
255º–265º byd 7,000´
295º–300º byd 25 NM b/w 4,500´

MID ATLANTIC SOARING CENTER (See FAIRFIELD on page 275)

MID–STATE (See PHILIPSBURG on page 298)

MIFFLINTOWN (P34) 2 N UTC–5(–4DT) N40°35.94´ W77°24.34´
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.

SELINSGROVE (L) (L) VORTACW 110.4 SEG Chan 41 N40°47.45´ W76°53.04´ 252º 26.4 NM to fld. 610/8W.
VOR unusable: 098º–150º byd 20 NM b/w 5,000´
106º–116º byd 20 NM b/w 10,000´
151º–185º byd 19 NM
250º–285º byd 10 NM b/w 14,000´
295º–300º byd 25 NM b/w 4,500´
DME unusable: 098º–150º byd 20 NM b/w 5,000´
151º–185º byd 19 NM
255º–265º byd 7,000´
295º–300º byd 25 NM b/w 4,500´

MILTON N41°01.40´ W76°39.92´ NOTAM FILE IPT.
(L) (L) VORTACW 109.2 MIP Chan 29 107º 10.6 NM to Bloomsburg Muni. 1000/9W.

NEW YORK
H–10H, L–30H

DETROIT
H–10H, L–30H
NOTAM FILE IPT.

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

NOTAM FILE AO0

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’.
SERVICED: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26—CTAF.


AIRPORT MANAGER: 724-379-6980
WEATHER DATA SOURCES: AWOS–3 118.475 (724) 379–5815.
COMMUNICATIONS: CTAF/UNICOM 122.8

NOTAM FILE AGC.

NOTAM FILE PIT.

MONTOUR  N40º29.28’ W80º11.63’ NOTAM FILE PIT.
(L) DME 112.0 MMJ Chan 57 277º 1.8 NM to Pittsburgh Intl. 1193.
DME unusable:

- 126º–165º byd 10 NM blo 5,000’
- 126º–165º byd 15 NM
- 350º–369º byd 30 NM

DETROIT  L–29C
MOUNT JOY/MARIETTA
DONEGAL SPRINGS AIRPARK (N71) 3 SW UTC–5(–4DT) N40º05.53´ W76º34.46´

458  B  NOTAM FILE IPT
RWY 10–28: H3250X50 (ASPH) S–12.5 MIRL
RWY 10: Thld dsplcd 300´. Pole.

SERVICE:  S5  FUEL  100LL  LGT 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
122.4
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  N40º07.20´  W76º17.48´  272º 13.1 NM to fld. 399/9W.
VOR unusable: 195º–273º byd 21 NM blo 9,000´
DME unusable: 180º–190º  320º–030º byd 31 NM blo 8,000´

MOUNT PLEASANT
MOUNT PLEASANT/SCOTTDALE (P45) 3 S UTC–5(–4DT) N40º06.46´ W79º32.58´

1160  NOTAM FILE AOO
RWY 06–24: 2037X135 (TURF) 1.8% up NE
RWY 06: Trees.
RWY 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 rwy s. Extensive helicopter activity at adjacent heliport. Ultralight activity on and invof arpt. Ultralight acft use 500’ AGL rgt tfc pat for all rwy s. Rwy not monitored during winter months. Rwy s unusable during spring thaw and wet periods. Both rwy s 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 rwy s.
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 HELIPORT (P99) 3 S UTC–5(–4DT) N40º06.49´ W79º32.88´

1090  NOTAM FILE AOO
HELIPAD H1: H74X74 (CONC)
SERVICE:  S4  FUEL  JET A
AIRPORT MANAGER: 724-887-4410
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
POCONO MOUNTAINS RGNL (MPO)(KMPO) 2 NW UTC–5(–4DT) N41°08.26´ W75°22.80´ NEW YORK H–10I, L–30K, 33A, 34H

MOUNT POCONO

POCONO MOUNTAINS RGNL (MPO)(KMPO) 2 NW UTC–5(–4DT) N41°08.26´ W75°22.80´ NEW YORK H–10I, L–30K, 33A, 34H


RWY 31: REIL. PAPI(P2L)—GA 3.5º TCH 53´. Road. Trees.

RWY 05–23: H3999X100 ( ASPH) S–30, D–45, 2D–70 MIRL 1.0% up NE

RWY 05: REIL. PAPI(P2L)—GA 4.0º TCH 43´. Trees.

RWY 23: REIL. PAPI(P2L)—GA 4.0º TCH 40´. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 05, 13, 23 and 31; PAPI Rwy 05 13, 23 and 31; MIRL Rwy 05–23 and 13–31—CTAF. Rwy 31 VGSI and RNAV glidepath not coincident.

NOISE: Noise abatement procedures in effect, for details ctc arpt manager at 570–839–0258. Rwy 31 VFR departure: fly heading 310 till crossing Interstate 380, then proceed on course avoiding overflight of homes southwest of Rwy 13–31.

AIRPORT REMARKS: Attended 1200–2200Z‡. Birds, deer and other wildlife on and 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.

COMMUNICATIONS: CTAF/UNICOM 122.7 CLNC DEL 125.3

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. VOR unusable: 290º–305º byd 15 NM blo 6,000´.

COMM/NAV/WEATHER REMARKS: UNICOM 1300Z‡–dusk daily.

MUIR AHP (FORT INDIANTOWN GAP) HELIPORT (MUI)(KMUI) ARNG 6 N UTC–5(–4DT) NEW YORK L–30J, 34G, A DIAP, AD

HELIPAD H1: H100X100 (CONC) MILITARY—LGT MIRL Rwy 07–25 ATCT–ctl. ACTVT PAPI Rwy 25—CTAF; MIRL Rwy 07–25 ATCT. FUEL: J8 – PPR, 24 hr wkd, 48 hr wkend, for fuel and prk thru ARNG OPS C717–861–8963, DSN 491–8963. 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. 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 actct. Ctc Ops DSN 491–8963. Rwy 07–25 clsd to fixed wing tfc. Augmented/man visbl obstruction from 20´ AGL. Building obstruction may impact prevailing visibility 270–020. CAUTION Rwy has gradual 30´ rise fr AER 07 to a pt 2800´ up rwy, rwy ends not mutually vis. Lgdt water trwr 0.7 NM W and 0.5 NM S of affld. 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/FMQ–19 ASOS in use. Augmented when nec drg wx stn hrs. Inst procedures may inadvertently interrupt localized gnd trng at R5802. All tran acft or crews unfamiliar with Muir AHP are highly advs to practice inst procedures under VFR in VMC to the max extent. Practice inst procedures under IFR are not recommended. See AP 1 for more information.

AIRPORT MANAGER: 717-861-8963

WEATHER DATA SOURCES: ASOS 124.175 (717) 861–6493. AN/FMQ–19 owned by US Army.

COMMUNICATIONS: CTAF 126.2

HARRISBURG AP/DEP CON 1 118.25 269.45 CONTINUED ON NEXT PAGE

TOWER 126.22 290.5 (Opr 1300–0600Z Mon–Fri May–Aug exc hol or NOTAM; 1300–0500Z Mon–Fri Sep–Apr exc hol or NOTAM; 1300–0400Z Sat exc hol or NOTAM; 1300–2200Z Sun exc hol or NOTAM.)

GND CON 121.625 269.525 ARNG OPS 40.075 FL FLW 36.075 CLEARANCE DELIVERY PHONE: For CD when ATCT cld, ctc Harrisburg Apch at 800-932-0712.

NE, 11 JUL 2024 to 5 SEP 2024
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1300–0600Z‡ Mon–Fri May–Aug exc hol or NOTAM, 1300–0400Z‡ Sat 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 N40°26.14’ W76°33.18’ at fld. 480/10W. ILS/DME 111.75 I–MUI Chan 54(Y) Rwy 25. DME unusable 25º right of course.

MYERSTOWN

DECK (9D4) 1 SW UTC–5(–4DT) N40°21.13’ W76°19.78’
523 B NOTAM FILE IPT
RWY 01–19: H3786X50 (ASPH) S–12 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: S4 FUEL 100LL, JET A OK 1, 3 LGT ACTVT REIL Rwy 01 and 19; MIRL Rwy 01–19, and rotating bcn—CTAF. Rwy 01 NSTD REIL, strobe lghts identify rwy ends. Rwy 19 NSTD REIL, strobe lghts identify rwy ends. Rwy 01–19 no amber caution lghts last half of rwy. AIRPORT REMARKS: Attended 1200–0000Z‡. Rwy 01–19 turn around area at dep end of Rwy 01 left side. 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
WEATHER DATA SOURCES: AWOS–2 118.45 (717) 866–2906.
COMMUNICATIONS: CTAF/UNICOM 122.8

NEW CASTLE MUNI (UCP)(KUCP) 4 NW UTC–5(–4DT) N41°01.52’ W80°24.80’
1072 B NOTAM FILE AOO
RWY 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Trees.
RWY 13–31: H2855X100 (ASPH) S–12.5 2.0% up SE
SERVICE: S4 FUEL 100LL 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
WEATHER DATA SOURCES: AWOS–3PT 124.175 (724) 652–4184.
COMMUNICATIONS: CTAF/UNICOM 123.0

YOUNGSTOWN (L) (L) VORTACW

NEW YORK

DETOIT

NEW GARDEN (See TOUGHKENAMON on page 312)

NORTH PHILADELPHIA N40°04.92’ W75°00.64’
RCO 122.2 (WILLIAMSPORT RADIO)

NORTHEAST PHILADELPHIA (See PHILADELPHIA on page 295)

NE, 11 JUL 2024 to 5 SEP 2024
NORTHUMBERLAND CO (See SHAMOKIN on page 308)

PALMYRA

REIGLE FLD  (58N)  2 S  UTC–5(–4DT)  N40°17.21'  W76°34.62'  
489  B  NOTAM FILE IPT  
RWY 13–31:  H1955X40 (ASPH)  S–12.5  LIRL(NSTD)  0.4% up SE  
RWY 31:  Thld dsplcd 300'. Crops.

SERVICE:  S4  FUEL:  100LL  LGT ACTIVATE LIRL Rwy 13–31 and rotating bcn—CTAF, NSTD LIRL, lghts located 125' left and right of centerline. Rwy 13; first 110' unlgtd. Rwy 31; first 60' unlgtd. 1780' of rwy lghtd. Rwy 31 dsplcd thld identified at ngt by one green lght each side of rwy.

AIRPORT REMARKS:  Attended 1400–2200Z‡.

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) VOR/DME  117.3  LRP  Chan 120  N40°07.20'  W76°17.48'  316º  16.5 NM to fld. 399/9W.

VOR unusable:  195º–273º byd 21 NM blo 9,000’

DME unusable:  180º–190º  320º–030º byd 31 NM blo 8,000’

PENN VALLEY (See SELINGGROVE on page 307)

PENN'S LANDING HELIPORT (See PHILADELPHIA on page 295)

PENNRIDGE (See PERKASIE on page 294)

PENNS CAVE (See CENTRE HALL on page 267)

PERKASIE

PENNRIDGE  (CKZ)(KCKZ)  1 N  UTC–5(–4DT)  N40°23.35'  W75°17.43'  
568  B  TPA—See Remarks  NOTAM FILE IPT  
RWY 08–26:  H4211X100 (ASPH–PFC)  D–26  MIRL  1.1% up E  
RWY 08:  PAPI(P2L)—QA 3.78º TCH 20’. Thld dsplcd 266’. Trees.  
RWY 26:  PAPI(P2L)—QA 4.0º TCH 28’. Thld dsplcd 351’. Trees.

SERVICE:  S4  FUEL:  100LL, JET A  LGT ACTVT PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER:  267-718-4254


COMMUNICATIONS:  CTAF/UNICOM 123.0

PHILADELPHIA APP/DEP CON  123.8

CLNC DEL  118.55


RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME  110.2  ETX  Chan 39  N40°34.86'  W75°41.04'  131º  21.4 NM to fld. 741/9W.

VOR unusable:  255º–265º
PENNSYLVANIA

NORTHEAST PHILADELPHIA (PNE)(KPNE) 10 NE UTC−5(−4DT) N40°04.92´ W75º00.63´

PHILADELPHIA

RWY 06–24: H7000X100 (ASPH−GRVD) S−120, D−250, 2S−114, 2D−550 PCN 80 F/A/X/T HIRL


RWY 24: MALSР. PAPI(P4R)—GA 3.0° TCH 53´. Trees.

RWY 15–33: H4999X150 (ASPH−GRVD) S−40, D−55 MIRL


RWY 33: REIL. PAPI(P4L)—GA 3.0° 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−6102 ASDA−6102 LDA−6102

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

HIRL RWY 06–24 preset med instt, to incr intst and actvt MALSР Rwyr 24—CTAF.

NOISE: Rwyr 15 is noise sensitive. Rwyr 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 aprx 3 miles northeast of AER 24. These signs may cause visual illusions dur an apch or missed apch. Pilots be advised. Be alert for arpt vehicles when twr clsd. Arpt closed to Part 121 air carrier and Part 135 scheduled svc.

TPA acft less than 12,500 lbs 1119(999), acft 12,500 lbs or more and all turbojet and turbine powered acft 1619(1499), rotary wing acft 919(799). Turbojet acft are confined to full length Rwyr 06–24 unless strong winds dictate otherwise. Twy L3 safety area non std. Twy J1 non movement area. Compass rose not for pub use. Twy L btn Twy G and hel apn is non mov area. Ldg fee. CBP 24 hr PPR by calling 215–594−4272 or 215−594−4141.

AIRPORT MANAGER: 215−937−7968

WEATHER DATA SOURCES: ASOS (215) 677−0146
COMMUNICATIONS: CTAF 126.9 ATIS 121.15 UNICOM 122.95

NORTH PHILADELPHIA RCO 122.2 (WILLIAMSPORT RADIO)

TOWER 126.9 (1100−0400Z‡) GND CON 121.7 CLNC DEL 127.25

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

AIRSPACE: CLASS D svc 1100−0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:

YARDELEY (L) (L) VOR/DME 108.2 ARD Chan 19 N40°15.20´ W74º54.46´ 215º 11.3 NM to fld. 294/10W.

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

PENN’S LANDING HELIPORT (P72) 0 N UTC−5(−4DT) N39°56.24´ W75º08.48´

HELIPAD H1: H68X68 (ASPH)

HELIPAD H1: NSTD.

SERVICE: FUEL JET A LGT ACTIVATE NSTD perimeter lgts—123.025. Helipad H1 green lgts on east and south sides only.


AIRPORT MANAGER: 215−271−2510

COMMUNICATIONS: CTA 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at 800−354−9884.

NE, 11 JUL 2024 to 5 SEP 2024
PHILADELPHIA INTL (PHL/KPHL) 5 SW UTC–5(–4DT) N39°52.33’ W75°14.44’

WASHINGTON

36  B  LRA  Class I, ARFF Index E  NOTAM FILE PHL

RWY 09R–27L H12000X200 (ASPH–GRVD) S–200, D–210, 2D–350 PCN 60 F/A/X/T HIRL CL

RWY 09R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TMR Trees.


RWY 09L–27R: H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350 PCN 60 F/A/X/T HIRL CL

RWY 09L: MALSR. REIL. RVR–TMR Trees.

RWY 27R: MALSR. PAPI(P4L)—GA 3.0º TCH 81’. RVR–TMR Boat.

RWY 17–35: H5600X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 27 F/A/X/T HIRL CL


RWY 08–26: H5000X150 (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–8864

RWY 35: TORA–6500 TODA–6500 ASDA–6500 LDA–6500

SERVICE: S4 FUEL 100LL–10 01, 2, 3, 4 LGT Rwy 26 PAPI unusable byd 8º right of cntrln.

NOISE: Arpt is in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Unlighted stack 288’ MSL (271’ AGL) 2.3 NM southwest of arpt. TCAS equipped acft, TCAS alert may be caused by transponder equipped ships lctd PHL Naval Base 3 NM east. Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189’. Rwy 26 ship channel (Schuylkill) max height of ships 149’. Rwy 27R LDA 9500’ avbl O/R to ATC. Possible unmarked ship obst transiting east 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) reaching heights of 189’, be alert when apch PHL Rwy 35 and whenever circling or visually apch all other nerves. Pilots can exp to exit and re-enter the PHL Class B airspace during moderate to heavy arrival periods. Rwy 09R rollout RVR used for Rwy 09L midrpt RVR. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Only nose–in parking permitted on North remote aprons. PPR from arpt ops for all acft parking on remote aprons, ctc 215–937–6914/6800. Land Rwy 26, tkf Rwy 08.

Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 215-937-6914

WEATHER DATA SOURCES: ASOS 133.4 (215) 492–9617. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 133.4 D–ATIS DEP 135.925 UNICOM 122.95

APP CON 123.8 (001º–089º at or blo 5000’) 126.85 (270º–360º at or blo 5000’) 127.35 (090º–269º at or blo 5000’) 128.4 (270º–089º abv 5000’) 133.875 (090º–269º 8000’–6000’)

DEP CON 119.75 (090º–269º) 124.35 (270º–089º)

TOWER 118.5 (Rwys 09L–27R, 17–35, 08–26) 135.1 (Rwy 09R–27L) GND CON 121.9

CLNC DEL 118.85

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT) 109.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) (L) VORTAC 114.0 DQQ Channel 87 N39°40.69’ W75°36.43’ 065º 20.6 NM to fld. 70/10W.

VOR unusable:

230º–265º byd 20 NM

TACAN AZIMUTH unusable:

230º–265º byd 20 NM

DME unusable:

230º–265º byd 20 NM

ILS/DME 108.95 I–VII Chan 26(Y) Rwy 09L. Class 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.
PHILADELPHIA SPB (See ESSINGTON on page 274)

PHILIPSBURG

ALBERT (1N3) 5 N UTC–5(–4DT) N40°58.30’ W78°14.58’
1784 NOTAM FILE A00
RWY 11–29: 3350X125 (TURF–GRVL) 0.5% up W
RWY 11: Thld dsplcd 750´. Trees.
RWY 29: Thld dsplcd 200´. Road.
AIRPORT MANAGER: (814) 553-4693
COMMUNICATIONS: CTAF 122.9
MID–STATE (PSB/KPSB) 8 E UTC–5 (–4DT)  N40°53.06´ W78°05.24´

1948 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
dalg hrs; all als, on and invof arpt and within 15 NM east and south
of arpt. Rwy 06–24 asph crumbling at intxn of rwys causing potholes
and FOD. Rwy 16–34 asph crumbling at intxn of rwys causing
potholes and FOD. Rwy 06, Rwy 16 and Rwy 24 markings extremely
faded. Rwy 34 mrkgs extrmly faded.

AIRPORT MANAGER: 814-342-1080


COMMUNICATIONS: CTAF
RCO 122.1R 115.5T (ALTOONA RADIO)
PHILIPSBURG RCO 122.5 (ALTOONA RADIO)

NEW YORK CENTER APP/DEP CON 134.8

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

PHILIPSBURG (VI) 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.
**PITTSBURGH**

**ALLEGHENY CO (AGC/KAGC)** 4 SE UTC–5(–4DT) N40°21.27’ W79°55.74’

**NOTAM FILE AGC**

**RWY 10–28:** H6501X1250 (CONC–GRVD) S–90, D–120, 2S–152, 2D–210 HIRL

**RWY 10:** REIL. VASI(V4L)—GA 3.0º TH 47’. RVR–R

**RWY 28:** MALSR. RVR–T Trees.

**RWY 13–31:** H3825X100 (CONC–GRVD) S–20, D–22 HIRL

**RWY 13:** REIL.

**RWY 31:** REIL.

**LAND AND HOLD–SHORT OPERATIONS**

<table>
<thead>
<tr>
<th>LDG Rwy</th>
<th>HOLD–SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 10</td>
<td>13–31</td>
<td>3250</td>
</tr>
</tbody>
</table>

**SERVICE:**

FUEL 100LL, JET A, A+ OX 1, 2, 3, 4

**AIRPORT REMARKS:**

Attended continuously. Birds and deer on and inv of arpt. Jet A anti–ice avbl upon req. Ldg fee for acft 5,000 lbs and abv to include all helicopters.

**AIRPORT MANAGER:** 412-466-4327

**WEATHER DATA SOURCES:** ASOS. 120.55 (412) 466–8968

**COMMUNICATIONS:**

ATIS 120.55 UNICOM 122.95

RCO 122.2 (ALTOONA RADIO)

**PITTSBURGH APP/DEP CON** 119.35

**TOWER** 121.1 **GND CON** 121.7

**AIRSPACE:** CLASS D.

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

(L) VOR/DME 110.0 AGC Chan 37 N40°16.72’ W80°02.45’ 057º 6.9 NM to fld. 1285/9W.

VOR unusable:

- 036º–059º byd 10 NM bly 7,000’
- 071º–175º
- 226º–261º byd 10 NM
- 300º–310º


**HELIPAD H1:** H47X45 (CONC)

**HELIPORT REMARKS:** Heliport located on gen avn apron, east of Twy C.
PITTSBURGH INTL (PIT/KPIT) P (AFRC ANG) 12 NW UTC–5(–4DT) N40°29.49′ W80°13.96′
1203 B LRA Class I, ARFF Index D NOTAM FILE PIT
RWY 10C: REIL. PAPI(P4L)—GA 3.0° TCH 50’. RVR–TMR Thld dsplcd 465’.
RWY 10L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 83’. RVR–TMR 0.5% down.
RWY 10R: H10502X150 (ASPH–CONC–GRVD) S–100, D–225, 2D–400 PCR 780 R/A/X T HIRL CL
RWY 10L: MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 67’. RVR–TMR Thld dsplcd 335’. 0.3% up.
RWY 10L: MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 72’. RVR–TMR Thld dsplcd 335’. 0.3% up.
RWY 14: PAPI(P4L)—GA 3.0° TCH 67’. RVR–TMR Pole. 0.5% down.
RWY 14R: H8101X150 (CONC–GRVD) S–100, D–225, 2D–410 PCR 835 R/A/X T HIRL CL
RWY 14L: PAPI(P4L)—GA 3.0° TCH 83’. RVR–TMR 0.5% down.
RUNWAY DECLARED DISTANCE INFORMATION
AIRPORT REMARKS: Attended continuously. Deer and birds on and in the area. Twr is authorized to have an acft line up and wait on Rwy 28L at Twr P during hours of darkness. The specific rwy shall be used only for dep and the int must be visible from twr. Acft using Twn during prohibited to stop on overpass area due to possible emerg evacuation haz. Terminal taxilanes east of concourses A and B strict to group 3 acft and smaller. Twn G int at Rwy 10L–28R turn not allowed. Twn AA no turn–off onto Twn for acft with wingspan 171’. or greater except PPR 412–472–5630. ASSC in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Pushback cnc required fr gts A100 and A101 at Cargo A. Ctc GC. Pushback from these gates enters Twn N. Trml apn uncontrolled. Pushback pilot desc. Do not exit trml apn at Twn C1, C4, V3, V4, D1, W. Ctc GC when hldg at Twn C2, C3, V1, V2, V5, V6, D2, D3. Ldg fee.
MILITARY REMARKS: ANG – Official business only. PPR offl bus min 48 hr ctc afld mgmt DSN 277–8163, C412–474–8163. Ltd tran svc. Afld mgmt nml duty hrs 1300–0100Z‡ Mon, Wed, Thu, 1300–0500Z‡ Sat. Tran acft must have appvl of 911OG/CC for PPR during off–duty hr. No svc avbl for space avlb pax during off–duty hr. Call Pitt Comd Post (Iron City) by RDO 15 min prior to arrival. Afld mgmt does not issue or store COMSEC. COMSEC stor ctc comd post DSN 277–8146. CSTMS/AG/IMG Coord with 171 ARW ctc 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 aircrew will req bird watch cond fr AFRC (Pitt ops) on 252.1 or ANG ops (Steel ct) on 311.0. Aircrew will be informed by Steel control or Pitt ops (as applicable) if current BWC is other than low regardless of BASH phase.
AIRPORT MANAGER: (412) 472-3509
CONTINUED ON NEXT PAGE

NE, 11 JUL 2024 to 5 SEP 2024
PENNSYLVANIA

CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: ASOS (412) 472–0145 TDWR.

COMMUNICATIONS: D–ATIS ARR 127.25 D–ATIS DEP 135.9 UNICOM 122.95

APP CON 124.15 (001º–090º) 123.95 (091º–180º) 133.7 (181º–270º) 121.25 (271º–360º)

TOWER 128.3

CLINC DEL 126.75 PRE–TAXI CLNC 126.75 GND CON 121.9 (South) 127.8 (North)

CPDLC (LOGON KUSA)

POC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION:

NOTAM FILE PIT.

MONTOUR (L) DME 112.0 MMJ Chan 57 N40º29.28´ W80º11.63´ 067º 18.2 NM to fld. 1193.

DME unusable:
- 126º–165º byd 10 NM blo 5,000´
- 126º–165º byd 15 NM
- 350º–360º byd 30 NM

ILS 111.7 I–LXB Rwy 10L. Class III E.

ILS 108.9 I–GUT Rwy 10R. Class III E.

ILS 108.9 I–PFS Rwy 28L. Class I T.

ILS 111.7 I–HFE Rwy 28R. Class II E.

ILS/DME 111.3 I–TQW Chan 50 Rwy 32. Class I E.

PITTSBURGH NORTHEAST (9G1) 12 NNE UTC–5(–4DT) N40º36.21´ W79º49.57´

1063 NOTAM FILE AOO

RWY 17–35: H3550X100 (ASPH)

RWY 17: Trees.

RWY 35: Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Unatndd Federal hols. Arpt CLOSED for night ops. PAEW indef; operation of construction equipment 519´ from Rwy 35 thld, construction training site. Tie down ropes not supplied.

AIRPORT MANAGER: 724-504-3717

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

RADIO AIDS TO NAVIGATION:

NOTAM FILE PIT.

MONTOUR (L) DME 112.0 MMJ Chan 57 N40º29.28´ W80º11.63´ 067º 18.2 NM to fld. 1193.

DME unusable:
- 126º–165º byd 10 NM blo 5,000´
- 126º–165º byd 15 NM
- 350º–360º byd 30 NM

ILS 111.7 I–LXB Rwy 10L. Class III E.

ILS 108.9 I–GUT Rwy 10R. Class III E.

ILS 108.9 I–PFS Rwy 28L. Class I T.

ILS 111.7 I–HFE Rwy 28R. Class II E.

ILS/DME 111.3 I–TQW Chan 50 Rwy 32. Class I E.

PITTSBURGH/BUTLER RGNL (See BUTLER on page 265)

PITTSFIELD

BROKENSTRAW (P15) 1 E UTC–5(–4DT) N41º49.98´ W79º21.64´

1230 NOTAM FILE AOO

RWY 09–27: 3650X100 (TURF) LIRL 0.3% up W

RWY 09: Thld displcd 510´. Pole.


SERVICE: S2 FUEL 100LL LGT ACTIVATE LIRL Rwy 09–27—122.8. For rotating bcn call 814–563–3166 or 4949.


AIRPORT MANAGER: 814-563-3166

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

POCONO MOUNTAINS RGNL (See MOUNT POCONO on page 292)

PORT MEADVILLE (See MEADVILLE on page 289)
POTTSTOWN

HERITAGE FLD (PTW)(KPTW) 3 E UTC−5(−4DT) N40°14.37’ W75°33.40’

308  B NOTAM FILE PTW

RWY 10−28 H37T1X75 (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’. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE rotating bcn—122.7.
ACTIVATE MIRL Rwy 10–28—122.7.

AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat–Sun 1200–2300Z‡. Birds and deer on and inv of arpt. Lgd and marked 507’ AGL (769’ MSL) stack 6000’ west of Rwy 10. Ldg fee.

AIRPORT MANAGER: (610) 495-7000

WEATHER DATA SOURCES: ASOS 119.425 (610) 495–0823.

COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA APP/DEP CON 126.85 (800–354-9884)

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

POTTSTOWN (L) (L) VORTAC L 116.5 PTW Chan 112 N40°13.33’ W75°33.62’ 018º 1.1 NM to fld. 285/9W.

VOR unusable:
071º–104º byd 6,900’
071º–104º byd 30 NM
105º–120º byd 14 NM blo 3,000’
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.
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 dispcl 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 env of arpt.

AIRPORT MANAGER: 267-643-9958

COMMUNICATIONS: CTAF/UNICOM 122.8

PHILADELPHIA APP/DEP CON 126.85


RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) (L) VORTACW 116.5 PTW Chan 112 N40°13.33’ W75°33.62’ 303º 5.6 NM to fld. 285/9W.

VOR unusable:
071º–104º 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’

POTTSTOWN N40°13.33’ W75°33.62’ NOTAM FILE PTW.

(L) (L) VORTACW 116.5 PTW Chan 112 018º 1.1 NM to Heritage Fld. 285/9W.

VOR unusable:
071º–104º 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’

NEW YORK
L–30K, 34G, A
IAP

NE, 11 JUL 2024 to 5 SEP 2024
POTTSVILLE

SCHUYLKILL CO/JOE ZERBEY  (ZER)(KZER)  8 W  UTC–(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. PAP(P2L)–GA 3.0º TCH 40′. Trees.
RWY 29: REIL. PAP(P2L)–GA 3.0º TCH 45′. Trees.
RWY 04–22: 2523X140 (TURF)  0.4% up NE
RWY 22: Thld dspcld 200′. Trees.

SERVICE:  FUEL  100LL, JET A  LOT ACTIVATE REIL Rwy 11 and 29; MIRL Rwy 11–29—CTAF. PAPI Rwy 11 and 29 on continuously.

AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡, Sat–Sun on call. For svc after hrs 570–617–6002. AVGAS self serve with credit card. JET A self serve with credit card. GPU avbl for AC/DC power. Deer on and invof arpt. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dspcld thld marked with orange cones.

AIRPORT MANAGER: (570) 617-6002


COMMUNICATIONS: CTAF/UNICOM 123.075

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION:
RAVINE  (L) (L) VORTAC 114.6  RAV Chan 93  N40º33.20′ W76º35.96′  059º 13.8 NM to fld. 1750/11W.
QUAKERTOWN (UKT)(KUKT) 2 W UTC–5(–4DT) N40°26.11′ W75°22.92′
525 B NOTAM FILE UKT
RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.6% up W
RWY 11: REIL. PAPI(P2L)—GA 4.0° TCH 44 ′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 48 ′. Thld dspcl 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 N40°34.86′ W75°41.04′ 131º 16.4 NM to fld. 741/9W.
VOR unusable: 255º–265º
CONTINUED ON NEXT PAGE

RAVINE  N40°33.20′ W76°35.96′ NOTAM FILE IPT.
(L) (L) VORTACW 114.6 RAV Chan 93 059º 13.8 NM to Schuylkill Co/Joe Zerbey. 1750/11W.

READING RGNL/CARL A SPAATZ FLD (RDG)(KRDG) 3 NW UTC–5(–4DT) N40°22.71′
W75°57.91′
343 B Class IV, ARFF Index A NOTAM FILE RDG
RWY 13–31: H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 PCN 60 F/C/X/U HIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0° 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 3.0° 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
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.
AIRSPACE: CLASS D svc 1100–3266. Other times CLASS E.
CONTINUED ON NEXT PAGE

NE, 11 JUL 2024 to 5 SEP 2024
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 19º right of course; byd 8º left of course byd 18 NM. Glideslope unusable byd 004º left of course.

ILS 109.5 I–RDG Rwy 36. Class IB. Unmonitored when ATCT closed.

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REEDSVILLE

MILLIN CO (RVL/HRVL) 5 NW UTC–S(–4DT) N40°40.64’ W77°37.61’

819 B NOTAM FILE IPT

RWY 06–24: H500I75 (ASPH) S–60 MIRL

RWY 06: REIL PAPI(P2L)—GA 4.0º TCH 48’. Trees.

RWY 24: REIL PAPI(P4L)—GA 3.0º TCH 42’.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 06 and Rwy 24; PAPI Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF.


AIRPORT MANAGER: 717-667-6829

WEATHER DATA SOURCES: AWOS–3PT 123.85 (717) 667–3993.

COMMUNICATIONS: CTAF/UNICOM 122.7

NEW YORK CENTER APP/DEP CON 134.8


RADIO AIDS TO NAVIGATION: NOTAM FILE A00.

PHILIPSBURG (VH) VORTAC 115.5 PSB Chan 102 N40°54.98’ W77°59.65’ 141º 22.0 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
145º–156º byd 40 NM blo 5,000’
145º–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

LOC 109.3 I–RVL Rwy 06. LOC unmonitored. LOC unusable byd 20º either side of course; byd 16 NM blo 4,000’.

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REIGLE FLD (See PALMYRA on page 294)

REVL VOR/DME 110.6 REC Chan 43 N40°52.79’ W78°44.82’ NOTAM FILE A00.

DETROIT L–290

RIDGE SOARING (See UNIONVILLE on page 314)

ROCK SPRINGS FLF N40°47.40’ W77°51.60’/1230

ASOS (814) 237–5778

ROCKY HILL (See CRESCO on page 270)

ROSTRAVER (See MONONGAHELA on page 290)
ST MARVS MUNI  (OKYM)(KOYM)  3 SE  UTC–5(–4DT)  N41°24.75’ W78°30.16’
1934  B  NOTAM FILE AOO
RWY 10–28: H4300X75 (ASPH–GRVD)  S–33  MIRL  0.7% up E
RWY 10: PAPI(P4L)—GA 3.0º TCH 41’. Trees.
SERVICE:  S4  FUEL  100LL, JET A  LGT  ACTVT MALS Rwy 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. PAPI Rwy 10 unusbl byd 5º right of cntrln. Rwy 28 PAPI unusbl byd 8º right of cntrln.
AIRPORT REMARKS: Attended Mon–Fri 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  N41°30.77’
W77°58.21’  264º  24.8 NM to fld. 2310/8W.
KEATING (H) (H) VORTACW 116.0  ETG  Chan 107  N41°12.90’
W78°08.57’  316º  20.1 NM to fld. 2250/10W.

ST THOMAS  N39°55.99’ W77°57.06’  NOTAM FILE AOO.
(L) TACAN 115.0  THS  Chan 97  087º  14.4 NM to Franklin Co Rgnl. 2338/7W.

SAYRE  N41°56.25’ W76°37.87’
RCO 122.3 (BUFFALO RADIO)

SCHUYLKILL CO/JOE ZERBEY (See POTTSVILLE on page 304)

SEAMANS FLD (See FACTORYVILLE on page 275)

SELINGS Grove

PENN VALLEY  (SEG)(KSEg)  1 N  UTC–5(–4DT)  N40°49.27’ W76°51.85’
464  B  NOTAM FILE SEG
RWY 17–35: H4760X75 (ASPH)  S–27, D–27  MIRL  0.5% up N
RWY 17: REIL. Thld dsplcd 388’. Tree.
RWY 35: REIL. PAPI(P4L)—GA 3.5º TCH 45’. Thld dsplcd 250’. Trees.
SERVICE:  S2  FUEL  100LL, JET A  LGT  ACTVT REIL Rwy 17 and Rwy 35; PAPI Rwy 35; MIRL Rwy 17–35—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z, Sat–Sun 1300–2100Z. Rising terrain both sides of apch to Rwy 17. Deer and birds on and in vicinity of arpt. Ramp fee for twin eng and 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.
SELINGS grove (L) (L) VOR/DME 110.4  SEG  Chan 41  N40°47.45’
W76°53.04’  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’
SEELIGROVE  N40°47.45′ W76°53.04′  NOTAM FILE SEG. (L) (L) VOR/DME 110.4  SEG  Chan 41  034° 2.0 NM to Penn Valley. 610/8W.

VOR unusable:
098°–150° byd 20 NM blo 5,000′
106°–116° byd 20 NM blo 10,000′
151°–185° byd 19 NM
250°–285° byd 10 NM blo 14,000′
295°–300° byd 25 NM blo 4,500′

DME unusable:
098°–150° byd 20 NM blo 5,000′
151°–185° byd 19 NM
255°–265° blo 7,000′
295°–300° byd 25 NM blo 4,500′

SHAMOKIN
NORTHUMBERLAND CO  (N79)  3 N  UTC–5(–4DT)  N40°50.22′ W76°33.15′  NOTAM FILE IPT
R381  B  NOTAM FILE IPT
RWY 08–26: H3297X75 (ASPH)  S–12.5  MIRL  0.8% up E
RWY 08: REIL, PAPI(P2L)—GA 3.0° TCH 40’. Trees.
RWY 26: REIL, PAPI(P2L)—GA 3.0° TCH 40’.

SERVICE:
FUEL  100LL, JET A
LTG ACTIVATE PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26—121.8

AIRPORT REMARKS:
Attended on Mon–Fri 1300–1900Z‡, Sat–Sun on call.

AIRPORT MANAGER:
570-898-8588

WEATHER DATA SOURCES:
AWOS–3 119.175 (570) 672–0389.

COMMUNICATIONS:
CTAF/UNICOM 122.8

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.

SEELIGROVE (L) (L) VOR/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 blo 5,000′
106°–116° byd 20 NM blo 10,000′
151°–185° byd 19 NM
250°–285° byd 10 NM blo 14,000′
295°–300° byd 25 NM blo 4,500′

DME unusable:
098°–150° byd 20 NM blo 5,000′
151°–185° byd 19 NM
255°–265° blo 7,000′
295°–300° byd 25 NM blo 4,500′

SHOESTRING AVIATION AIRFIELD  (See STEWARTSTOWN on page 310)

SKYHAVEN  (See TUNKHANNOCK on page 313)

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.

DETROIT H–10H, L–30I

SLATINGTON  (69N)  1 N  UTC–5(–4DT)  N40°45.82′ W75°36.29′  NOTAM FILE IPT
R380  B  NOTAM FILE IPT
RWY 01–19: H2455X50 (ASPH)  Rwy LGTS(NSTD)
RWY 01: Thld dsplcd 352’. Trees.
RWY 19: Brush.

SERVICE:
FUEL  100LL
LTG Actvt LIRL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 Non standard LIRL located 10′ outboard fm rwy edges. Rwy 19 end lgts located outboard from rwy edges.

AIRPORT REMARKS:
Attended Mon–Sat dalght hrs. For svc after hours call 610–799–3302. +977’ hill 7700′ from Rwy 19 thld. Rwy 01–19 clsd to tsnt acft SS–SR.

AIRPORT MANAGER:
610-767-5881

COMMUNICATIONS:
CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:
For CD ctc Allentown Apch at 800-728-6322.
SMOKETOWN (S37) 0 N UTC–5(–4DT) N40°02.50′ W76°12.11′
370  B NOTAM FILE IPT
RWY 10–28: H2750X50 (ASPH) S–12.5, D–12.5 LIRL 1.3% up W
RWY 10: Thld dsplcd 517′. Road.
RWY 28: Thld dsplcd 110′.
SERVICE: S4 FUEL 100LL, UL94
AIRPORT MANAGER: 717-394-6476
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

SOMERSET CO (Z9) 3 NE UTC–5(–4DT) N40°02.31′ W79°00.92′
2275  B NOTAM FILE AOO
RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up W
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 56′.
RWY 25: REIL. PVASI(PSIL)—GA 3.0º TCH 29′. Pole.
RWY 14–32: 2729X150 (TURF) 1.0% up SE
RWY 14: Thld dsplcd 335′. Road.
RWY 32: Trees.
AIRPORT MANAGER: 814-445-1599
WEATHER DATA SOURCES: AWOS–3P 133.8 (814) 443–2114.
COMMUNICATIONS: CTAF/UNICOM 122.8
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡ or ctc 814–532–5960), other times ctc
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) TACAN Chan 19 IHD (108.2) N39°58.45′ W79°21.50′ 082º 16.3 NM to fld. 2820/6W.
TACAN AZIMUTH OTS indef
STOYSTOWN NDB (MHW) 209 SYS N40°05.14′ W78°54.99′ 248º 5.4 NM to fld. 2130/10W.
NDB unusable:
090º–150º byd 20 NM
LOC 108.7 I–SOZ Rwy 25. LOC unusable byd 18º left and right of course.
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 (APSH–GRVD)  S–50, D–110
PCN 44 F/B/X/U  HIRL 0.6% up SW
RWY 06: REIL. PAP(P4L)—GA 3.0º TCH 45’. RVR–R Rgt tlc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6701  TODA–6701  ASDA–6701  LDA–6701

SERVICE: S3 FUEL 100LL, JET A

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
grvd portion of rwy center 80’. PPR 24 hrs for unskd ACR ops with
more than 9 px seats btm 0400–0900Z‡ call AMGR. TPA
2192(961) single engine acft, 2692(1461) multi engine acft. Deicing
equip avbl on aprn adj to Twy B btn Twys D and B3. 35˚ AGL lgt poles
on the north edge of de–ice apron. Air cgo aprn rstd to acft less than
12500 lbs. Spl event fee for sngl eng, multi eng acft and helicopters
on university home football games wknds. Lndg fee for sngl eng,
multi eng acft and helicopters.

AIRPORT MANAGER: 814-865-4042

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF 128.475 D–ATIS

NEW YORK CENTER APP/DEP CON 134.8 (when twr clsd)
TOWER 128.475 (1100–0300Z‡) GND CON 125.725 CLNC DEL 125.725
118.55 (when twr clsd)

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

RADIO AIDS TO NAVIGATION:
PHILIPSBURG (VH) (H) VORTAC 115.5  PSB  Chan 102  N40°54.98’ W77°49.56’  131° 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 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
ILS/DME 111.7  I–UNV  Chan 54  Rwy 24.  Class IA.

STEWARTSTOWN
SHOESTRING AVIATION AIRFIELD (OP2)  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 tlc.
RWY 15–33: 1000X100 (TURF)
RWY 15: Rgt tlc.
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 airframe 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/DME 108.6  SFK  Chan 23  037º 2.3 NM to Grand Canyon Rgnl. 1985/6W.

NE, 11 JUL 2024 to 5 SEP 2024
PENNSYLVANIA

STOYSTOWN  N40º05.14´ W78º54.99´ NOTAM FILE AOO.
NDB (MHW) 209° SYS 248° 5.4 NM to Somerset Co. 2130/10W.
NDB unusable:
090°–150° byd 20 NM

SUNBURY

SUNBURY (71N) 2 NE  UTC–5(–4DT)  N40º53.51´ W76º46.73´
450° NOTAM FILE IPT
RWY 05–23: 3250X250 (TURF)
RWY 05: Thld dsplcd 1050’. Trees.
RWY 23: Trees.
SERVICE: S2
AIRPORT MANAGER: (570) 847-5865
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

SUNBURY SPB (H11) 3 NE  UTC–5(–4DT)  N40º54.79´ W76º43.98´
430° NOTAM FILE IPT
WATERWAY 07W–25W: 5000X250 (WATER)
WATERWAY 25W: Rgt tfc.
SERVICE: S2
SEAPLANE REMARKS: Attended Jun–Aug irregularly dalgt hrs. PPR 48 hrs prior to arrival due to changing conditions and attendance, 570–850–2671 or 570–743–3229. Extreme caution maintained to insure mutual safety of boaters and flt ops, coordination be made with Sunbury Arpt on CTAF 122.9 to assure adequate separation of ops, and largest class of acft recommended is single engine. Rwy 07W–25W 850’ MSL ridge line parallel to rwy south side.
AIRPORT MANAGER: 570-743-3229
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

THERMAL–G (See ERIE on page 274)

TIDIOUTE  N41º42.78´ W79º25.04´ NOTAM FILE AOO.
(L) DME 117.6  TDT Chan 123  247° 15.9 NM to Titusville. 1710.
DME unusable:
041°–051° byd 30 NM blo 4,000’
305°–340° byd 24 NM blo 3,500’
340°–005° byd 24 NM blo 5,000’
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 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´ 247º 15.9 NM to fld. 1710.

DME unusable:
041º–051º byd 30 NM blo 4,000´
305º–340º byd 24 NM blo 3,500´
340º–360º byd 24 NM blo 5,000´

FRANKLIN  (L) VOR 109.6 FKL N41°26.31´ W79°51.40´ 033º 11.5 NM to fld. 1528/6W.  NOTAM FILE FKL.

VOR unusable:
140º–207º byd 20 NM blo 9,000´
248º–291º blo 4,000´
355º–360º blo 4,000´

TOTAL RF HELIPORT  (See BENSALEM on page 262)

TOUGHKENAMON  
NEW GARDEN  (N57)  1 W  UTC–5(–4DT)  N39°49.83´ W75°46.19´

435 B NOTAM FILE IPT
RWY 06–24: H3693X60 (ASPH)  MIRL
RWY 06: 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 MANAGER:  610-268-2619

COMMUNICATIONS:  CTAF/UNICOM 123.05

© PHILADELPHIA APP/DEP CON 124.35
CLNC DEL 125.6


RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.

MODENA  (L) (L) VORTACW 113.2 MXE Chan 79  N39°55.08´ W75°40.25´ 230º 7.0 NM to fld. 473/9W.

VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–066º
170º–248º byd 27 NM blo 7,500´
170º–248º byd 30 NM blo 9,500´
170º–248º byd 8 NM blo 6,000´
268º–278º byd 28 NM
278º–290º blo 10,000´
290º–326º
TOWANDA

BRADFORD CO (N27) 2 S UTC–5(–4DT) N41°44.40´ W76°26.83´

730 B NOTAM FILE IPT

RWY 05–23: H4301X75 (ASPH) S–12 MIRL 0.4% up SW
RWY 05: REIL, PAPI(P2L)—GA 3.0º TCH 37´.
RWY 23: REIL, PAPI(P2L)—GA 3.0º TCH 37´.

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

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat–Sun March to October 1300–2100Z‡, Unattended Sat–Sun November to February.
For svc after hrs call 570–637–4902.

AIRPORT MANAGER: 570-265-4900

WEATHER DATA SOURCES: AWOS–3 119.925 (570) 265–1024.
COMMUNICATIONS: CTAF/UNICOM 123.0

BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc binghamton Apch at 607-729-6146.
When Apch clsd, ctc New York ARTCC at 631-468-1425.

RADIO AIDS TO NAVIGATION:
BINGHAMTON (L) VOR/DME 112.2 CFB Chan 59 N42º09.45´ W76º08.19´ 219º 28.6 NM to fld. 1583/10W.
VOR unusable: 023º–033º byd 15 NM blo 6,000´

TOWER CITY

BENDIGO (74N) 2 S UTC–5(–4DT) 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

RAVINE (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 (L) APP/DEP CON 120.95

CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
UNIONVILLE

RIDGE SOARING (79N) 2 SW UTC–5(–4DT) N40°53.04’ W77°54.43’

815 NOTAM FILE AOO
RWY 07–25: H3322X150 (ASPH–TURF)
RWY 07: Thld dspcd 725’. Trees.
RWY 25: Thld dspcd 470’.


AIRPORT MANAGER: 814-883-8045

COMMUNICATIONS: CTAF 122.9


VANSANT (See ERWINNA on page 274)

VENANGO RGNL (See FRANKLIN on page 276)

W P H S HELIPORT (See MOUNT PLEASANT on page 291)
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.

WELLSBORO

GRAND CANYON RGNL (N38) 4 SW UTC–5 (–4DT) N41º43.68’ W77º23.73’

1892 B NOTAM FILE IPT
RWY 10–28: H3597X60 (ASPH) MIRL
RWY 10: PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 11–29: 1576X80 (TURF) 0.6% up W
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 28; MIRL Rwy 10–28—CTAF.
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) N39°59.41′ W75°34.91′

465 B NOTAM FILE IPT
Rwy 09–27: H3347X50 (ASPH) S–10 URL
Rwy 09: PAPI(P2L)—GA 4.2º TCH 23′. Thld dsplcd 125′. Trees. Rgt tcf.
Rwy 27: PAPI(P2L)—GA 3.0º 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 and 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


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) (L) VORTACW 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 052º 6.0 NM to fld. 473/9W.

VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM blo 7,500′
170º–248º byd 30 NM blo 9,500′
170º–248º byd 8 NM blo 6,000′
268º–278º byd 28 NM
278º–290º blo 10,000′
290º–326º

WASHINGTON

L–34G, A

IAP

NEW YORK

L–30K

IAP

NE, 11 JUL 2024 to 5 SEP 2024

WILKES–BARRE WYOMING VALLEY (WBW/KWBW) 3 N UTC–5 (–4DT) N41°17.84′ W75°51.13′

544 B NOTAM FILE IPT
Rwy 07–25: H3375X75 (ASPH) MIRL
Rwy 07: PAPI(P2L)—GA 4.0º TCH 40′.
Rwy 25: PAPI(P2L)—GA 3.75º TCH 40′. Tree.
Rwy 09–27: H2193X100 (ASPH–TURF)
Rwy 09: Thld dsplcd 672′. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07, Rwy 25 and rotating bcn—CTAF. Rwy 07–25 preset low ints to ACTIVATE higher ints—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 09–27 clsd winter months. +152′ transmission lines 6,000′ from Rwy 25 thld 585′ left marked with red spheres. Rwy 09–27 marked with 3′ white cones. Rwy 09 dsplcd thld marked with three white cones each side. Rwy 09–27 first 544 ft Rwy 27 asph, rmndr turf.

AIRPORT MANAGER: 570-288-3257

COMMUNICATIONS: CTAF/UNICOM 122.8

APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
(L) (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 291º 7.5 NM to fld. 2118/10W.

VOR unusable:
290º–305º byd 15 NM blo 6,000′
WILKES–BARRE/SCRANTON INTL (AVP)(KAVP)  5 SW UTC–5(–4DT)  N41°20.31′
W75°43.40′
962  B  LRA  ARFF Index—See Remarks  NOTAM FILE AVP
PCN 45 F/A/X/T  HIRL 0.7% up SW
RWY 04:  MALSR. PAPI(P4R)—GA 3.0º TCH 58′. RVR–TR
2D–125  PCN 34 F/C/X/T  MIRL 0.3% up E
RWY 10:  REIL. PAPI(P2L)—GA 3.0º TCH 43′. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04:
TORA–7502  TODA–7502  ASDA–7502  LDA–7502
RWY 10:
TORA–4300  TODA–4300  ASDA–4300  LDA–4300
RWY 22:
TORA–7502  TODA–7502  ASDA–7502  LDA–7502
RWY 28:
TORA–4300  TODA–4300  ASDA–4300  LDA–4300
ARRESTING GEAR/SYSTEM
RWY 04:  EMAS
RWY 22:  EMAS
SERVICE:  S3  FUEL  100LL, JET A
OX 2, 4
AIRPORT REMARKS:  Attended continuously. Deer and birds on and invof arpt. Rwy 04–22 precipitous drop-off each rwy end. Class I, ARFF
Index B. Index C ARFF equipment avbl upon request call 570–602–2040. Unlgtd twr 1130´ 1.3 miles east AER 28, 1155´ MSL 0.91 miles east AER 28, 1463´ MSL 1.49 miles east–southeast AER 28, 1667´ MSL 2.25 miles east AER 28, 1920´ MSL 2.84 miles east AER 28. For FBO svcs 0500–1000Z‡ local Mon–Fri and 0200–0500Z‡ local Sat–Sun call (570) 457–4485. Ldg fee. Flight Notification Service (ADCUS) avbl.
AIRPORT MANAGER:  570-602-2000
WEATHER DATA SOURCES:  ASOS (570) 655–0748
COMMUNICATIONS:  UNICOM 122.95 ATIS 135.75
RCO 122.2 (WILLIAMSPORT RADIO)
®  APP/DEP CON 120.95 (280º–100º)  126.3 (101º–279º)
TOWER 120.1 GND CON 121.9
AIRSPACE:  CLASS D.
TRSA svc ctc APP CON within 20 NM
RADIO AIDS TO NAVIGATION:  NOTAM FILE AVP.
(L) (L) VORTACW 111.6  LVZ  Chan 53  N41°16.37′ W75°41.37′  349º 4.2 NM to fld. 2118/10W.
VOR unusable:
290º–305º byd 15 NM blo 6,000′
ILS/DME 109.9 I–AVP  Chan 36  Rwy 04.  LOC unusable byd 20º right of course.
ILS/DME 109.9 I–IZK  Chan 36  Rwy 22.  Class IT.

WILLIAM T PIPER MEML (See LOCK HAVEN on page 288)

WILLIAMSBURG
COVE VALLEY (6G6)  2 W UTC–5(–4DT)  N40°27.27′ W78°14.28′
1156  NOTAM FILE A00
RWY 04–22:  2750X100 (TURF)
RWY 04:  Thld dsplcd 285′. Road. Rgt tfc.
RWY 22:  Thld dsplcd 286′. Brush.
SERVICE:  S4
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. PAP(P4L)—GA 3.0º TCH 49′. Trees.


Rwy 12–30: H4273X150 (ASPH) S–200, D–200, 2S–175, 2D–400 PCN 46 F/A/XT MIRL

Rwy 12: PAPI(P2L)—GA 3.75º TCH 45′. Trees.

Rwy 30: PAPI(P2L)—GA 4.0º TCH 41′. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

Rwy 09: TORA–6825 TODA–6825 ASDA–6073 LDA–6073


Rwy 27: TORA–6825 TODA–6825 ASDA–6318 LDA–6063

Rwy 30: TORA–4273 TODA–4273 ASDA–4273 LDA–4273

**SERVICE:**

S4 FUEL 100LL, JET A OX

LGT When twr CLSD ACTVT

MALSR Rwy 27; REIL Rwy 09; HIRL Rwy 09–27; MIRL Rwy 12–30; and twy lghts—CTAF. PAPI Rwys 09, 12 and 30 oper consly. MIRL Rwy 12–30, click three times for medium intst. Rwy 09 PAPI baffled unusbl byd 2 degs R of crs. Rwy 30 PAPI baffled unusbl byd 7 degs L of crs.

**AIRPORT REMARKS:**

Attended 1200–0300Z‡. Deer and birds on and invof arpt especially AER 27 and AER 30. Rwy and twy conds not mnt dly 2200–1200Z‡. Fuel and svcs avbl 1200–366–2651. Twy J clsd to acft with wing span over 78′. Class I, ARFF Index A. PPR 12 hrs for unskd ACR opns with more than 30 psgr seats call amgr. Index A coverage avbl 1200–2200Z‡ and bfn 2200–1200Z‡ upon req call amgr. Index B coverage avbl upon req call amgr. Unlgtd crane 90° AGL 0.5 miles SE AER 30 permanently. For landside access from arpt after hrs use computerized gate system at east end or FBO apron. Cold temperature airport. Altitude correction required at or below –14C. Ldg fee.

**AIRPORT MANAGER:** 570-368-2444

**COMMUNICATIONS:**

CTAF 119.1 UNICOM 122.9

RCO 122.2 (WILLIAMSPORT RADIO)

**NEW YORK CENTER APP/DEP CON 124.9**

TOWER 119.1 (1130–0330Z‡) GND CON 121.9

**CLEARANCE DELIVERY PHONE:** For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

**AIRSPACE:**

CLAS 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 297)

**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°–290° 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–10H, L–30J IAP, AD
**PENNSYLVANIA**

**YORK** (THV) (KTHV) 7 SW UTC–5 (−4 DT) 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 dpclcd 794’. Pole.


SERVICE: S4 FUEL 100LL, JET A OX 3

AIRPORT REMARKS: Attended Mon–Fri 1100–2300Z‡, Sat–Sun

1300–2200Z‡. Twy to Rwy 35 clsd to acft with wingspan over 60’. Trees within primary sfc 83’ in from thld and 221’ left of Rwy 17 centerline; ramp tie–down area, medivac parking pad and twy within primary sfc on right side. Rwy 17 trees 1377 ft out 88 ft right apch slp 20:1 to dthr. Rwy 35 trees 2695 ft out 426 ft right apch slp 23:1 to dthr. Ldg fee.

AIRPORT MANAGER: 717-792-5566

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

**HARRISBURG (L) (L) VORTAC** W 115.35 HAR Chan 100(Y) N40°18.13’ W77°04.17’ 169º 24.8 NM to fld.

1301/10W.

VOR unusable:

069º–071º

084º–087º byd 20 NM blo 5,000’

084º–087º byd 30 NM

097º–107º byd 10 NM

116º–120º byd 25 NM blo 4,000’

**ZELIENOPLE MUNI** (PJC) (KPJC) 1 W UTC–5 (−4 DT) N40°48.12’ W80°09.65’

898 B NOTAM FILE AOO

RWY 17–35: H4933X75 (ASPH) MIRL

RWY 17: REIL. Thld dpclcd 551’. Trees.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–4932 TODA–4932 ASDA–4932 LDA–4381

RWY 35: TORA–4932 TODA–4932 ASDA–4932 LDA–4650

SERVICE: S4 FUEL 100LL, JET A, A+ OX 2, 3 LGT ACTIVATE REIL

Rwy 17 and Rwy 35; MIRL Rdwy 17–35 after 0300Z‡–CTAF. PAPI continuous and MIRL opr dusk–0300Z‡. Rwy 35 PAPI unusable byd 5º left of centerline.


AIRPORT MANAGER: 724-452-4719

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF

DETROIT L–29C IAP

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

**ELLWOOD CITY (VH) (H) VOR/DME** W 115.8 EWC Chan 105 N40°49.50’ W80°12.69’ 129º 2.7 NM to fld. 1227/8W.
RHODE ISLAND

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  MIIRL  0.3% up W
RWY 10: REIL. PAPI(PAR)—GA 3.5º TCH 48’. Trees.
RWY 28: REIL. PAPI(PAR)—GA 3.0º TCH 35’.

SERVICE: LGT ACTVT REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIIRL 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/DME 117.8 SEY Chan 125 N41º10.05´ W71º34.57´ at fld. 100/15W.

DME unusable:
160º–164º byd 15 NM bl 2000’
240º–270º byd 25 NM bl 3000’

VOR unusable:
061º–073º byd 40 NM
074º–082º byd 40 NM
339º–346º byd 40 NM

NEWPORT STATE (UUU)(KUUU) 2 NE UTC–5(–4DT) N41º31.95´ W71º16.89´

172  B  LRA  NOTAM FILE UUU

RWY 04–22: H2999X75 (ASPH)  S–30  MIIRL  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  MIIRL  0.6% up S
RWY 16: VASI(V4L)—GA 3.75º TCH 40’. Trees.
RWY 34: Thld dsplcd 250’. Trees.

SERVICE: S4  FUEL  100LL, JET A  LGT ACTVT REIL Rwy 22; PAPI Rwy 22, VASI Rwy 04 and Rwy 16, MIIRL 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 123.0

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.

CONTINUED ON NEXT PAGE
RHODE ISLAND
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION:
NOTAM FILE PVD.

PROVIDENCE (H) (DH) VOR/DME 115.6  PVD Chan 103  N41°43.46’ W71°25.78’  164° 13.3 NM to fld. 49/14W.
VOR unusable:
085°–105° byd 12 NM b1o 5,500’
085°–105° byd 8 NM b1o 3,000’
106°–294° byd 30 NM b1o 3,000’
295°–330° byd 30 NM b1o 6,000’
331°–084° byd 30 NM b1o 3,000’

DME unusable:
085°–105° byd 12 NM b1o 5,500’
085°–105° byd 8 NM b1o 3,000’
106°–152° byd 11 NM b1o 2,000’
106°–152° byd 20 NM b1o 4,000’
153°–294° byd 30 NM b1o 3,000’
295°–330° byd 30 NM b1o 6,000’
331°–084° byd 30 NM b1o 3,000’

LOC/DME 108.5  I–OTI Chan 22  Rwyr 22. LOC unmonitored.

NORTH CENTRAL STATE
(See PAWTUCKET on page 322)

NORTH KINGSTOWN
QUONSET STATE  (OQU)(KOQU) P (ARNG ANG)  3 NE UTC–5(–4DT)  N41°35.83’
W71°24.73’
18  B TPA—See Remarks LRA NOTAM FILE OQU

RWY 16–34: H7504X150 (ASPH–GRVD) D–175, 2S–175 HIRL
RWY 16: MALSR. PAPI(P4L)—GA 3.0º TCH 58’. Trees.
RWY 34: PAPI(P4L)—GA 3.0º TCH 50’. Thdl dsplcd 403’.

RWY 05–23: H4000X75 (ASPH) S–12.5 MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Pole.
RWY 23: REIL. PAPI(P4R)—GA 3.0º TCH 40’. Pole.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–7100 TODA–7100 ASDA–7100 LDA–7100
RWY 34: TORA–7500 TODA–7500 ASDA–7500 LDA–7100

SERVICE: FUEL 100LL, JET A

LGT ACTVT 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)


MILITARY REMARKS: RSTD 180º turns for actv over 12,500 lbs GWT proh on Rwyr 16–34. MISC Rwyr 16 8000’ avbl for mil actv only. TFC PAT TPA—Rotary/Wing 700’ , Fixed/Wing 1000’ AGL. ANG PPR for svcg and use of ANG prkg ramp only. AMOPS ops 1200–2230Z‡ Tue–Fri, exc holidays, DSN 476–3404/3405. Tstnt Mil actv b1o ANG prkg ramp ctc Quahog. comd post, 15 min prior to ldg. BASH program in eff. 1 Jul–31 Oct are dsngd BASH Phase II periods for migratory bird act. Incrd haz fm Canadian geese flying east to west over rwy. Inbd actv ctc Quahog/Rhody Ops for latest bird watch conds. Trmry storage of classified mtrls up to secret at comd post. Actc req cust/ag ctc AMOPS 7 days prior to arr. AMG Opr 1200–2230Z‡ Tue–Fri, exc hol. PPR for tnt Mil actv 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 actc ctc ARNG ops 138.95 2265 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 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85 307.9
TOWER 126.35 (Tue– Fri 1300–0400Z‡, Sat 1400–2200Z‡, Sun 1500–2300Z‡, clsd Mon and hols) CLNC DEL 134.5

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

AIRSPACE: CLASS D svc 1300–0400Z‡ Tue–Fri, 1400–2200Z‡ Sat, 1500–2300Z‡ Sun, clsd Mon and hol; other times CLASS G.

CONTINUED ON NEXT PAGE
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.

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´


HELIPAD H1: H45X45 (ASPH)
HELIPAD H2: H45X45 (ASPH)
RHODE ISLAND
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (DH) VOR/DME 115.6 PVD Chan 103 N41°43.46’ W71°25.78’ 001° 12.1 NM to fld. 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’

PUTNAM (H) (H) VOR/DME 117.4 PUT Chan 121 N41°57.33’ W71°50.65’ 111° 15.9 NM to fld.

DME unusable:
- 265°–301° byd 36 NM blo 3,000’

LOC/DME 111.9 I–SFZ Chan 56 Rwy 05. LOC unmonitored.

PROVIDENCE
RHODE ISLAND TF GREEN INTL (PVD)(KPVD) 6 S UTC–5(–4DT) N41°43.34’ W71°25.66’

54 B LRA Class I, ARFF Index C NOTAM FILE PVD

RWY 05–23: H8700X150 (ASPH—GRVD) S–120, D–250, 2S–175, 2D–550, 2D2D–1120 PCN 75 FA/W/T HI RL CL


RWY 16–34: H6081X150 (ASPH—GRVD) S–120, D–250, 2S–175, 2D–423, 2D2D–1093 PCN 75 FA/W/T HIRL 0.3% up N


RWY 34: MALSR. PAPI(P4L)—GA 3.0’ TCH 60’. RVR–T Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–8700 TODA–8700 ASDA–8700 LDA–8700

RWY 16: TORA–6081 TODA–6081 ASDA–6081 LDA–6081


RWY 34: TORA–6081 TODA–6081 ASDA–6081 LDA–6081

ARRESTING GEAR/SYSTEM

RWY 05: EMAS

RWY 16: EMAS

RWY 34: EMAS

SERVICE: 54 FUEL 100LL, JET A LGT When ATCT clsd, ALSF–2 bcms SSALS preset md intst only. When ATCT clsd, ACTVT MALSR Rwy 23 and 34; REIL Rwy 16; PAPI Rwy 05, 16 and 34; VASI Rwy 23; TDZ Rwy 05; cntln Rwy 05–23; HIRL Rwy 05–23 and 16–34—CTAF.

NOISE: Noise abatement procs in efct. Hels avoid resl areas when blw 1000’.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invo AF adj. 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. Pkd actv on the northeast ramp west of Twy A, be alert. Freq flt school, tran jet acft, and vertical activity. Northwest ramp actv with wingspan greater than 110’ req ground crew assistance for thru taxi and parking. Northeast ramp actv with wingspan greater than 150’ req ground crew assistance for thru taxi and parking. Run up pad for Twy F clsd to actv with wingspan over 118’. Twy V clsd daily 0100–1300Z‡, btm Rwy 16–34 and Twy C. Gnd vehicles monitor CTAF when twr clsd. Ldg fee. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 401-691-2000

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: ASOS 124.2 (401) 734–2818. LLWAS.
COMMUNICATIONS: CTAF 120.7 D–ATIS 124.2 (401) 737–3215
PROVIDENCE RCO 122.6 (BRIDGEPORT RADIO)
PROVIDENCE APP/DEP CON 123.675 (Sun–Fri 1030–0530Z, Sat 1030–0500Z) other times ctc
BOSTON CENTER APP/DEP CON 124.85
PROVIDENCE TOWER 120.7 (Sun–Fri 1030–0530Z, Sat 1030–0500Z) GND CON 121.9 CLNC DEL 126.65
BRIDGEPORT RADIO CLNC DEL 122.6 (0500–1100Z)

PDC

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

AIRSPACE: CLASS C svc ctc APP CON svc Sun–Fri 1030–0530Z, Sat 1030–0500Z; other times CLASS E.

VOR TEST FACILITY (NOT) 108.2

RADIO AIDS TO NAVIGATION:

PROVIDENCE (H) (DH) VOR/DME 115.6 PVD Chan 103

VOR unusable:
085º–105º byd 12 NM b1o 5,500’
085º–105º byd 8 NM b1o 3,000’
106º–294º byd 30 NM b1o 6,000’
331º–084º byd 30 NM b1o 3,000’

DME unusable:
085º–105º byd 12 NM b1o 5,500’
085º–105º byd 8 NM b1o 3,000’
106º–152º byd 11 NM b1o 2,000’
106º–152º byd 20 NM b1o 4,000’
153º–294º byd 30 NM b1o 6,000’
295º–330º byd 30 NM b1o 6,000’
331º–084º byd 30 NM b1o 3,000’

ILS/DME 109.3 I–PVD Chan 30 Rwy 05. Class III. Cat II and Cat III unavbl when ATCT closed.

ILS/DME 109.3 I–ARJ Chan 30 Rwy 23. Class III. DME unusable byd 10 NM blw 1,900’.

ILS/DME 111.5 I–UNQ Chan 52 Rwy 34. Class IE. Glideslope unusable byd 4º right of course. Glideslope autopilot cpd apch NA blw 300’.

PROVIDENCE N41º43.46’ W71º25.78’ NOTAM FILE PVD.

(RH) (DH) VOR/DME 115.6 PVD Chan 103 at Providence Tg Green Intl. 49/14W.

VOR unusable:
085º–105º byd 12 NM b1o 5,500’
085º–105º byd 8 NM b1o 3,000’
106º–294º byd 30 NM b1o 6,000’
331º–084º byd 30 NM b1o 3,000’

DME unusable:
085º–105º byd 12 NM b1o 5,500’
085º–105º byd 8 NM b1o 3,000’
106º–152º byd 11 NM b1o 2,000’
106º–152º byd 20 NM b1o 4,000’
153º–294º byd 30 NM b1o 6,000’
295º–330º byd 30 NM b1o 6,000’
331º–084º byd 30 NM b1o 3,000’

RCO 122.6 (BRIDGEPORT RADIO)

QUONSET STATE (See NORTH KINGSTOWN on page 321)

RHODE ISLAND TF GREEN INTL (See PROVIDENCE on page 323)

RICHMOND (See WEST KINGSTON on page 325)

SANDY POINT N41º10.05’ W71º34.57’ NOTAM FILE BID.

(WL) (L) VOR/DME 117.8 SEY Chan 125 at Block Island State. 100/15W.

DME unusable:
160º–164º byd 15 NM b1o 2,000’
240º–270º byd 25 NM b1o 3,000’

VOR unusable:
061º–073º byd 40 NM
074º–082º byd 40 NM
339º–346º byd 40 NM

NEW YORK H–101, 11D, 12J, L–33C, 34J

NE, 11 JUL 2024 to 5 SEP 2024
WEST KINGSTON

RICHMOND (88R) 3 W GMT–5(–4DT) N41°29.37’ W71°37.24’

130 NOTAM FILE BDR

RWY 11–29: H2129X30 (ASPH) LIRL(NSTD)


RWY 29: TRC/TRIL—GA 5.5º TCH 21’. Thld dsplcd 130’. Tree.


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) N41°20.98’ W71°48.21’

81 B NOTAM FILE WST

RWY 07–25: H4010X100 (ASPH–GRVD) S–30, D–60 MIRL 0.7% up NE

RWY 07: MALSF. PAPI(P4R)—GA 3.5º TCH 46’. Trees.

RWY 25: REIL. VASI(V2L)—GA 3.5º TCH 36’. Trees.

RWY 14–32: H3960X75 (ASPH) S–12.5 MIRL 0.6% up SE

RWY 14: REIL. PAPI(P4L)—GA 4.0º TCH 40’. Trees.

RWY 32: REIL. PAPI(P4L)—GA 4.0º TCH 40’. Thld dsplcd 750’. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT Dusk–Dawn. ACTVT MALSF Rwy 07; REIL Rwy 25, Rwy 14 and Rwy 32; PAPI Rwy 07, Rwy 14 and Rwy 32; VASI Rwy 25; MIRL Rwy 07–25 and Rwy 14–32—CTAF. Rwy 07 PAPI U/S. Rwy 14 PAPI U/S.

NOISE: Noise abatement procs in efct ctc amgr at 401–691–2265. Arpt lctd in noise sensitive area. Populated areas to the S & W should be avoided.


AIRPORT MANAGER: 401-691-2265

WEATHER DATA SOURCES: ASOS 132.375 (401) 596–9543. COMMUNICATIONS: CTAF/UNICOM 123.0

PROVIDENCE APP/DEP CON 119.45 (South of ORW) (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER APP/DEP CON 124.85

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

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

GROTON (T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82’ W72°03.12’ 098º 11.3 NM to fld. 9/14W.

VOR portion unusable:

241º–265º bto 5,000’

DME unusable:

355º–019º bto 3,000’

LOC/DME 108.9 I-RLS Chan 26 Rwy 07. LOC unmonitored.
BARRE/MONTPELIER  

EDWARD F KNAPP STATE (MPV)(KMPV)  3 W  N44°12.21’ W72°33.73’  
1166  B  NOTAM FILE MPV  MON Airport  

RWY 17–35: H5000X100 (ASPH)  S–31, D–70, 2S–88  MIRL  
1.5% up S  

RWY 17: MALS. PAPI(P4L)—GA 3.0º TCH 46’. Trees.  


RWY 05–23: H3001X75 (ASPH)  S–30, D–46  MIRL  1.0% up SW  

RWY 05: Trees.  

SERVICE: S4  FUEL 100LL, JET A+  LGT ACTIVATE MIRL Rwy 17–35 and MALS 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)  

®BOSTON CENTER APP/DEP CON 135.7  

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

AIRSPACE: CLASS E.  

RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.  

MONTPELIER (VL) (DH) VOR/DME 116.9  MPV Chan 116  N44°05.13’ W72°26.96’ 342º 8.6 NM to fld.  

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.  

BASIN HARBOR (See VERGENNES on page 335)
BENNINGTON

WILLIAM H MORSE STATE (DDH/KDDH) 3 W UTC–5(–4DT) N42º53.48´ W73º14.78´

827 B NOTAM FILE DDH

RWY 13–31: H3704X75 (ASPH) S–12.5 MIRL 0.9% up SE

RWY 13: REIL. PAPI(P4L)—GA 4.0º TCH 45´. Hill.

RWY 31: REIL. PAPI(P4R)—GA 4.0º TCH 45´. Ground. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A OX LGT ACTVT REIL Rwy 13 and 31; PAPI Rwy 13 and 13; MIRL Rwy 13–31—CTAF.


AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Sat–Sun on call. Geese on and inv of arpt. Rwy 13 thld hazardous bird activity. For arpt attendance call 1–802–442–5503 or 1–802–595–5830 for on-call svcs only. Rwy conditions may not be monitored or reported when the arpt is unattended. 100LL self-svc avbl 24 hrs. Mountains all quadrants. Tfc pat ops prohibited 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) (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´

VOR unusable:

128º–144º

161º–182º

195º–205º
BURLINGTON

BURLINGTON INTL (BTV/KBTV) P (ANG ARNG) 3 E UTC–5(–4DT) N44°28.32´ MONTREAL
H–11C, 12K, L–32G
IAP, AD

PATRICK LEAHY BURLINGTON INTL  (BTV/KBTV) P (ANG ARNG) 3 E UTC–5(–4DT) N44°28.32´ MONTREAL
H–11C, 12K, L–32G
IAP, AD

RWY 15–33: H8319X150 (ASPH–CONC–GRVD) S–100, D–175, 25–175, 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

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RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–3611 TODA–3611 ASDA–3611 LDA–3386
RWY 15: TORA–7820 TODA–7820 ASDA–7820 LDA–7820
RWY 19: TORA–4111 TODA–4111 ASDA–4111 LDA–3386
RWY 33: TORA–8320 TODA–8320 ASDA–8320 LDA–7820

ARRESTING GEAR/SYSTEM

RWY 15 TYPE H/BAK–12A (B) 1499 FT. TYPE H/BAK–12A (B) 1500 FT. RWY 33

SERVICE: S4 FUEL 100LL, JET A OX, 3 LGT Dusk–Dawn. ACTVT MALSR Rwy 15; MALSF Rwy 33; PAPI Rwy 01 and 15; MIRL Rwy 01–19; HIRL Rwy 15–33; all twys—CTAF. PAPI Rwy 19 and 33 opr consly. NSTD twy lgts on Twy E.

MILITARY—A–GEAR – Type H/BAK–12A(B) AER 33 lctd 1000 ft fm dthr. Rwy 15 & Rwy 33 A–G housings are non–frangible (26 in abv grd lvel) lctd 250 ft fm rwy cntln. JASU 5(MD–4) 9(M32A–60)

FUEL J8(Mil) 100LL, A

FLUID SP LOX

OIL O–133–148(Mil) SOAP.

AIRPORT REMARKS: Attended continuously. Birds & deer on & invof arpt. FBO clsd 0700–1400Z‡ dly, exc 1 hr PPR 802–863–3626. Fighter acft rstd to tkf window of Mon–Sat 1330–0330Z‡, Sun 1700–0330Z‡. Caution: generating plant 2 NM from AER 15 produces steam which may obscure visibility on final apch. CAUTION: Phase II wildlife actvy durg migration, Mar–May and Aug 15–Nov 15. Acr ramp not avbl for pvt & chtr acft. Twy A btn Twy G and Twy C clsd to acft wingspan more than 118 ft exc 1 hr PPR 802–316–6014 dly. Tyw C CLND to acft wingspan more than 49´ and acft more than 12,500 lbs. Twys D, E, F and N clsd to civilian ops. Twy D, E, F, N, ANG and RNG ramps have unctl vehicle and acft. Twy M avbl for seasonal use, clsd drg winter months. ANG: Opr 1030–2100Z‡ weekdays, exc holl, clsd Sat–Mon. PPR for fuel/prkg, ctc ANG ops DSN 220–5213/5920/5267 C802–660–5213. All bnt acft errn Ethan Allen trng site and R6501A must stop at AASF for rqr safety brief. ARFF avbl 24 hrs a day. A–Gear Tyw H/BAK–12A(B) AER 33 lctd 1000 ft fm dthr. Type H/BAK 12A(B) cable raised by twr on pilot req only. Fighter acft no low apchs. All other mil acft ltd to 2 practice apchs. Do not fly over hospital apxly 1.5 NM west of Rwy 15 apch end. Rwy 01–19 south of Rwy 15–33 int to Twy C, single wheel 100, dual tandem wheel 355, south of Twy C int to south end of rwy, single wheel 30, dual wheel 60. Cold temperature airport. Altitude correction required at or below –10C. Ldg fee. Fee for itinerant acft greater than 6000 lbs. Beta Helipad pvt use only. Twy G bwn J and valley ramp clsd to acft wingspan gtr than 156´.

AIRPORT MANAGER: 802-863-2874

WEATHER DATA SOURCES: ASOS 123.8 (802) 657–4490.

COMMUNICATIONS: ATIS 123.8 (802–657–4424) CTAF 119.3 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.

ARSPACE: CLASS C svc ctc APP CON svc 1030–0500Z; other times CLASS E.

CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 109.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

BURLINGTON (VL) (L) VOR/DME 117.5 BTV Chan 122 N44°23.83’ W73°10.96’ 031° 4.7 NM to fld. 417/15W.
VOR unusable:
030°–086° byd 40 NM
075°–132° byd 30 NM blo 9,000’
087°–097° byd 40 NM blo 9,000’
087°–097° byd 49 NM
098°–169° byd 40 NM
133°–165° byd 30 NM blo 8,000’
140°–180° byd 40 NM blo 5,800’
170°–180° byd 47 NM
181°–196° byd 40 NM
244°–292° byd 40 NM
340°–010° byd 40 NM
DME unusable:
075°–132° byd 30 NM blo 9,000’
133°–165° byd 30 NM blo 8,000’

BURLINGTON (L) TACAN Chan 71 BJA (112.4) N44°28.62’ W73°09.41’ at fld. 308/15W.
TACAN AZIMUTH unusable:
010°–139°
140°–160° byd 29 NM
205°–208°
DME unusable:
010°–139°
140°–160° byd 29 NM
161°–227°
350°–009°

HERRO NDB (LOMW) 382 BT N44°31.94’ W73°14.97’ 146° 5.5 NM to fld. 130/15W.

CALEDONIA CO (See LYNDONVILLE on page 331)

DEERFIELD VALLEY RGNL (See WEST DOVER on page 336)

EDWARD F KNAPP STATE (See BARRE/MONTPELIER on page 326)

FRANKLIN CO STATE (See HIGHGATE on page 330)

HARTNESS STATE (SPRINGFIELD) (See SPRINGFIELD on page 335)

HERRO N44°31.94´ W73°14.97´ NOTAM FILE BTV.
NDB (LOMW) 382 BT 146° 5.5 NM to Patrick Leahy Burlington Intl. 130/15W.

NE, 11 JUL 2024 to 5 SEP 2024
FRANKLIN CO STATE (FSO/KFSO) 3 W UTC–5(–4DT) N44°56.42’ W73°05.85’

228  B  LRA  NOTAM FILE BTW

RWY 01–19: H3001X60 (ASPH) S–12.5 MIRL

RWY 01: REIL, PAPI(P2L)—GA 4.0° TCH 40˚. Trees.

RWY 19: REIL. Trees.

SERVICE: 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 1230–2200Zt. Seagulls inv of 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 BTW.

BURLINGTON  (VL) (L) VORW/DME 117.5  BTV  Chan 122  N44°23.83’ W73°10.96’ 021° 32.8 NM to fld. 417/15W.

VOR unusable:

030°–086° byd 40 NM
075°–132° byd 30 NM blo 9,000’
087°–097° byd 40 NM blo 9,000’
087°–097° byd 49 NM
098°–169° byd 40 NM
133°–165° byd 30 NM blo 8,000’
170°–180° byd 40 NM blo 5,800’
170°–180° byd 47 NM
181°–196° byd 40 NM
244°–292° byd 40 NM
340°–010° byd 40 NM

DME unusable:

075°–132° byd 30 NM blo 9,000’
133°–165° byd 30 NM blo 8,000’

COMM/NAV/WEATHER REMARKS: YJN VORTAC is in Canada–check Montreal QB (YUL) NOTAMS for outages or restrictions.

ISLAND POND

JOHN H BOYLAN STATE (ISLAND POND) (5B1) 3 SE UTC–5(–4DT) N44°47.40’ W71°49.59’

1194  NOTAM FILE BTW

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 330)
LYNDONVILLE

CALEDONIA CO (CDA/(KCDA) 3 N UTC–5(–4DT) N44º34.15´ W72º01.08´
1188 B TPA—2200(1012) NOTAM FILE BTV
RWY 02–20: H3302X60 (ASPH) S–12.5 MIRL 0.3% up N
RWY 02: REIL. Trees.
RWY 20: Trees.

SERVICE: FUEL 100LL LGT ACTVT REIL Rwy 02; MIRL Rwy
02–20—CTAF. ACTIVATE arpt rotating bcn—CTAF.

AIRPORT REMARKS: Attended Jan–Dec Mon–Fri 1200–2030Z‡. Deer and
wildlife on and invof arpt. Bald eagles roosting invof compost opn
located 600’ E of Rwy 20 thr year–around. Self-svc fuel 24 hrs with
major credit card. After hrs self–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.

MONTPELIER (VL) (DH) VOR/DME 116.9 MPV Chan 116 N44º05.13´ W72º26.96´
048º 34.5 NM to fld. 2086/16W.

VOR unusable:
010º–020º byd 25 NM blo 7,500´
015º–031º byd 40 NM
032º–042º byd 40 NM blo 5,000´
032º–042º byd 65 NM
043º–060º byd 40 NM
045º–060º byd 24 NM blo 8,500´
170º–182º byd 40 NM
210º–275º byd 40 NM

DME unusable:
045º–060º byd 24 NM blo 8,500´
MIDDLEBURY STATE  (680)  3 SE  UTC–5(–4DT)  N43°59.19´ W73°05.73´  NEW YORK
494 TPA—See Remarks  NOTAM FILE BTV
RWY 01–19: H3206X60 (ASPH)  S–12.5
  RWY 01: Thld dsplcd 141´.
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 01: TORA–3206  TODA–3206  ASDA–3206  LDA–3065
  RWY 19: TORA–3065  TODA–3065  ASDA–3206  LDA–3065
SERVICE: S4  FUEL  100LL
AIRPORT REMARKS: Attended Mon–Fri 1200–2030Z‡. Ultralight and AG acft activity on and invof arpt. Full svc only M–F dawn to dusk. High hills east of arpt. PAJA on wknds—mnt NOTAMS for times. No ln of sight btn rwy ends. Rwy conds may not be mnt or rprtd when the arpt is unatndd. TPA—1304(810) single engine, 1504(1010) multi–engine.
AIRPORT MANAGER: 802-585-5586
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.

BURLINGTON (VL) (L) VOR/W/DME 117.5  BTV  Chan 122  N44°23.83´ W73°10.96´  186° 24.9 NM to fld. 417/15W.
VOR unusable:
  030°–086° byd 40 NM
  075°–132° byd 30 NM blo 9,000´
  087°–097° byd 40 NM blo 9,000´
  087°–097° byd 49 NM
  098°–169° byd 40 NM
  133°–165° byd 30 NM blo 8,000´
  170°–180° byd 40 NM blo 5,800´
  170°–180° byd 47 NM
  181°–196° byd 40 NM
  244°–292° byd 40 NM
  340°–010° byd 40 NM
DME unusable:
  075°–132° byd 30 NM blo 9,000´
  133°–165° byd 30 NM blo 8,000´

MONTPELIER  N44°05.13´ W72°26.96´ NOTAM FILE MPV.
(VL) (DH) VOR/W/DME 116.9  MPV  Chan 116  342° 8.6 NM to Edward F Knapp State. 2086/16W.
VOR unusable:
  010°–020° byd 25 NM blo 7,500´
  015°–031° byd 40 NM
  032°–042° byd 40 NM blo 5,000´
  032°–042° byd 65 NM
  043°–060° byd 40 NM
  045°–060° byd 24 NM blo 8,500´
  170°–182° byd 40 NM
  210°–275° byd 40 NM
DME unusable:
  045°–060° byd 24 NM blo 8,500´
RCO 122.2 (BURLINGTON RADIO)
RCO 122.6 (BURLINGTON RADIO)

MONTREAL  L–32G
RCO 122.2 (BURLINGTON RADIO)
NE, 11 JUL 2024 to 5 SEP 2024
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 rprtd when the arpt is unatndd. Rwy 01 gldr ops R tfc. 3 ft swales mid 1/3 of rwy on E & W sides outside of rwy safety area. Cold temperature airport. Altitude correction required at or below ~20C.
AIRPORT MANAGER: 802-585-5586
WEATHER DATA SOURCES: ASOS 135.625 (802) 888–7934.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (VL) (L) VOR/DME 117.5 BTV Chan 122 N44°23.83′ W73°10.96′ 086º 25.8 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′

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′. MIRL Rwy 18–36—CTAF.
RWY 36: REIL, PAPI(P4L)—GA 3.0º TCH 44′. Pole.
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)
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (H) DME 116.55 BML Chan 112(Y) N44°38.01′ W71°11.17′ 289º 47.1 NM to fld. 1730.
DME unusable: 080º–125º blo 10,000′ 188º–198º blo 10,000′ 275º–292º blo 10,000′

NORTHEAST KINGDOM INTL (See NEWPORT on page 333)

VERMONT
VERMONT

PATRICK LEAHY BURLINGTON INTL (See BURLINGTON on page 328)

POST MILLS  (289)  O  E  UTC–5(–4DT)  N43°53.02´ W72°15.13´

696  NOTAM FILE BTV
RWY 04–22: 2900X80 (TURF)
   RWY 22: Road.
RWY 05–23: 2300X80 (TURF)  0.8% up NE
   RWY 05: Trees. Rgt tfc.
   RWY 23: Road.

SERVICE.  S2


AIRPORT MANAGER: 802-333-9254

COMMUNICATIONS: CTAF/UNICOM 122.8

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

RUTLAND/SOUTHERN VERMONT RGNL  (RUT)(KRUT)  5 S  UTC–5(–4DT)  N43°31.78´

W72°56.98´

787  B  Class IV, ARFF Index A  NOTAM FILE RUT
   PCN 30 F/D/X/U MIRL
   RWY 01: PVASI(PSIR)—GA 3.5º TCH 17´. Thld dsplcd 300´. Hill.
   RWY 19: MALSRS. PAPI(P4L)—GA 3.2º TCH 55´. Rgt tfc.
RWY 13–31: H3169X75 (ASPH)  S–30 PCN 5 F/D/X/U MIRL
   RWY 13: REIL. Road.
   RWY 31: Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–5304 TODA–5304 ASDA–5304 LDA–5004

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 env 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 unsld acr ops at least 31 pax seats. Avbl for acr ops taxi only. Clsd to unsked acr ops with more than 9 pax seats exc 48 hr PPR, call amgr 802–786–8881. Use Twy A to tax to or from AER 01 or 19. Twy C connects main apn with Twy A. Acft with wing spans exceeding 79 ft audz to use Twy H & Twy B east of Rwy 01–19 & Rwy 13–31 for tax & ldg. Type I and type IV deicing avbl. Cold temperature airport. Altitude correction required at or below –8C. Ldg fees may apply for coml acft.

AIRPORT MANAGER: 802-585-5586

WEATHER DATA SOURCES: AWOS–3PT 118.375 (802) 747–3044.

COMMUNICATIONS: CTAF/UNICOM 122.8

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  N43°42.37´ W72°57.40´  193º 10.6 NM to fld. 1138/15W.
NDB unusable:
   351º–189º byd 15 NM

ILS/DME 111.7  I–RUT  Chan 54  Rwy 19.  Class IA. Glideslope unusable byd 4.00º right of course.
VERMONT

SHELBURNE (VTB) 2 S UTC–5(–4DT) N44°21.62’ W73°13.58’
325 NOTAM FILE BTI
RWY 01–19: 3077X60 (TURF)
RWY 01: Trees.
RWY 19: Trees.
SERVICE: S4 FUEL MOGAS
AIRPORT REMARKS: Attended daylight hours. No line of sight btwn rwy ends. For rwy cond--AMGR.
AIRPORT MANAGER: 802-985-2100
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4413, when Apch clsd ctc Boston ARTCC at 603-879-6859.

SMUTO N43°42.37’ W72°57.40’ NOTAM FILE RUT.
NDB (MHW) 221 DYO 193º 10.6 NM to Rutland/Southern Vermont Rgnl. 1138/15W.
NDB unusable: 351º–189º byd 15 NM

SPRINGFIELD

HARTNESS STATE (SPRINGFIELD) (VSF)(KVSF) 3 NW UTC–5(–4DT) N43°20.62’ W72°31.04’
578 B TPA—See Remarks NOTAM FILE VSF
RWY 05–23: H5501X100 (ASPH) S–32, D–45 MIRL 0.3% up SW
RWY 05: REIL. VASI(V4L)—GA 4.0º TCH 59’. Trees.
RWY 23: Trees.
RWY 11–29: H3000X75 (ASPH) S–30 MIRL 0.3% up W
RWY 11: Trees.
SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTVT REIL Rwy 05; MIRL Rwy 05–23 and 11–29—CTAF.
NOISE: Noise sensitive area west of arpt.
AIRPORT REMARKS: Attended Jan–Dec Sun–Sat 1200–2300Z. Geese on and inovf arpt. Gliders on and inovf 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’ 213º 24.0 NM to fld. 1443.
DME unusable:
045º–075º byd 36 NM blo 10,000’
091º–119º byd 30 NM blo 7,500’
161º–304º byd 30 NM blo 6,300’
LOC/DME 111.3 I–VSF Chan 50 Rwy 05. LOC/DME unmonitored. DME unusable byd 11 NM blo 3,500’; byd 20º r of course.

VERGENNES

BASIN HARBOR (B06) 4 NW UTC–5(–4DT) N44°11.50’ W73°21.52’
124 NOTAM FILE BTI
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.

NE, 11 JUL 2024 to 5 SEP 2024
WARREN–SUGARBUSH (0B7)  2 E  UTC–5(–4DT)  N44º07.04´ W72º49.62´
1470  NOTAM FILE BTV
RWY 04–22: H2575X30 (ASPH)  S–8.5  0.5% up SW
  RWY 22: Trees.
SERVICE:  FUEL  100LL
AIRPORT REMARKS:  Attended May–Oct 1400–2300Z‡. Arpt CLOSED Nov–Apr. Fuel self–serve only during hours airport is open. Extensive glider activity on arpt sfc to 18,000´ dalgt hrs. Occasional aerobatic activity, arpt may be CLOSED during this activity; check NOTAMs. No line of sight between rwy ends. Touch and go ldgs not permitted. Grass areas not authorized for taxi, tkfs and ldgs without first checking UNICOM or management for fld conditions.
AIRPORT MANAGER:  802-496-2290
COMMUNICATIONS:  CTAF/UNICOM  123.0
CLEARANCE DELIVERY PHONE:  For CD ctc Burlington Apch at 802-657-4414, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WEST DOVER
DEERFIELD VALLEY RGNL (4V8)  1 SW  UTC–5(–4DT)  N42º55.63´ W72º51.94´
1953  NOTAM FILE BTV
RWY 01–19: H2650X75 (ASPH)  MIRL(NSTD)
  RWY 01: Trees.
  RWY 19: Trees.
SERVICE:  LGT  Rwy 01–19 MIRL, NSTD almnt.
AIRPORT REMARKS:  Unattended. Fuel avbl 24 hrs with credit card. Ldg fee.
AIRPORT MANAGER:  (802) 490-0775
COMMUNICATIONS:  CTAF/UNICOM  122.8
© BOSTON CENTER APP/DEP CON 123.75
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BTV.
  CAMBRIDGE (L) (L) VOR/DME  115.0  CAM  Chan 97  N42º59.66´ W73º20.64´  115º 21.5 NM to fld. 1490/14W.
DME unusable:
  040º–130º blo 9,000´
  128º–144º
  161º–182º
  195º–205º

WILLIAM H MORSE STATE  (See BENNINGTON on page 327)
ABINGDON

VIRGINIA HIGHLANDS (VJI)(KVJI) 2 W UTC–5(–4DT) N36º41.23´ W82º02.00´

2087  B TPA—3077(990) NOTAM FILE VJI
RWY 06–24: H471X75 (ASPH) 5–30 MIRL 0.6% up NE
RWY 06: Tree.
RWY 24: ODALS, REIL, PAPI(P2L)—GA 4.0º TCH 32’. Tree.
SERVICE: 54 FUEL 100LL, JET A LGT
Actvt ODALS Rwy 24; REIL Rwy 24; PAPI Rwy 06–24—CTAF.
AIRPORT MANAGER: 276-628-2909
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.8
® TRI CITY APP/DEP CON 125.25 (1100–0500Z‡)
® ATLANTA CENTER APP/DEP CON 127.85 (0500–1100Z‡)
CLEARANCE DELIVERY PHONE: When Tri Cities Apch clsd, for CD ctc Atlanta ARTCC at 770-210-7692.

RADIO AIDS TO NAVIGATION:
HOLSTON MOUNTAIN  (L) (L) VORTACW 114.6 HMV Chan 93 N36º26.22´ W82º07.78´ 021º 15.7 NM to fld. 4321/4W.
VOR unusable:
076º–126º byd 17 NM blo 8,500´
171º–178º byd 27 NM blo 10,000´
171º–178º within 27 NM blo 8,500´
260º–265º byd 36 NM blo 8,500´
LOC/DME 108.3 I–VJI Chan 20 Rwy 24. LOC unmonitored when arpt unatndd. LOC unusable byd 30º r of course.
LOC unusable byd 20º left of course.

ACCOMACK CO (See MELFA on page 363)

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: H533X150 (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

CONTINUED ON NEXT PAGE
**WEATHER DATA SOURCES:** ASOS (434) 292–1400 AN/FM–23 owned by US Army.

**COMMUNICATIONS:** ATIS 119.225 CTAF 134.7

**WASHINGTON CENTER APP/DEP CON** 118.75 377.1

**BLACKSTONE TOWER** 134.7 292.7 (Mon–Fri 1300–2100Z‡; exc fed hols; OT by NOTAM). **GND CON** 127.625

**RANGE OPS** 34.1 36.1 121.5 243.0

**CLEARANCE DELIVERY PHONE:** When ATCT clsd, for CD ctc Washington ARTCC at 703-771-3587.

**AIRSPACE:** CLASS D svc Mon–Fri 1300–2100Z‡, exc fed hols, other times by NOTAM; other times CLASS G.

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

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**LAWRENCEVILLE (L) (L) VORTACW** 112.9 LVL Chan 76 N36°49.08’ W77°54.18’ 35º 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’ W78º02.67’ 134º 5.5 NM to fld. 418/9W.

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**APOLLO SOUCEK FLD** (See OCEANA NAS (APOLLO SOUCEK FLD) on page 370)

**ARMEI** N38°56.08’ W77°28.00’ NOTAM FILE IAD.

(L) (L) VOR/DME 113.5 AML Chan 82 at Washington Dulles Intl. 296/8W.

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

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

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**BALES** N36°35.41’ W79°55.05’ NOTAM FILE MTV.

NDB (MHW/LOM) 396 UV 304º 5.4 NM to Blue Ridge. 1089/7W. NDB unmonitored when arpt unatndd.

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

**CINCINNATI** L–26J, 36F
BLACKSBURG

VIRGINIA TECH/MONTGOMERY EXEC (BCB)(KBCB) 3 S UTC–5(–4DT) N37º12.56´

W80º24.73´
2119  B TPA—See Remarks NOTAM FILE BCB

RWY 13–31: H5501X100 (ASPH–GRVD) MIRL
RWY 31: REIL, PAPI(P2L)—GA 3.0º TCH 50´. Brush.

SERVICE: FUEL 100LL, JET A+ LGT Actvt ODALS Rwy 13; REIL Rwy 31; PAPI Rwy 13 and 31; MIRL Rwy 13–31—CTAF. MIRL Rwy 13–31 preset low 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

CLNC DEL 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION:

NOTAM FILE PSK.

PULASKI (H) (H) VORTACW 116.8 PSK Chan 115 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. 2124/8W. NOTAM FILE BCB.


BLUE RIDGE (See MARTINSVILLE on page 362)

BOJAR N37º15.75´ W79º14.59´ NOTAM FILE LYH.

NDB (MHW/LOM) 385 LY 036º 4.3 NM to Lynchburg Rgnl/Preston Glenn Fld. 804/8W. NDB unmonitored when ATCT closed.
Bridgewater Air Park (VBW)(KVBW) 1 SE UTC–5(–4DT) N38º21.92´ W78º57.54´

RWY 15–33: H4034X60 (ASPH) S–22 MIRL
RWY 15: Thld displaced 145´.

RWY 33: Pole.

SERVICE: FUEL JET A+ LGT ACTIVATE MIRL Rwy 15–33—CTAF.


AIRPORT MANAGER: 540-828-6070


COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

Montebello (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–010º

VOR unusable:
001º–360º

TACAN AZIMUTH unusable:
011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º

RCO 122.1R 114.5T (LEEBURG RADIO)

Brookneal/Campbell Co (OV4) 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: PAP(P2R)–GA 3.0º TCH 43´. Tree.
RWY 24: REIL: PAP(P2L)–GA 3.0º TCH 46´. Tree.

SERVICE: LGT MIRL Rwy 06–24 preset low, to incr intst and ACTVT REIL Rwy 06 and 24—CTAF.


AIRPORT MANAGER: 240-750-0199

WEATHER DATA SOURCES: AWOS–3 120.575 (434) 283–7826.

COMMUNICATIONS: CTAF/UNICOM 122.7

Roanoke APP/DEP CON 125.475 135.0

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

Lynchburg (L) (L) VOR/DME 109.2 LYH Chan 29 N37º15.27´ W79º14.18´ 128º 12.5 NM to fld. 871/5W.

VOR unusable:
020º–025º
200º–210º
301º–360º


Brunswick Co (See Lawrenceville on page 357)
BUCK'S ELBOW MOUNTAIN

N38°06.25' W78°44.62'

RCO 122.2 (LEESBURG RADIO)

LAKE ANNA

(7W4) 0 NW UTC–5(–4DT) N37°57.95' W77°44.75'

351 B NOTAM FILE DCA

RWY 08–26: H2558X50 (ASPH) S–6 MIRL

RWY 08: Trees.

RWY 26: Tree.

SERVICE: LGT ACTIVATE MIRL Rwy 08–26—CTAF.

AIRPORT REMARKS: Unattended. Deer on and invasive arpt.

AIRPORT MANAGER: 804-550-5794

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 126.75

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

CAMP PEARY LNDG STRIP

(W94) A 3 NE UTC–5(–4DT) N37°18.77' W76°38.29'

41 NOTAM FILE DCA

RWY 05–23: H5018X151 (ASPH) LIRL

RWY 05: PAPI(P4L).

RWY 23: PAPI(P4L).

MILITARY REMARKS: Opr Mon–Fri 1300–2130Z‡. Fld rstd, PPR by written req to Base Commander, Attn Air OPS. Exc when opr under prior permission authorized, pilots should maintain at least 3000´ abv the arpt elevation within 5 NM.

AIRPORT MANAGER: 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) VORTAC 108.8 HCM Chan 25 N37°26.92' W76°42.68' 164° 8.9 NM to fld. 8/7W.

VOR unusable:

056°–095° blo 2,000'

174°

275°–300° blo 2,000'

CAMPBELL FLD

(See WEIRWOOD on page 385)

CAPE CHARLES

N37°20.85' W75°59.86' NOTAM FILE DCA.

(L) (L) VORTAC 112.2 CCV Chan 59 042°21.2 NM to Accomac Co. 10/10W.

TACAN AZIMUTH unusable:

005°–015° byd 20 NM blo 4,000'

VOR unusable:

137°–322° byd 17 NM blo 2,000'

137°–322° byd 22 NM blo 3,000'

DME unusable:

005°–015° byd 20 NM blo 4,000'

CASANOVA

N38°38.47' W77°51.93' NOTAM FILE DCA.

(H) (H) VORTAC 116.3 CSN Chan 110 184° 6.9 NM to Culpeper Rgnl. 442/6W.

VOR unusable:

310°–350° byd 10 NM blo 11,000'

TACAN AZIMUTH unusable:

310°–350° byd 10 NM blo 11,000'

DME unusable:

310°–350° byd 10 NM blo 11,000'

NE, 11 JUL 2024 to 5 SEP 2024
CAVERNS

NDB (MHW) 245
LUJ 223° 2.4 NM to Luray Caverns. 834/9W. NDB unmonitored when arpt unatndd.
NDB unusable:
  050°–208° byd 10 NM
  209°–049° byd 15 NM

CHAMBERS FLD

NOTAM FILE DCA.

NDB (MHW) 245
LUJ

223° 2.4 NM to Luray Caverns. 834/9W.
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
WEATHER DATA SOURCES: AWOS–3
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 366)

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
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
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´ 107º 22.5 NM to fld. 520/5W.
CREWE MUNI (W81) 1 E UTC–5(–4DT) N37º10.86´ W78º05.91´

422 B NOTAM FILE DCA
RWY 15–33: H3300X60 (ASPH) S–12 MIRL 1.0% up NW

RWY 15: Tdh dsplcd 277’. Tree.
RWY 33: Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–3300 TODA–3300 ASDA–3023 LDA–3023

SERVICE: FUEL 100LL LGT For MIRL Rwy 15–33 key CTAF 5 times on;
3 times off.

AIRPORT REMARKS: Unattended. Arpt unattended ctc town manager for
assistance at 434–645–9453. Rwy 15 dsplcd 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
CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at
703-771-3587.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LAWRENCEVILLE (L) (L) VORTAC W 112.9 LVL Chan 76 N36º49.08´
W77º54.18´ 345º 23.7 NM to fld. 350/8W.

VOR unusable:
090 blo 7,000’
090 byd 20 NM
091º–105º
106 byd 7,500’
106 byd 27 NM
107º–170º
171º–280º blo 6,000’
201º–325º byd 17 NM blo 9,000’
326º–089º

TACAN AZIMUTH unusable:
Blw 3,000’
VOR OTS indef
DME unusable:
Blw 3,000’

CULPEPER RGNL (CJR)(KCJR) 7 NE UTC–5(–4DT) N38º31.53´ W77º51.58´

316 B NOTAM FILE CJR
RWY 04–22: H5000X100 (ASPH–GRVD) S–40 PCN 28 F/B/X/U MIRL
RWY 04: REIL PAPI(P4L)—GA 3.0º TCH 40’. Trees.
RWY 22: REIL PAPI(P4L)—GA 3.0º TCH 40’. Trees.

SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT REIL Rwy 04 and 22;
PAPI Rwy 04 and 22; MIRL Rwy 04–22; twy lgts—CTAF.

AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt.
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) VORTAC W 116.3 CSN Chan 110 N38º38.47´
W77º51.93´ 184º 6.9 NM to fld. 442/6W.

VOR unusable:
310º–350º byd 10 NM blo 11,000’
TACAN AZIMUTH unusable:
310º–350º byd 10 NM blo 11,000’
DME unusable:
310º–350º byd 10 NM blo 11,000’

LOC 109.95 I–DZH Rwy 04.
DANVILLE RGNL (DAN)(KDAN)  3 E  UTC-5(–4DT)  N36°34.35’ W79°20.18’  571  B  TPA—See Remarks  NOTAM FILE DAN

RWY 02–20:  H5900X100 (ASPH–GRVD)  S–90, D–130, 2S–165  
HIRL  0.5% up N

RWY 02:  MALSR. PAPI(P4L)—GA 3.0º TCH 56’. 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 13:  REIL. VASI(V2L)—GA 3.0º TCH 28’. Tree.

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, 
MI 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 inv of 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:

NOTAM FILE DCA.

SOUTH BOSTON (L) (L) VORTAC 110.4  SBV  Chan 41  N36º40.40’ 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–(–4DT) N38°42.90’ W77°10.85’ VIRGINIA

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, tlf and ldg bnn Mon–Sat 0300–1300Z†, Sun and hol 2200–1700Z†. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z†, Sun and hol 1700–0300Z†.


AIRPORT MANAGER: 703-664-1201

COMMUNICATIONS: CTAF 124.275 ATIS 128.175 (1100–0230Z† Mon–Fri, excl hol)

PTD 139.4 (VIP arn ctc Base Ops 15 min prior to ldg)

TOWER 124.275 229.4 241.0 (1100–0230Z† Mon–Fri excl hol) GND CON 121.9 351.8 CLNC DEL 351.8

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Potomac Apch at 866-599-3874.

AIRSPACE: CLASS D svc 1100–0230Z† Mon–Fri exc hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VOR/DME 113.5 AML Chan 82 N38°56.08’ W77°28.00’ 142º 18.8 NM to fid. 296/8W.

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

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

DAVEE NDB (LOM) 223 DA N38°39.70’ W77°06.61’ 323º 4.6 NM to fid.


ASR/PAR (Weekdays 1200–0000Z† excluding holidays, 2 hr PPR other times.)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HELIPAD H1: H50X50 (CONC)
NEW RIVER VALLEY (PSK/KPSK)  2 N  UTC–5 (–4DT)  N37º08.24’ W80º40.71’
2105  B  NOTAM FILE PSK
RWY 06–24: H6201X150 (ASPH–GRVD)  D–60  HIRL  0.5% up SW
RWY 06:  MALSR. PAPI(P4L)—GA 3.0º TCH 58’. Trees.
RWY 24:  REIL. PAPI(P4L)—GA 3.0º TCH 44’.
SERVICE:  S4  FUEL  100LL, JET A+  LGT ACTVT MALSR Rwy 06, REIL
Rwy 24; PAPI Rwy 06 and 24; HIRL Rwy 06–24—CTAF.
AIRPORT REMARKS:  Attended Mon–Fri 1300–0000Z‡, Sat–Sun
1400–2200Z‡. Unattended Thanksgiving and Christmas Day. Mil
contract fuel unavbl. Deer on and invof arpt.
AIRPORT MANAGER:  540-674-4141
WEATHER DATA SOURCES:  AWOS–3  127.375 (540) 674–2731.
COMMUNICATIONS:  CTAF/UNICOM  122.7
PULASKI RCO  122.3 (LEESBURG RADIO)
ROANOKE APP/DEP CON  126.0
CLNC DEL  121.7
RADIO AIDS TO NAVIGATION:  NOTAM FILE PSK.
PULASKI (H) (H) VORTACW  116.8  PSK  Chan 115  N37º05.26’
W80º42.77’  035º 3.4 NM to fld. 2127/6W.
DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM blo 10,000’
200º–225º byd 10 NM
250º–350º byd 25 NM blo 10,000’
284º–286º byd 10 NM blo 10,000’
287º–316º byd 25 NM blo 10,000’
315º–335º byd 10 NM blo 10,000’
334º–033º byd 25 NM blo 10,000’
TACAN AZIMUTH unusable:
034º–038º byd 25 NM
053º–100º
135º–175º byd 25 NM blo 10,000’
200º–225º byd 10 NM
234º–283º
284º–286º byd 10 NM blo 10,000’
287º–316º byd 25 NM blo 10,000’
315º–335º byd 10 NM blo 10,000’
334º–033º byd 25 NM blo 10,000’
ILS  110.9  I–PSK  Rwy 06.  Class IA.  Unmonitored when FBO clsd. Glideslope autocpd apch NA blw 2,500’.

EAGLE’S NEST (See WAYNESBORO on page 384)
EMPIRIA–GREENSVILLE RGNL  (EMV)(KEMV)  3 E  UTC–5(–4DT)  N36º41.21´  W77º28.96´

127 B  TPA—See Remarks  NOTAM FILE EMV
Rwy 16–34: H5010X100 (ASPH–GRVD)  S–30, D–50, 2D–85  MIRL
0.3% up N
Rwy 16: REIL  PAPI(P2L)—GA 3.0º TCH 31’. Road.
Rwy 34: REIL  PAPI(P2L)—GA 3.0º TCH 43’. Tree.

Service:  Fuel  100LL, JET A  LGT

Activate Reil Rwy 16 & 34; MIRL Rwy 16–34—CTAF. PAPI Rwy 16 & 34 opr consly. Rwy 16 PAPI usuabl byd 7 deg left & right of cntrln. Rwy 34 PAPI unusbl byd 8 deg right of cntrln.

TPA—1127(1000) lgt acft, 1627(1500) hvy acft.

Airport Manager:  434-634-3696

Weather Data Sources: AWOS–3 124.175 (434) 634–0656.

Communications:  CTAF/Unicom 123.0

Clearance Delivery Phone:  For CD ctc Washington ARTCC at 703-771-3587.

Radio Aids to Navigation:  NOTAM FILE FKN.
Franklin (L) (L) VORTACW 110.6  FKN  Chan 43  N36º42.85´  W77º00.74´  275º 22.8NM to fld. 84/9W.

VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º

TACAN AZIMUTH unusable:
090º–139º

DME unusable:
090º–139º

Loc/Dme 108.75  I–EMV  Chan 24(Y)  Rwy 34.  DME unusbl byd 25º r of course.

FALWELL  (See LYNCHBURG on page 360)

FARMVILLE RGNL  (FVX)(KFVX)  4 NW  UTC–5(–4DT)  N37º21.45´  W78º26.27´

416 B  NOTAM FILE FVX
Rwy 03–21: H4400X75 (ASPH–GRVD)  S–12.5  MIRL
Rwy 03: REIL  PAPI(P2L)—GA 3.0º TCH 44’. Hill.
Rwy 21: REIL  PAPI(P2L)—GA 3.0º TCH 45’. Tree.

Service:  S2  Fuel  100LL, JET A  LGT

REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21; preset low inst, to incr inst ACTVT—CTAF.


Airport Manager:  434-392-5686

Weather Data Sources:  AWOS–3 132.725 (434) 392–9718.

Communications:  CTAF/Unicom 122.8

Roanoke App/Dep Con 135.0

Clearance Delivery Phone:  For CD ctc Roanoke Apc at 540-563-1307.

Radio Aids to Navigation:  NOTAM FILE DCA.

Flat Rock (H) (H) VORTACW 113.3  FAK  Chan 80  N37º31.71´  W77º49.69´  257º 30.9NM to fld. 460/6W.

TACAN 338 radial unusable
VOR unusable:
111º–168º
169º–204º blo 5,000´
274º–337º blo 4,000´
274º–337º byd 33 NM

FELKER AAF  (FAF)(KFAF)  A UTC–5(–4DT) N37°07.96’ W76°36.54’

RWY 14–32: H3025X75 (ASPH)  PCN 13 F/B/Y/T  HIRL

RWY 18: 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 bty 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

TOWER 126.3 269.25 (1200–0400Z‡ Mon–Fri exc Federal hol) GND CON 121.35 229.4

GND 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 std, 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:

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  N37°31.71’ W77°49.69’ NOTAM FILE DCA.

VOR unusable: 111º–168º
 169º–204º blo 5,000’
 274º–337º blo 4,000’
 274º–337º byd 33 NM

H–10H, L–36H

WASHINGTON

NE, 11 JUL 2024 to 5 SEP 2024
FOREST

NEW LONDON (W90)  6 SW  UTC-5(–4DT)  N37º16.30’  W79º20.15’
842  NOTAM FILE DCA
RWY 18–36; H3164X40 (ASPH)  2.3% up N
RWY 18: Thld dsplcd 115’. Pole.
RWY 36: Trees.
AIRPORT REMARKS: Unattended. Ultralgt acft on and inv of arpt. Rwy 18–36
CLOSED daily SS–SR. Stand, fence and tower in prim and/or tmst sfc
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

FORT GREGG–ADAMS AHP HELIPORT (VA39) A  0 S  UTC-5(–4DT)  N37º15.27’  W79º14.18’
100  NOTAM FILE FAF  Not insp.
HELIPAD H1: H40X40 (CONC)  PERIMETER LGTS
MILITARY REMARKS: RSTD 24 HR FPR DSN 687–6421. CAUTION
Parachute jumping 2 NM NW. Small arms range 1
NM NW. Avoid overtaking of ashp compound 1 NM WNW. MISC
Avoid overtaking 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 Roanoke Apch at 540-563-1307.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FORT GREGG–ADAMS AHP HELIPORT

FRANKLIN RGNL (FKN)(KFKN)  2 NE  UTC-5(–4DT)  N36º42.02’  W76º54.13’
40  B  TPA—See Remarks  NOTAM FILE FKN
RWY 09–27; H4977X100 (ASPH–GRVD)  MIRL
RWY 09: PAPI(P2L)—GA 3.0º TCH 40’. Tree.
RWY 27: PAPI(P2L)—GA 3.0º TCH 40’. Tree.
SERVICE: S4  FUEL  100LL, JET A
LGT Actvt MIRL Rwy 09–27—CTAF.
Rwy 27 PAPI unusable byd 1 NM fm thr.
AIRPORT REMARKS: Attended 1300–2200Zt. Deer on and inv of arpt.
Possible tfc from the Southampton Memorial Helipad 2 NM west of
arpt. TPA—840(800) lgt actl, 1540(1500) lvy actl. Drainage
ditches next to rwy & twys. Arpt FBO clsd Sat and Sun.
AIRPORT MANAGER: 757-562-8764
COMMUNICATIONS: CTAF/UNICOM 122.8
NORFOLK APP/DEP CON 127.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN RGNL
FRANKLIN
N36º42.85´ W77º00.74´ NOTAM FILE FKN.
(L) (L) VORTACW 110.6 FKN Chan 43 108º 5.4 NM to Franklin Rgnl. 84/9W.
VOR unusable:
- 090º–119º byd 18 NM blo 2,000´
- 119º–128º byd 10 NM
- 129º–134º byd 33 NM
- 135º–148º
TACAN AZIMUTH unusable:
- 090º–139º
DME unusable:
- 090º–139º

FREDERICKSBURG
SHANNON (EZF)(KEZF) 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 during opr hrs. Rwy 15 clsd to Indg. Rwy 33 clsd for txof. 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 actc park on ramp NE side of trml. Req R/W actf not taxi next to trml.
AIRPORT MANAGER: 540-373-4431
COMMUNICATIONS: CTAF/UNICOM 122.8
® BROOKE RCO 122.1R 114.5T (LEESBURG RADIO)
® QUANTICO APP/DEP CON 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡ exc Sat, Sun and holidays)
other times ctc
® POTOMAC APP/DEP CON 128.525 (When NYG twr clsd)
CLEARANCE DELIVERY PHONE: Clearance delivery phone: GCO avbl on freq 135.075; Quantico CD during op hrs - 6 clicks, Potomac CD all otr times - 4 clicks. If una, for CD ctc Quantico CD during op hrs at 703-784-5990, Potomac Apch all otr times at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
BROOKE (L) VORTAC 114.5 BRV Chan 92 N38º20.18´ W77º21.17´ 237º 6.2 NM to fldd. 145/9W.
DME unusable:
- 011º–060º byd 20 NM
- 061º–120º
- 121º–161º byd 17 NM
- 162º–238º
- 239º–249º byd 5 NM
- 250º–010º
VOR unusable:
- 001º–360º
TACAN AZIMUTH unusable:
- 011º–060º byd 20 NM
- 061º–120º
- 121º–161º byd 17 NM
- 162º–238º
- 239º–249º byd 5 NM
- 250º–010º
NDB (MHW) 237 EZF N38º15.98´ W77º27.03´ at fld. 83/10W. NOTAM FILE EZF. NDB unmonitored when arpt unatndd.
NDB unusable:
- Byd 15 NM

HELIPAD H1: H30X30 (CONC)
FRONT ROYAL–WARREN CO  (FRR)(KFRR)  3 W  UTC–5(–4DT)  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 3.0° TCH 16’. Road.
    RWY 28: APAP(PNIL)—GA 3.0° TCH 16’. Pole.
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:
LINCOLN (L)  VORTAC 114.3  LDN  Chan 90  N38º51.26’ W78º12.33’  335° 4.4 NM to fld. 2435/6W.
DME portion unusable:
115°–150° byd 20 NM bio 3,500’
150°–155° byd 20 NM bio 4,000’
155°–175° byd 20 NM bio 4,500’
175°–200° byd 20 NM bio 5,000’
200°–225° byd 20 NM bio 5,500’
TACAN AZIMUTH unusable:
115°–225° byd 20 NM

GALAX HILLSVILLE
TWIN CO  (HLX)(KHLX)  7 NE  UTC–5(–4DT)  N36º45.97’W80º49.41’
2694  B  NOTAM FILE HLX
RWY 01–19: H4204X75 (ASPH)  S–12.5  MIRL  1.2% up S
    RWY 01: REIL  PAPI(P2L)—GA 3.0° TCH 21’. Trees.
SERVICE: S4  FUEL 100LL, JET A+  LGT ACTVT MIRL RWY 01–19—CTAF.
AIRPORT MANAGER: 276-728-4504
WEATHER DATA SOURCES: AWOS–3 118.375 (276) 728–5897.
COMMUNICATIONS: CTAF/UNICOM 122.8
® ROANOKE APP/DEP CON 126.0
CONTINUED ON NEXT PAGE
VIRGINIA
CONTINUED FROM PRECEDING PAGE

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) (H) VORTACW 116.8  PSK  Chan 115  N37°05.26’ W80°42.77’  201° 20.0 NM to fld. 2127/6W.
DME unusable:
034°–038° byd 25 NM
135°–175° byd 25 NM blo 10,000’
200°–225° byd 10 NM
250°–350° byd 25 NM blo 10,000’
284°–286° byd 10 NM blo 10,000’
287°–316° byd 25 NM blo 10,000’
315°–335° byd 10 NM blo 10,000’
334°–033° byd 25 NM blo 10,000’

TAGAN AZIMUTH unusable:
034°–038° byd 25 NM
053°–100°
135°–175° byd 25 NM blo 10,000’
200°–225° byd 10 NM
234°–283°
284°–286° byd 10 NM blo 10,000’
287°–316° byd 25 NM blo 10,000’
315°–335° byd 10 NM blo 10,000’
334°–033° byd 25 NM blo 10,000’


GLADE SPRING
N36°49.51’ W82º04.74’ NOTAM FILE DCA.
(L) (L) VOR/DME 115.55 GZG  Chan 102(Y) 045° 19.7 NM to Tazewell Co. 4200/2W.
VOR unusable:
010°–095°
115°–120° byd 20 NM blo 10,000’
351°–004° byd 15 NM blo 8,000’

RCO 122.1R 115.95T (LEESBURG RADIO)

GORDONSVILLE MUNI
(GVE)/(KGVE) 3 NE  UTC–(–4DT)  N38°09.36’ W78º09.95’
RWY 05–23: H2300X40 (ASPH)  S–12.5  MIRL  0.5% up SW
RWY 05: APAP(PNIR). 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 866-664-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(WH) VORTAC 115.6  GVE  Chan 103  N38°00.82’
W78º09.18’  002° 8.6 NM to fld. 383/6W.

TAGAN AZIMUTH unusable:
250°–260° byd 25 NM blo 7,000’

VOR unusable:
005°–050° byd 40 NM
180°–207° byd 40 NM
208°–218° byd 40 NM blo 3,000’
208°–218° byd 50 NM
219°–225° byd 40 NM
260°–301° byd 40 NM
302°–312° byd 40 NM blo 9,000’
302°–312° byd 65 NM
313°–331° byd 40 NM
332°–342° byd 40 NM blo 6,100’
332°–342° byd 46 NM
343°–360° byd 40 NM
GORDONSVILLE  N38º00.82´ W78º09.18´  NOTAM FILE DCA.
(H) (H) VORTAC  115.6   GVE  Chan 103  002º 8.6 NM to Gordonsville Muni. 383/6W.
VOR unusable:
005º–050º byd 40 NM
180º–207º byd 40 NM
208º–218º byd 40 NM blo, 3,000´
219º–225º byd 40 NM
260º–301º byd 40 NM
TACAN AZIMUTH unusable:
250º–260º byd 25 NM blo, 7,000´

HARDCUM  N37º26.92´ W76º42.68´  NOTAM FILE DCA.
(L) (L) VORTAC  108.8   HCM  Chan 25  338º 5.0 NM to Middle Peninsula Rgnl. 8/7W.
VOR unusable:
056º–095º blo, 2,000´
174º
275º–300º blo, 2,000´

HOPEWELL  N37º19.73´ W77º06.96´  NOTAM FILE DCA.
(L) (L) VORTAC  114.35   HPW  Chan 90(Y)  003º  10.5 NM to New Kent Co. 70/6W.

HOT SPRINGS INGALLS FLD  (HSP)(KHSP)  3 S  UTC–5(–4DT)  N37º57.09´ W79º50.03´
3793  B  NOTAM FILE HSP
HIRL  0.5% up SW
RWY 07:  PAPI(P4R)—GA 3.0º TCH 45´. Trees.
RWY 25:  REIL. PAPI(P4L)—GA 3.0º TCH 56´.
SERVICE:
FUEL  100LL, JET A+
LGT ACTVT REIL Rwy 25, PAPI Rwys 07 and 25, HIRL Rwy 07–25 and twy lghts—CTAF.
AIRPORT REMARKS:
Attended 1400–2200Z‡. Wildlife, including bear on and 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:
WASH DC svc 1500–2300Z; other times CLASS G.
RADIO AIDS TO NAVIGATION:
MONTEBELLO  (VL) (L) VOR/DME  115.3   MOL  Chan 100  N37º54.03´ W79º06.41´  280º 34.6 NM to fld. 3455/5W.
DME unusable:
158º–168º byd 30 NM blo, 6,000´
ILS 108.7  I–HSP  Rwy 25. Class IT. Unmonitored when FBO clsd.

HUMMEL FLD  (See SALUDA on page 377)

INGALLS FLD  (See HOT SPRINGS on page 354)
JONESVILLE
Lee Co (QVG) 5 SW UTC–5(–4DT) N36º39.25´ W83º13.07´
1411 B NOTAM FILE DCA
RWY 07–25: H5003X75 (ASPH) S–30 MIRL 0.9% up NE
RWY 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+ LTG Activate REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25, MIRL Rwy 07–25—CTAF.
Airport Remarks: Attended on call. Call 276–346–2075 or 276–346–3051. 100LL avbl 24/7 with credit card.
Airport Manager: 276-346-7714
Weather Data Sources: AWOS–3 120.125 (276) 346–3333.
Communications: CTAF 122.9
ATLANTA CENTER APP/DEP CON 127.55
Clearance Delivery Phone: For CD ctc Atlanta ARTCC at 770-210-7692.
Radio Aids to Navigation: NOTAM FILE LOU.
Hazard (L) DME 111.2 AZQ Chan 49 N37º23.48´ W83º15.78´ 177º 44.2 NM to fld. 1243.
monitored by AOC 24 hrs
DME portion unusable:
Byd 25 NM blo 4,500´

KENBRIDGE
Lunenburg Co (W31) 3 W UTC–5(–4DT) N36º57.62´ W78º11.11´
526 B NOTAM FILE DCA
RWY 02–20: H3000X50 (ASPH–AFSC) S–12.5 LIRL 0.4% up N
RWY 02: APAP(PNIL)—GA 5.0º TCH 26´. Tree.
RWY 20: APAP(PNIL)—GA 5.0º TCH 26´. Tree.
Service: Fuel 100LL
Airport Manager: 434-262-3750
Weather Data Sources: AWOS–3 123.875 (434) 676–1078.
Communications: CTAF/UNICOM 122.7
WASHINGTON CENTER APP/DEP CON 118.75
Clearance Delivery Phone: For CD ctc Washington ARTCC at 703-771-3587.
Radio Aids to Navigation: NOTAM FILE DCA.
Lawrenceville (L) (W) VORTAC 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 341)

LAKE COUNTRY RGNL (See CLARKSVILLE on page 343)
LANGLEY AFB (LFI) (KLFI) AF (NASA A) 3 N UTC–5(–4DT) N37º04.97´ W76º21.63´

WASHINGTON
H–101, 12I, L–350
IAP, DIAP, AD

RWY 08–26: H10002X150 (CONC–GRVD) PCN 57 R/B/W/T HIRL

ARRESTING GEAR/SYSTEM


Aircraft intending to operate from NASA ramp shall contact NASA Flight Operations at lar–dl–fltops@mail.nasa.gov to arrange for approval and support prior to arrival. Additionally obtain PPR from 1 OSS/OSA at DSN 574–5411, C757–764–5411 outside of opening hrs. Aircraft must comply with all regulations and NOTAMs in effect.
AIRSPACE: CLASS D.
RADIO AIDS TO NAVIGATION: NOTAM FILE LFI.
(L) TACAN Chan 70 LFI (112.3) N37°05.13’ W76°21.56’ at fld. 7/10W.
TACAN AZIMUTH unusable:
252°–278° byd 20 NM
278°–342°
357°–033° byd 20 NM
DME unusable:
103°–165° byd 30 NM
252°–278° byd 20 NM
278°–342°
357°–033° byd 20 NM
ILS 109.9 I–LFI Ryw 08. No NOTAM MPs unsked; for sys downtimes coord thru 1 OSS/OSA
ILS 109.9 I–ABM Ryw 26. Class IB. No NOTAM MPs unsked; for sys downtimes coord thru 1 OSS/OSA.

LAWRENCEVILLE
BRUNSWICK CO (LVL)(KLVL) 3 E UTC–5(–4DT) N36°46.48’ W77°47.63’
329 NOTAM FILE DCA
RWY 18–36: H3020X50 (ASPH) S–12.5 0.6% up N
RWY 18: Pole.
RWY 36: Road.
AIRPORT MANAGER: 434-848-2767
COMMUNICATIONS: CTAF/UNICOM 122.8
WASHINGTON CENTER APP/DEP CON 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LAWRENCEVILLE (L) (L) VORTAC W 112.9 LVL Chan 76 N36°49.08’ W77°54.18’ 124° 5.9 NM to fld. 350/8W.
VOR unusable:
090 blo 7,000’
090 byd 20 NM
091°–105°
106 blo 7,500’
106 byd 27 NM
107°–170°
171°–280° blo 6,000’
201°–325° byd 17 NM blo 9,000’
326°–089°
TACAN AZIMUTH unusable:
Blw 3,000’
VOR OTS indef
DME unusable:
Blw 3,000’

LEE CO (See JONESVILLE on page 355)
LEESBURG EXEC (JYO)(KJYO) 3 S UTC–5(–4DT) N39º04.68´ W77º33.45´
390 B TPA—1200(810) LRA NOTAM FILE JYO
Rwy 17–35: H5500X100 (ASPH—GRVD) S–30, D–70
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 OK LGT
When ATCT clsd ACTVT ODALS Rwy 17; REIL Rwy 17 and 35; PAPI Rwy 17 and 35; PAPI Rwy 17 and 35; HIRL Rwy 17–35—CTAF. Rwy 17 nstd ODALS, 3 lgts.
AIRPORT MANAGER: 703-737-7125
WEATHER DATA SOURCES: AWOS—3 125.225 (703) 777–3781.
COMMUNICATIONS: CTAF 127.5 UNICOM 122.975
® POTOMAC APP/DEP CON 125.05
LEESBURG TOWER TOWER 127.5 (1300–2300Z‡) GND CON 120.5
CLNC DEL 120.5 118.55
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Potomac Apch 118.55 or 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) (L) VOR/W/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—IYO 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:
115º–225º byd 20 NM

LONESOME PINE (See WISE on page 387)
LOUISA CO/FREEMAN FL D (LKU)(KLKU) 2 SE UTC—5(—4DT) N38°00.59′ W77°58.21′

494 B NOTAM FILE LKU

RWY 09–27: H4300X100 (ASPH) S–12.5 MI RL 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; MI RL Rwy 09–27—CTAF.


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 540-349-9679

RADIO AIDS TO NAVIGATION:

GORDONSVILLE (VH) (H) VORTAC 115.6 GVE Chan 103 N38º00.82′ W78º09.18′ 097º 8.7 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

LOC/DME 108.55 l—LKU Chan 22(Y) Rwy 27.

LUNENBURG CO (See KENBRIDGE on page 355)

LURAY CAVERNS (LUA)(KLUA) 2 W UTC—5(—4DT) N38º40.00′ W78º30.05′

902 B NOTAM FILE DCA

RWY 04–22: H3126X75 (ASPH) S–12.5 MI RL

RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 30′. Tree.

RWY 22: REIL. PAPI(P2L)—GA 3.0º TCH 36′. Road. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT REIL Rwy 04–22; MI RL Rwy 04–22—CTAF.


AIRPORT MANAGER: 540-743-6070

WEATHER DATA SOURCES: AWOS–3 118.275 (540) 743–1148.

COMMUNICATIONS: CTAF/UNICOM 122.8

® WASHINGTON CENTER APP/DEP CON 133.2


RADIO AIDS TO NAVIGATION:

LINDEN (L) (L) VORTACW 114.3 LDN Chan 90 N38º51.26′ W78º12.33′

LOC/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 unatndd.

NDB unusable:

050º–208º byd 10 NM

209º–049º byd 15 NM
LYNCHBURG

FALWELL (W24) 3 SE UTC–5(–4 DT) N37º22.68’ W79º07.33’
939 TPA—1739(800) NOTAM FILE DCA
RWY 10–28: H2932X50 (ASPH) MIRL 4.7% up W
RWY 10: Trees.
SERVICE: S4 FUEL 100LL LGT Actvl TRIL Rwy 28 CTAF.
AIRPORT MANAGER: 434-845-8769
COMMUNICATIONS: CTAF/UNICOM 123.0
® ROANOKE APP/DEP CON 125.475 135.0
CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) (L) VORW/DME 109.2 LYH Chan 29 N37º15.27’ W79º14.18’ 041º 9.2 NM to fld. 871/5 W.
VOR unusable: 020º–025º 200º–210º 301º–360º

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)(KLYH) 5 SW UTC–5(–4 DT) N37º19.52’
938 B ARFF Index—See Remarks NOTAM FILE LYH
PCN 29 F/A/X/T HIRL 0.6% up NE
RWY 04: MALSR. PAPI(P4L)—GA 3.0º TCH 55’. RVR–T
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 45’. RVR–R
RWY 17: REIL. PAPI(P2L)—GA 4.0º TCH 16’.
RWY 35: REIL. PAPI(P2L)—GA 4.0º TCH 17’.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7100 TODA–7100 ASDA–6800 LDA–6800
RWY 17: TORA–3386 TODA–3386 ASDA–3386 LDA–3386
RWY 35: TORA–3386 TODA–3386 ASDA–3386 LDA–3386
AIRPORT MANAGER: 434-455-6090
WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.
COMMUNICATIONS: CTAF 127.65 ATIS 119.8 UNICOM 122.95
RCO 122.6 (LEESBURG RADIO)
® ROANOKE APP/DEP CON 125.475 135.0
TOWER 127.65 (1130–0330Z) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Roanoke Apch at 540-563-1307.
AIRSPACE: CLASS D svc 1130–0330Z; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
BOJAR NDB (MMH/LOM) 385 LY N37º15.75’ W79º14.59’ 036º 4.3 NM to fld. 804/8W. NDB unmonitored when ATCT closed.
(L) (L) VORW/DME 109.2 LYH Chan 29 N37º15.27’ W79º14.18’ 027º 4.6 NM to fld. 871/5 W.
VOR unusable: 020º–025º 200º–210º 301º–360º
ILS 110.1 1–LYH Rwy 04. Class IE. LOM BOJAR NDB. ILS mon 24 hr at AOC.

NE, 11 JUL 2024 to 5 SEP 2024

CINCINNATI
L–26J, 36G
IAP
LYNCHBURG
H–10H, 12H, L–26J, 36G
IAP, AD
MARION/WYTHEVILLE

MOUNTAIN EMPIRE (MKJ)(KMJ) 9 NE UTC–5 (–4DT) N36º53.69´ W81º21.00´

RWY 08–26: H5252X75 (ASPH) S–20 MIRL 1.1% up W
RWY 08: REIL, PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 26: REIL, PAPI(P2L)—GA 3.75º TCH 47´. Road.
SERVICE: FUEL 100LL, JET A+ LGT MIRL
AIRPORT MANAGER: 276-783-8805
COMMUNICATIONS: CTAF/UNICOM 122.7
ATLANTA CENTER APP/DEP CON 127.85
CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.
COMMUNICATIONS TO NAVIGATION: NOTAM FILE PSK.
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

CINCINNATI H–9B, 12H, L–26 IAP

PULASKI (H) (H) VORTAC W 116.8 PSK Chan 115 256º 32.7 NM to fld. 2127/6W.

DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
250º–350º byd 25 NM blo 10,000´
284º–286º byd 10 NM blo 10,000´
287º–316º byd 25 NM blo 10,000´
315º–335º byd 10 NM blo 10,000´
334º–033º byd 25 NM blo 10,000´
TACAN AZIMUTH unusable:
034º–038º byd 25 NM
053º–100º
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 Rw 26. LOC unmonitored when arpt unatndd. LOC usable byd 15º left and right of course.
MARY WALKER LZ (APHH)(KAPH) A  2 NW UTC–5(–4DT) N38°04.13´ W77°19.14´
220  TPA—See Remarks  NOTAM FILE DCA  Not insp.
RWY 05–23: 2202X100 (TURF)

RWY 23: Rgt tfc.

MILITARY REMARKS: Attended Mon–Fri 1300–2100Z, excluding holidays, other times on request. RSTD Rotary wing act only.

WASHINGTON
H–99, 12H, L–26J
IAP

COMMUNICATIONS: CTAF 126.2
POTOMAC APP/DEP CON 126.75

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE EZF.

SHANNON NDB (MHW) 237  E7  N38°15.98´ W77°16.77´ 300º 40NM to fld. 83/10W. NDB unmonitored when arpt unatndd.

COMM/NAV/WEATHER REMARKS: Ctc NOMAD Advisory/Range Control on 126.2.
MC LAUGHLIN SPB  (See CHESTER on page 343)

MECKLENBURG–BRUNSWICK RGNL  (See SOUTH HILL on page 378)

MELFA
ACCOMACK CO  (MFV)(KMVF)  1 W  UTC–5(–4DT)  N37°38.81´  W75°45.66´
48  B  TPA—See Remarks  NOTAM FILE MFV
RWY 03–21: H5000X100 (ASPH)  S–26  MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
RWY 21: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
SERVICE:  FUEL  100LL, JET A  LGT MIRL Rwys 03–21 preset low inst; incr inst & actvt REIL Rwys 03 & 21—CTAF.
AIRPORT REMARKS:  Attended 1330–2230Z‡. Deer on and inv of arpt.
Self-serve fuel (100LL and Jet A) avbl 24hrs. TPA—898(850) lgt acft, 1548(1500) hvy acft. After hours access to restrooms.
AIRPORT MANAGER:  757-787-4600
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  N37°20.85´
W75°59.86´  042º 21.2 NM to fld. 10/10W.
TACAN AZIMUTH unusable:
005º–015º byd 20 NM blo 4,000´
VOR unusable:
137º–322º byd 17 NM blo 2,000´
137º–322º byd 22 NM blo 3,000´
DME unusable:
005º–015º byd 20 NM blo 4,000´
LOC/DME 110.15 I–MFV Chan 38(Y) Rwy 03.

MIDDLE PENINSULA RGNL  (See WEST POINT on page 385)

MONETA
SMITH MOUNTAIN LAKE  (W91)  4 SE  UTC–5(–4DT)  N37°06.46´  W79°35.55´
892  B  NOTAM FILE DCA
RWY 05–23: H3058X50 (ASPH)  MIRL  1.2% up NE
RWY 05: Thd dpstdc 250´. Trees.
RWY 23: Tree.
SERVICE:  S4  FUEL  100LL  LGT ACTVT MIRL Rw 05–23—CTAF.
AIRPORT REMARKS:  Attended continuously. Parachute Jumping. Deer on and inv of arpt. 24 hr self-serve fuel available with credit card. Csld to transient practice landings. Rw 05–23 csld to transient act performing TGL and PLA. Rwy 05 mrks wrong size arrows. Rwy 23 mrks 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/W/DME 109.2  LYH Chan 29  N37°15.27´
W79°14.18´  248º 19.2 NM to fld. 871/5W.
VOR unusable:
020º–025º
200º–210º
301º–360º

WASHINGTON
H–10I, 12I, L–36I
MOUNTAIN EMPIRE (See MARION/WYTHEVILLE on page 361)

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 373)

NEW LONDON (See FOREST on page 350)

NEW MARKET  (8W2)  2 W  UTC–5(–4DT)  N38°39.36’ W78°42.51’
963  B  TPA—1788(825)  NOTAM FILE DCA
RWY 06–24:  H2920X60 (ASPH)  LIRL(NSTD)
RWY 06:  Trees. Rgt tfc.
RWY 24:  Thld dsplcd 918’. Pole.
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 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
Clearance Delivery Phone:  For CD ctc Washington ARTCC at 703-771-3587.
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 b/o 3,500’
150°–155° byd 20 NM b/o 4,000’
155°–175° byd 20 NM b/o 4,500’
175°–200° byd 20 NM b/o 5,000’
200°–225° byd 20 NM b/o 5,500’
TACAN AZIMUTH unusable:
115°–225° byd 20 NM

NEW RIVER VALLEY (See DUBLIN on page 347)
NEWPORT NEWS/WILLIAMSBURG INTL  (PHF)  (KPHF)  9 NW  UTC–5(–4DT)  N37º07.91´  
W76º29.58´

42  B  LRA  Class I, ARFF Index B  NOTAM FILE PHF

RWY 07–25: H8003X150 (ASPH–GRVD)  S–100, D–200, 2S–175,  
2D–350 PCN 73 R/B/W/T  HIRL

RWY 07: MALSR. RVR–T Trees.


RWY 02–20: H6526X150 (CONC–GRVD)  S–100, D–200, 2S–175,  
2D–350 PCN 68 R/C/W/T  HIRL

RWY 02: PAPI(P4L)—GA 3.0º TCH 53´. 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  OX4  LGT  Active MALSR Rwy 07; REIL  
Rwy 20 & 25; PAPI Rwy 02, 20 & 25; HIRL Rwy 02–20 & 07–25; tway  
lgts—CTAF. Rwy 07 MALSR unmonitored.

AIRPORT REMARKS: Attended continuously. Glider activity approximately 19 miles southwest of arpt, up to base of clouds. Birds  
involv arpt. Use cntr low lv hel invol arpt. RC park apxly 2 miles N of arpt, up to 400 ft. PPR 45 minutes for unscheduled  
air carrier ops with more than 30 passenger seats call arpt ops at 757–234–0568. Rwy 02–20 CONC–GRVD from AER  
20 to 5000´. Remainder ASPH–GRVD. Actv arriving/departing Newport News should announce intentions on CTAF when  
twr clsd. Ldg fee for acft over 12,500 lbs. Flight Notification Service (ADCUSS) available.

AIRPORT MANAGER: 757-877-0221

WEATHER DATA SOURCES: ASOS (757) 874–3682

COMMUNICATIONS: CTAF  118.7  ATIS  128.65  UNICOM  122.95

® NORFOLK APP CON  125.7  CLNC DEL  124.9 (when twr clsd)

® NORFOLK DEP CON  124.9

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

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: MALSR. PAPI(P4L)—GA 3.0º TCH 43´. Tree.

       RWY 23: REIL. PAP(P4L)—GA 3.0º TCH 42´. Tree. Rgt tfc.

SERVICE: S4  FUEL  100LL, JET A  LOT ACTVT HIRL Rw 05–23, MALSR
Rwy 05 and REIL Rwy 23—CTAF.

NOISE: Noise abatement procedures in effect; ctc apnrg
757–432–8110.

AIRPORT REMARKS: Attended 1300–0100Z‡. Deer and geese on and in
TPA 1019(1000), turbine/large acft 1519(1500).

AIRPORT MANAGER: 757-432-8110

WEATHER DATA SOURCES: AWOS–3  123.675 (757) 204–4290.

COMMUNICATIONS: CTAF/UNICOM 123.075

NORFOLK APP/DEP CON 118.9

CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 thru Norfolk CD. If
un, 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´
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 111.7  I–EYK  Chan 54  Rw 05.  Class IA.

NE, 11 JUL 2024 to 5 SEP 2024
HAMPTON ROADS EXEC (PVG)(KPVG) 7 SW UTC–5(–4DT) N36°46.85’ W76°27.08’

28 B TPA—See Remarks NOTAM FILE DCA

RWY 10–28: H5350X100 (ASPH–GRVD) D–75 HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree. Rgt tfc.

RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree.

RWY 02–20: H3525X70 (ASPH) S–12.5 MIRL

RWY 02: Thld dsplcd 898’. Road.


SERVICE: S4 FUEL 100LL, JET A+ LGT Actvt REIL Rwy 10 & 28; PAPI Rwy 10 & 28; MIRL Rwy 02–20; HIRL Rwy 10–28—CTAF.


AIRPORT MANAGER: 757-465-0260

WEATHER DATA SOURCES: AWOS–3PT 118.375 (757) 465–2175.

COMMUNICATIONS: CTAF/UNICOM 122.725

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (VH) (H) VORTAC 116.9 ORF Chan 116 N36°53.51’ W76°12.02’ 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, 11 JUL 2024 to 5 SEP 2024
NORFOLK INTL (ORF)(KORF) 3 NE UTC–5(–4DT) N36°53.68’ W76°12.07’

RHW 05–23: H9001X150 (ASPH–CONC–GRVD) S–150, D–200,
25–175, 2D–350, 2D2–475 PCN 53 R/C/W/T HIRL. CL
RHW 05: MALSR. PAPI(P4L)—GA 3.0º TCH 71’. RVR–T Thld dsplcd
RHW 14–32: H4876X150 (ASPH–GRVD) S–75, D–100, 2S–127
PCN 27 F/A/W/T MIRL
RHW 14: REIL. PAPI(P2L)—GA 3.0º TCH 36’. Thld dsplcd 575’. Tree.
Rgt tcf.
RHW 32: REIL. PAPI(P2L)—GA 3.0º TCH 34’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RHW 05: TORA–9001 TODA–9001 ASDA–8809 LDA–7809
RHW 14: TORA–4876 TODA–4876 ASDA–4301 LDA–8995
RHW 32: TORA–4876 TODA–4876 ASDA–3901 LDA–3901

SERVICE: S2 FUEL 100LL, JET A
NOISE: Noise abatement procedures in effect.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Flocks of
birds on and invoked arpt. Inmtm afld mowing ops Mar–Nov. Rwy 05–23
grvd 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

AIRSPACE: CLASS C svc ctc
RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.
(VH) (H) VORTAC 116.9 ORF Chan 116 N36°53.51’ W76°13.01’ at fld.
VOR unusable:
050º–070º byd 40 NM
100º–105º byd 40 NM
160º–250º 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 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.

CONTINUED ON NEXT PAGE
SERVICE: OX 1, 2 MILITARY—A-GEAR
Avoid centrl lgt Rwy 10–28 dur cable engagement to prevent tailhook skip. Dist Rwy 28 measured fr dwtn posn at dep end of rwy nwmlly. Shortfld gear avbl with 20 min PN. JASU (NC–10C) (NC–8A/A1) (NCPP–105 Ctc Air Ops Duty Officer to ensure avbl.) FUEL J5. No tran coper hot pit wo prior coord with host squadron. FLUID ADI SP PRESAIR LHOX LOX OIL. No tran work/msn planning/briefing spaces or COMSEC stor for dets.

NOISE: Noise abatement: No practice apch Mon–Sat 0400–1200Z‡, Sun 0400–1800Z‡. OT by NOTAM. No copter ovft Willoughby Spit exc via Point Xray (Chambers Tacan R–042/1.5 DME) or point Yankee (Chambers Tacan R–009/1.8 DME) at 500´.

MILITARY REMARKS: Clsd 0400Z‡ fourth THU NOV–1200Z‡ fourth FRI NOV, Clsd 1900Z‡ 24 DEC–1200Z‡ 26 DEC, Clsd 1900Z‡ 31 DEC–1200Z‡ 2 JAN. See FLIP AP/1 Supplementary Arpt Information. RSTD PPR for non Chambers fld based acft. DSN 262–3419/3429. C757–322–3419/3429. AMC/ATOC DSN 341–9926/7/8. Acft utilizing AMC tmvl ctc AMC/AMC tmvl 15 min prior arr with load rpt. Acft oversaes ctc AMC/AMC via phone patch 2 hr prior arr for cstm. All other acft, ctc Base Ops 15 min prior arr. CAUTION Extv fish spotting actvt 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 nwys. Arr/dep TCAS equipped acft should expect numerous TCAS alerts from ships or transmitting into/out of the Chesapeake and coastal waters. Extv VFR rfc opr west of Chambers Class D and Norfolk Class C Airspace, Bird haz. Rwy 28 multiple cranes 1.2 NM to 1.3 NM fm DER 1600´ L to 4000´ MSL. TFC PAT R rfc Rwy 28. Basic f/w/VFR min 1000´ and 3 NM. Heliport Rwy 09–27. MISCl Rwy 10–28 grooved. Flight plans for NS Norfolk, ChambersFld and NAS Oceana should be fax/ed to DSN 565–9680, C757–445–9680 or emailed to W_CNI_Nrfk_Nsnorfolk_N32_ATC_Users@navy.mil. To cfm receipt of flt plans call NS Norfolk, Chambers Fld flight planning supervisor at DSN 262–3419/3429. For civil lndg permit (CALP) info ctc afld mgr C757–322–3419/3429.

COMMUNICATIONS: SFA ATIS NORFOLK APP CON 118.425 338.225® NORFOLK TOWER 124.3 379.15 GND CON 121.8 370.85 CLNC 120.7 339.8 PAT DEL 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 298.95 349.5 METRO 271.6 BASE OPS 126.2 268.8 AIRSPACE: CLASS D.

VIRGINIA

OCEANA NAS (APOLLO SOUCEK FLD) (NTU)(KNTU) N 3 SW UTC–5(–4DT) N36°49.36´

W76°01.91´

22 B NOTAM FILE NTU Not insp.

Rwy 05R–23L H12001X200 (PEM) PCN 79 R/C/W/T HIRL CL

Rwy 05L: ALSF1. OLS.

Rwy 23L: ALSF1. OLS.

Rwy 14L–32R: H8001X150 (PEM) PCN 76 R/C/W/T HIRL

Rwy 14L: ALSF1. OLS.

Rwy 23R: OLS.

Rwy 05L–23R: H8000X150 (PEM) PCN 90 R/B/W/T HIRL

Rwy 05L: OLS.

Rwy 23R: OLS.

NOTAM FILE NTU

Service:

- Ox 1, 2, 3, 4
- Military—A-Gear
- A-G nml rigged all rwy except inboard rwy shortfield A-G. JASU (NC–10C)

- Fuel
  - Tran hot pit avbl 1300–0330Z‡ Mon–Fri, PPR; unavbl weekend/hol.

- Fluids
  - SP LHOX LOX unavail wkends and hol.
  - OIL Unavailable.

- Trans Alert
  - Tran line 1230–0330Z‡ Mon–Fri; 1300–2300Z‡ Sat, Sun, and hol. Ltd prk/stor fac. Dur peak periods extv delay in tran svg. JOSAC/NALO have priority. No LAV svc or potable water avbl.

- Noise
  - Noise abtmt: Strict compliance rqr with program outlined in FLIP AP/1 Supplementary Arpt Information.

- Military Remarks: Class D and Class E–ext avail 0500–0459Z‡ Sun–Sat exc by NOTAM. A/D use ctn parasailing will take place along the coast from NTU R–350 to NTU R–160 from coastline to 3 NM. Daytime and VMC only. From 1 Apr until 30 Oct. For civil acft landing permit (CALP) info ctc afld mgr C757–433–2318/2161.

- Radio
  - Communications: SFA
    - 288.3 346.4 328.4 310.8 363.1 352.1 348.75
  - OCEANA APP/DEP CON
    - 266.8 123.9
  - Tower
    - 127.075 360.2 GND CON 119.6 336.4 CLNC DEL 254.4
  - PMSV
    - 387.4 BASE OPS 284.9 (not avbl 0700–1200Z‡)

- Weather Data Sources: ASOS DSN 433–3619

- Weather
  - WEATHER DATA SOURCES: ASOS DSN 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
  - PMSV 387.4 BASE OPS 284.9 (not avbl 0700–1200Z‡)
  - ATCOM 6723

- Airspace: Class D svc 0500–0459Z‡; other times CLASS E.

- Radio Aids to Navigation: NOTAM FILE NTU

- (H) TACAN
  - Chan 113 NTU (116.6) N36°49.45´ W76°02.22´ at fld. 16/10W.

- TACAN
  - Azimuth unusable:
    - 200°–210° byd 20 NM blo 2,000´
    - 211°–244° byd 20 NM blo 3,000´
    - 245°–315°
  - 316°–349° byd 20 NM blo 6,000´
  - 350°–199° byd 20 NM blo 2,000´

- DME
  - Azimuth unusable:
    - 200°–210° byd 20 NM blo 2,000´
    - 211°–244° byd 20 NM blo 3,000´
    - 245°–315°
    - 316°–349° byd 20 NM blo 6,000´
    - 350°–199° byd 20 NM blo 2,000´

- ASR/Par

- Comm/Nav/Weather Remarks: Radar see Terminal FLIP for Radar Minima.

NE, 11 JUL 2024 to 5 SEP 2024
**ORANGE CO**  (OMH)(KOMH)  3 E  UTC–5(–4DT)  N38°14.83’ W78°02.74’

464  B  NOTAM FILE OMH

RWY 08–26: H3200X75 (ASPH–AFSC)  S–12  MIRL  0.6% up NE

RWY 08: REIL. PAPI(P2L)—GA 4.0º TCH 42’. Tree.

RWY 26: REIL. PAPI(P2L)—GA 4.0º TCH 44’. Pole.

SERVICE:  FUEL  100LL, JET A+  LGT ACTVT REIL Rwy 08 and Rwy 26; PAPI Rwy 08 and Rwy 26; MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER:  540-672-2158

WEATHER DATA SOURCES: AWOS–3  118.075 (540) 672–0505.

COMMUNICATIONS: CTAF/UNICOM  122.8

P O T O M A C  A P P / D E P  C O N  132.85 120.525

CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

GORDONSVILLE (VH) (H) VORTAC  115.6  GVE  Chan 103  N38°00.82’

W78°09.18’  026º 14.9 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

322º–342º byd 40 NM blo 6,100’

322º–342º byd 46 NM

343º–360º byd 40 NM


**PETERSBURG**

**TRI CITIES EXEC/DINWIDDIE CO**  (PTB)(KPTB)  5 SW  UTC–5(–4DT)  N37°11.06’ W77°30.37’

193  B  TPA—993(800)  NOTAM FILE PTB

RWY 05–23: H5002X100 (ASPH–GRVD)  S–25, 2S–83  MIRL

RWY 05: ODALS. PAPI(P4L)—GA 3.0º 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 Rwys 05 and 23; and MIRL Rwy 05–23—CTAF.


AIRPORT MANAGER:  804-861-0218

WEATHER DATA SOURCES: AWOS–3  133.325 (804) 861–5551.

COMMUNICATIONS: CTAF/UNICOM  122.7

P O T O M A C  A P P / D E P  C O N  126.75

CLEARANCE DELIVERY PHONE:  GCO avbl on freq 135.075 thru Potomac Apch CD. If una, for CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

HOPEWELL (L) (L) VORTAC  114.35  HPW  Chan 90(Y)  N37°19.73’

W78°06.96’  251º 20.6 NM to fld. 70/6W.

LOC/DME  110.3  I–JLS  Chan 40  Rwy 05. LOC unmonitored when arpt unatndd.
PULASKI  N37º05.26´ W80º42.77´ NOTAM FILE PSK.

(H) (H) VORTACW 116.8 PSK Chan 115 035º 3.4 NM to New River Valley. 2127/6W.

DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
250º–350º byd 25 NM blo 10,000´
284º–286º byd 10 NM blo 10,000´
287º–316º byd 25 NM blo 10,000´
315º–335º byd 10 NM blo 10,000´
334º–033º byd 25 NM blo 10,000´

TACAN AZIMUTH unusable:
034º–038º byd 25 NM
053º–100º
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
234º–283º
284º–286º byd 10 NM blo 10,000´
287º–316º byd 25 NM blo 10,000´
315º–335º byd 10 NM blo 10,000´
334º–033º byd 25 NM blo 10,000´

RCO 122.3 (LEESBURG RADIO)

QUANTICO MCAF (TURNER FLD) (NYG)(KNYG) MC 03 UTC–5(–4DT) N38º30.22´ W77º18.30´ WASHINGTON 10 L–29E, 34E, 36I, A

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 Rwys 02 & 20; PAPI Rwys 02; HIRL Rwys 02–20; CL Rwys 02; twy lghts—CTAF. To actvt & incr ints cmdsd 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 actv 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 actv and light civil actv op at other than published hr SR–SS only. Clsd fld Opr not authorized for tran actv. CAUTION Bird haz vcnty Rwys 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. Rwys 02 ovn 100´. Rwys 02 no ovn. Twn D stc consists of AM–2 aluminum matting with non–skid all wx coating; no edge lghtng on Twn D. Lghtng on N edge of Twn B btt rwy and int of parl twn. Twn 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. MSNBC Quantico and R–6608 lie within the Washington ADIZ. Pilots must adhere to ADIZ reporting procedures in both these areas. Twn A limited to R/W dalgt VFR only. C–17 landing zone marked but not certif. Assault lghts not autorized. Cat II crash/fire rescue svc. Rwys 02–20 grooved full length. MCAF Quantico has no provisions for Space A passengers. Space A passengers cannot be on–loaded or off–loaded due to security issues. No 180 deg turns on rwy asphalt. 180º turns only on conc EOR. No staggered actv dsf from RCL.

AIRPORT MANAGER: 703-784-2084

COMMUNICATIONS: SFA CTAF 118.6 ATIS 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–Thu 1300–0200Z‡)

APP/DEP CON 127.05 290.375 (1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and hol by NOTAM only.)

POTOMAC APP/DEP CON 128.525 306.925 (When twr clsd)

TOWER 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 PM SW METRO 355

CLEARANCE DELIVERY PHONE: For CD when NYG ATCT/Apch are clsd ctc Potomac Apch at 866-709-4993.
CONTINUED FROM PRECEDING PAGE

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 N38º20.18´ 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 45´. Road.

RWY 29: REIL. PAPI(P2L)—GA 4.0º TCH 45´. Trees.

SERVICE: S2 FUEL 100LL LGT Actvt 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

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.
RICHLANDS

TAZEWELL CO (JFZ) (KFJZ)  2 S  UTC–5(–4DT)  N37º03.82´ W81º47.90´

2653  B  NOTAM FILE JFZ

RWY 07–25: H4299X75 (ASPH)  S–12.5, D–18  MIRL

RWY 07: REIL. PAPI(P2L)—GA 3.5º TCH 47´. Trees.

RWY 25: REIL. PAPI(P2L)—GA 3.5º TCH 47´. Tree.

SERVICE: FUEL  100LL, JET A+

To increase inst and ACTVT REIL Rwy 07 and 25; PAPI Rwy 07–25—CTAF.


AIRPORT MANAGER: 276-963-4509

WEATHER DATA SOURCES: AWOS–3 (76) 596–9927.

COMMUNICATIONS: CTAF/UNICOM 123.05

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.


RICHMOND

RICHMOND EXEC/CHESFIELDER CO (FCI) (KFCL)  4 SW  UTC–5(–4DT)  N37º24.39´

236  B  TPA—See Remarks  LRA  NOTAM FILE DCA

RWY 15–33: H5500X100 (ASPH–GRVD)  S–60, D–80  HIRL

0.7% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 43´. Trees.

RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 50´. Brush.

SERVICE: FUEL  100LL, JET A+  OX

HIRL Rwy 15–33 preset low inst; incr inst and actvt MALSR Rwy 33 and REIL Rwy 15—CTAF.


AIRPORT MANAGER: 804-768-7722

WEATHER DATA SOURCES: AWOS–3PT (804) 271–8426.

COMMUNICATIONS: CTAF/UNICOM 123.05

CLNC DEL 124.6

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

FLAT ROCK (H) (H) VORTACW 113.3  FAK Chan 80  N37º31.71´ W77º49.69´ 123º 16.2 NM to fld. 460/6W.

TACAN 338 radial unusable

VOR unusable:

111º–168º

169º–204º blo 5,000´

274º–337º blo 4,000´

274º–337º blo 33 NM

LOC/DME 108.3–I–CFU Chan 20  Rwy 33.  Class IA.  LOC/DME unmonitored when arpt unatndd.

Airport


RWY 16: MALSRS. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR

RWY 34: ALSF2, TDZL. PAPI(P4L)—GA 3.0º TCH 79’. RVR–TMR

RWY 02–20: H6607X150 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 PCN 70 F/C/W/T HIRL

RWY 02: MALSRS. 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: S4 FUEL 100LL, JET A OX


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 ldgs 0300–1200Z‡. Cons const on arpt, be alert for freq rwy and tway closures. Tway V bpn 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 act, once clear of Rwy 02–20. Due to op constraints act pushed back for dep prohibited fm hold on ACR ramps for more than 5 mins. ACR apron clsd to unskd actwng under 35000 lbs. No taxiing bpn pushed back act and the trml on the ACR ramp. ACT clnc rqr for pushback from hardstands G9, C10 and C12 onto Twy T. No–RDO equipped vehicles crossing midfield Twys C, E and H and driving on Twy L. Hold line Rwy 20 east side lctd across Rwy 34. 150’ fm dep end. Hold line Rwy 20 west side lctd across Twy A and also serves as hold line for Rwy 16, signage indicates both rwys. ACT clnc rqr for pushbacks from Gates A6, A8, A10, A12, A14, B5, B7, B9, B11, B13 onto Twy A. No Edge lgts on N/S section of Twy V—Reflectors only. The following areas are not visible from the twr: portions of the ACR apron, ANG acft prkg ramp. RIC has facility constraints that limits is ability to accommodate diverted flts and strongly encourages act opns to ctc arpt opns 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 act, 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) VORTACW 114.1 RIC Chan B8 N37°30.14’ W77°19.22’ at fld. 158/9W.

TAC AZM unusable:

060º–075º byd 10 NM blo 1,700’

ILS 110.9 I–EZD Rwy 02. Class IT. Autopilot cpd apch NA blw 760’ MSL.

ILS 110.7 I–RGJ Rwy 16. Class IA.

ILS 110.7 I–BNE Rwy 34. Class IIIE.

COMM/NAV/WEATHER REMARKS: For airfield info or arpt opns call 804–226–0001.
RICHMOND/ASHLAND

HANOVER CO MUNI (OFP)(KOFP) 8 N UTC–5(–4DT) N37º42.54´ W77º26.20´

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 inv of 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

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´ 345º 13.6 NM to fld. 158/9W.
TAC AZM unusable:
060º–075º byd 10 NM blo 1,700´

LOC/DME 109.7 I–OFP Chan 34 Rwy 16.
LOC unmonitored when arpt unatndd.

Continuous on Next Page

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)(KROA) 3 NW UTC–5(–4DT)

N37º19.53´ W79º58.53´

1175 B TPA—1975(800) Class I, ARFF Index B NOTAM FILE ROA

Rwy 06–24: H6800X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 PCN 76 F/B/X/T HIRL
Rwy 06: MALSR. REIL. VASI(V4L)—GA 3.0º TCH 58´.
Rwy 24: REIL. PAPI(P4L)—GA 3.0º TCH 58´. Thld dsplcd 790´.
Rwy 16–34: H5810X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 PCN 54 F/A/X/T HIRL 0.4% up NW
Rwy 34: MALSR. PAPI(P4L)—GA 3.0º TCH 56´. Tower.

Runway Declared Distance Information
Rwy 06: TORA–6800 TODA–6800 ASDA–6800 LDA–6800
Rwy 16: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
Rwy 24: TORA–6800 TODA–6800 ASDA–6800 LDA–6010
Rwy 34: TORA–5810 TODA–5810 ASDA–5810 LDA–5810

Arresting Gear/System
Rwy 34: EMAS

Service: S4 FUEL 100LL, JET A OX 1, 2 LGT Rwy 24 PAPI unusbl byd 5 degs R of cntrln due to trrn.

Airport Remarks: Attended continuously. Birds inv of arpt. For opr concerns—ATCT 540–563–1307. 1kof and Indg per and rwy cond assessment matrix not mntd 0500–1030Z‡ hrs dly. Dep Rwy 34 and arr Rwy 16 NA at night or during IFR cond due to trrn. Twn T clsd to acft with wingspan greater than 118 ft. Cold temperature airport. Altitude correction required at or below –13C. Tsnt pilots ctc FBO UNICOM for prkg and escort.

Airport Manager: 540-362-1999

Weather Data Sources: ASOS (540) 265–0680 LLWAS.

Communications: ATIS 132.375 UNICOM 122.95

Roanoke RCO 122.6 (LEESBURG RADIO)

CONTINUED ON NEXT PAGE

NE, 11 JUL 2024 to 5 SEP 2024
CONTINUED FROM PRECEDING PAGE

**AIRSPACE: CLASS C** svc ctc APP CON svc continuous.

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

(L) (L) VOR/W/DME 109.4 ROA Chan 31 N37°20.61′ W80°04.22′ 107° 4.7 NM to fld. 3072/4W.

VOR unusable:
- 045°–063° byd 25 NM blo 7,000′
- WOODRUM (T) VOR 114.9 ODR N37°19.45′ W79°58.74′ at fld. 1164/8W.

VOR unusable:
- 035°–110° byd 10 NM blo 4,200′
- 035°–110° byd 15 NM blo 6,500′
- 290°–360° byd 15 NM

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

VINTON NDB (MRW) 277 VIT N37°12.24′ W79°52.90′ 336° 8.6 NM to fld. 1543/8W.

NDB unusable:
- Byd 11 NM

**SALUDA**

HUMMEL FLD (W75) 6 E UTC–5(–4DT) N37°36.14′ W76°26.80′

30 B NOTAM FILE DCA

RWY 01–19: H2167X45 (ASPH) S–12.5 MIRL 0.3% up S

RWY 01: APAP(PNIL), Thld dsplcd 125′. Tree.

RWY 19: APAP(PNIR), Tree.

SERVICE: 54 FUEL 100LL LGT ACTIVATE MIRL Rwy 01–19—CTAF.

Rwy 01 has NSTD thld lghts, has second set of green lghts. Rwy 01 VGSI OTS indef. Rwy 19 VGSI OTS indef.

AIRPORT REMARKS: Attended 1300–2100Z. Unattended Thanksgiving, Christmas day and New Year’s day. Topping is city closest to the arpt. Arpt is 2 miles ENE. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and inof arpt during winter. Departing Rwy 01–19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt.

AIRPORT MANAGER: 804-758-4330

WEATHER DATA SOURCES: AWOS–3 118.45 (804) 758-8592.

COMMUNICATIONS: CTAF/UNICOM 123.0

**WASHINGTON**

L–34E. 36I

IAP

**SHANNON** (See FREDERICKSBURG on page 351)

**SHENANDOAH VALLEY RGNL** (See STAUNTON/WAYNESBORO/HARRISONBURG on page 380)

**SMITH MOUNTAIN LAKE** (See MONETA on page 363)
SOUTH BOSTON

**WILLIAM M TUCK**  (W78)  3 E  UTC–5 (–4DT)  N36°42.56’ W78°50.90’

- 420  B  TPA—1220(800)  NOTAM FILE DCA
- RWY 01–19:  H4002X75 (ASPH)  S–12.5  MIRL  0.9% up N
- RWY 01:  REIL. PAPI(P2L)—GA 3.0º TCH 59’. Trees.
- RWY 19:  REIL. PAPI(P2L)—GA 3.0º TCH 41’. Tree.
- RWY 06–24:  2065X200 (TURF)  0.7% up NE
- RWY 06:  Trees.
- RWY 24:  Trees.

**SERVICE:**  S2  FUEL  100LL  LGT ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.

**AIRPORT REMARKS:**  Unattended. Self-fueling with credit card. Wildlife on and inv of rwy.

**AIRPORT MANAGER:**  434-476-3300

**WEATHER DATA SOURCES:**  AWOS–3 119.425 (434) 575–0332.

**COMMUNICATIONS:**  CTAF/UNICOM 122.8

**WASHINGTON CENTER APP/DEP CON**  124.05

**CLEARANCE DELIVERY PHONE:**  For CD ctc Washington ARTCC at

**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.

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SOUTH HILL

**MECKLENBURG–BRUNSWICK RGNL**  (AVC)(KAVC)  4 SE  UTC–5 (–4DT)  N36°41.30’

- 441  B  TPA—1841(1400)  NOTAM FILE AVC
- RWY 01–19:  H5002X75 (ASPH)  S–25  MIRL  1.3% up N
- RWY 01:  ODALS. REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.
- RWY 19:  REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.

**SERVICE:**  S2  FUEL  100LL, JET A LGT ACTIVATE REIL Rwy 01–19, MIRL Rwy 01–19 preset low ints, for higher ints and to ACTIVATE ODALS—CTAF. Bcn dusk–dawn.

**AIRPORT REMARKS:**  Attended 1300–2200Z‡. Arpt clsd on fed hols. Deer and birds on and inv of arpt. 24 hr fuel avbl by credit card. Corporate hangar taxilane rstd to acft with winspan no larger than 55’.

**AIRPORT MANAGER:**  434-774-8023

**WEATHER DATA SOURCES:**  AWOS–3 127.525 (434) 729–2229.

**COMMUNICATIONS:**  CTAF/UNICOM 122.8

**WASHINGTON CENTER APP/DEP CON**  118.75

**CLEARANCE DELIVERY PHONE:**  For CD ctc Washington ARTCC at

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

**FRANKLIN**  (L) (L) VORTACW 110.6  FKN  Chan 43  N36°42.85’

- 090º–119º byd 18 NM blo 2,000’
- 119º–128º byd 10 NM
- 129º–134º byd 33 NM
- 135º–148º

**TACAN AZIMUTH unusable:**

**DME unusable:**

**LOC/DME**  110.5  I–AVC  Chan 42  Rwy 01.  Unmonitored when arpt unatndd.
STAFFORD RGNL (RMN)(KRMN) 3 SW UTC–5(–4DT) N38°23.95’ W77°27.40’
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 45’. Trees.
RWY 33: MALS. PAPI(P4L)—GA 3.0º TCH 47’. Trees.

SERVICE: S2 FUEL 100LL, JET A. 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 act departing Rwy 33 fly rwy heading
until baseball fields 1 NM then turn left.

AIRPORT REMARKS: Attended 1300–2300Z‡. Unatndd Thanksgiving,
Christmas, & New Years days. Deer and flocks of birds on and inof arpt. Govt contr fuel. Fuel avbl until 2300Z‡; after hrs call

AIRPORT MANAGER: 540-658-1212

WEATHER DATA SOURCES: AWOS–3 126.325 (540) 657–8283.

COMMUNICATIONS: CTAF/UNICOM 122.725

QUANTICO APP/DEP CON 127.05 (Mon and Fri 1300–2200Z‡ Tue, Wed and Thu 1300–0200Z‡, exc Sat, Sun and holidays, other times ctc

POTOMAC APP/DEP CON 128.525

CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 serviced by Quantico and Potomac app. If una, for CD ctc Potomac Apch at
866-709-4993.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) (L) VORTAC 114.5 BRV Chan 92 N38°20.18´ W77°21.17´ 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 N38°15.98´ W77°27.03´ 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.

COMM/NAV/WEATHER REMARKS: GCO avbl on freq 135.075 serviced by Quantico and Potomac App. If una, for CD ctc Potomac App at 866–709-4993.
STAUNTON/WAYNESBORO/HARRISONBURG

SHENANDOAH VALLEY RGNL (SHD) (KSHD) 10 NE UTC—5(–4DT) N38°15.83’ W78°53.79’

1201 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE SHD

RWY 05–23: H6002X150 (ASPH—GRVD) S–75, D–150, 2S–175, 2D–215 PCN 44 F/B/X/U HIRL

0.4° up NE

RWY 05: MALS. PAPI(P4L)—GA 3.0° TCH 56’. Pole.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 44’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–6002 TODA–6002 ASDA–6002 LDA–6002


SERVICE: S4 FUEL 100LL, JET A

OX 3, 4 LGT Actvt MALSR Rwy 05; REIL Rwy 23; HIRL Rwy 05–23 & twy lgts—CTAF.

PAPI Rwy 05 and 23 oprs consly.

AIRPORT REMARKS: Attended continuously. PPR 12 hrs for unskd air carrier ops with more than 30 passenger seats call 540–234–8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft.

AIRPORT MANAGER: 540-234-8304

WEATHER DATA SOURCES: AWOS—3 124.925 (540) 234–0110.

COMMUNICATIONS: CTAF/UNICOM 123.0

MONTEBELLO RCO 122.1R 115.3T (LEESBURG RADIO)

POTOMAC APP/DEP CON 132.85

CLNC DEL 118.35

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

MONTEBELLO (VL) (L) VOR/DME 115.3 MOL Chan 100 N37°54.03’ W79º06.41’ 030º 23.9 NM to fld. 3455/5W.

DMC unusable:

158º–168º byd 30 NM blo 6,000’

STAUT N38º12.11’ W78º57.44’ NOTAM FILE SHD.

ILS 109.5 I–SHD Rwy 05. Class IT. LOM STAUT NDB. Autopilot cpd apch NA blw 1,600’ MSL. Unmonitored when FBO clsd.

STAUT N38º12.11’ W78º57.44’ NOTAM FILE SHD.

NDB (L) (L) VORTACW 110.6 FKN Chan 43 N36º42.85’ W77º00.74’ 104º 20.0 NM to fld. 84/9W.

LOC/DME 109.95 I–RKH Chan 36(Y) Rwy 04.
TANGIER ISLAND (TGI/KTGI) 1 W UTC–5(–4DT) N37º49.55’ W75º59.86’
5 B TPA—See Remarks NOTAM FILE DCA
RWY 02–20: H2426X75 (ASPH) S–12.5
RWY 02: Tree. Rgt tfc.
RWY 20: Thld dsplcd 183’, Road.
SERVICE: LGT Arpt bcn OTS indef.
AIRPORT MANAGER: 757-891-2496
WEATHER DATA SOURCES: AWOS–3 119.8 (757) 891–2246.
COMMUNICATIONS: CTAF/UNICOM 122.8
PATUXENT APP/DEP CON 121.0 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc
POTOMAC APP/DEP CON 127.2
CLEARANCE DELIVERY PHONE: For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CAPE CHARLES (L) (L) VORTACW 112.2 CCV Chan 59 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 (KSA/KXSA) 5 S UTC–5(–4DT) N37º51.58’ W76º53.65’
135 B NOTAM FILE XSA
RWY 10–28: H4300X75 (ASPH) S–12.5 MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.
AIRPORT MANAGER: 804-443-5885
WEATHER DATA SOURCES: AWOS–3 125.775 (804) 445–8724.
COMMUNICATIONS: CTAF/UNICOM 122.8
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’
VIRGINIA

VINSON

N37°12.24’ W79°52.90’ 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 337)

VIRGINIA TECH/MONTGOMERY EXEC (See BLACKSBURG on page 339)

WAKEFIELD MUNI (AKQ/KAKQ) 2 NW UTC–5(–4DT) N36°59.23’ W77°00.07’

111 B NOTAM FILE AKQ

RWY 02–20: H4337X75 (ASPH) S–12.5 MIRL
RWY 02: Thld_dsplcd 298”. Trees.
RWY 20: Thld_dsplcd 471”. Trees.

SERVICE: FUEL 100LL

AIRPORT REMARKS: Attended irregularly. 24 hr self svc fuel. Rwy 02-20
mkrgs cvrd with algae.

AIRPORT MANAGER: 757-899-0096

WEATHER DATA SOURCES: ASOS 128.325 (757) 899–2300.

COMMUNICATIONS: CTAF/UNICOM 122.8

© NORFOLK APP/DEP CON 127.9

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) VORTACW 110.6 FKN Chan 43 N36º42.85’ W77º00.74’ 011º 16.4 NM to fld. 84/9W.

VOR unusable:
090º–119º byd 18 NM blo 2,000’
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º

TACAN AZIMUTH unusable:
090º–139º

DME unusable:
090º–139º

NDB (MHW) 274 AKQ N36º58.97’ W77º00.06’ at fld. 105/11W. NOTAM FILE AKQ. NDB unmonitored.

NDB unusable:
Byd 10 NM
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 inv of arpt. Touch and go ldgs not authorized when ATCT clsd. PPR 24 hr PN to lgt, phone 757–824–1688. When twr clsd, 126.5 CTAF only. Expect no resp or advisory svc. Mil turboprop training daily until 0400Z‡. Extensive research test development in progress. Numerous radar facilities at arpt with possible radio frequency haz to ordnance.

AIRPORT MANAGER: 757-824-1250

WEATHER DATA SOURCES: ASOS 119.175 (757) 824–0820.
COMMUNICATIONS: CTAF 126.5 ATIS 119.175 (757) 824–0820
PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc POTOMAC APP/DEP CON 127.2
TOWER 126.5 (1200–0400Z‡ Mon–Sun. Other times by NOTAM.) GND CON 127.875 CLNC DEL 121.7 INFO SVC 126.5 (2230–1200Z‡)

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

AIRSPACE: CLASS D svc 1300–2200Z‡ Mon–Fri exc fed hol and by NOTAM; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) (L) VORTACW 112.4 SWL Chan 71 N38º03.40´ W75º27.83´ 189º 7.0 NM to fld. 34/8W.

VOR unusable:
005º–020º byd 25 NM b1o 1,500’
020º–040º byd 20 NM b1o 1,700’
040º–045º byd 10 NM b1o 2,000’
210º–225º byd 13 NM b1o 4,000’
210º–225º byd 18 NM b1o 6,000’
210º–225º byd 37 NM
225º–265º byd 10 NM b1o 2,500’
225º–265º byd 30 NM b1o 9,000’
265º–005º byd 20 NM b1o 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. PAP(P4L)–GA 3.0º TCH 53´. Tree.
  RWY 33: REIL. PAP(P4L)–GA 3.0º TCH 47´. Tree.

SERVICE: S4  FUEL  100LL, JET A  LGT  Actvt HIRL Rwy 15–33—CTAF.


AIRPORT MANAGER: 540-422-8283

WEATHER DATA SOURCES: AWOS–3 120.350 (540) 788–4078.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION:

CASANOVA  (H) (H)  VORTACW  116.3  CSN  Chan 110  N38º38.47´  
W77º51.93´  120º 8.0 NM to fld. 442/6W.

VOR unusable:
  310º–350º byd 10 NM 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 invof arpt. No repetitive practice take–offs and ldgs after 0100Z‡. No grass landings or takeoffs either side of Rwy 06–24.

AIRPORT MANAGER: 540-943-4447

WEATHER DATA SOURCES: AWOS–3PT 118.625 (540) 941–7570.

COMMUNICATIONS: CTAF/UNICOM 123.05

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
WEIRWOOD

CAMPBELL FLD (9VG)  1 W  UTC–5(–4DT)  N37°27.51´ W75°52.73´

40  NOTAM FILE DCA
RWY 03–21: 3000X100 (TURF)
RWY 03: P–line.
RWY 21: Road.
RWY 14–32: 1455X140 (TURF)
RWY 14: Road.
RWY 32: Trees.
AIRPORT REMARKS: Attended Mar–Nov dalgt hours. Be alert: 60´ P–lines located 300´ southwest off the AER 03.
AIRPORT MANAGER: 914-772-6242
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

WEST POINT

MIDDLE PENINSULA RGNL (FYJ/KFYJ)  2 SE  UTC–5(–4DT)  N37°31.28´ W76°45.77´

20  B  TPA—See Remarks  NOTAM FILE FYJ
RWY 10–28: H5000X75 (ASPH)  S–30, D–50, 2D–85  MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.5º TCH 53´. Tree.
RWY 28: REIL. PAPI(P2L)—GA 3.5º TCH 53´. Trees.
AIRPORT MANAGER: 804-785-9725
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´
174º
275º–300º blo 2,000´

WILLIAM M TUCK (See SOUTH BOSTON on page 378)
VIRGINIA

WILLIAMSBURG/JAMESTOWN (JGG)(KJGG) 3 SW UTC–5(–4DT) N37º14.35’ W76º42.97’

49 B TPA–849(800) NOTAM FILE JGG
RWY 13–31: H320X60 (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 270º to avoid school 3500 ft off rwy end.
AIRPORT MANAGER: 757-229-9256
WEATHER DATA SOURCES: AWOS–3 120.625 (757) 220–8810.
COMMUNICATIONS: CTAF/UNICOM 122.8

NORFOLK APP/DEP CON 119.45
CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 thru Norfolk CD, 4 clicks Norfolk, 5 leesburg radio (click slowly). If un, for CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

RARCUM (L) (L) VORTACW 108.8 HCM Chan 25 N37º26.92’ W76º42.68’ 188º 12.6 NM to fld. 8/7W.
VOR unusable:
056º–095º blo 2,000’
174º
275º–300º blo 2,000’

HELIPAD H1: H60X60 (CONC)
HELIPORT REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts.

WASHINGTON

WINCHESTER RGNL (OKV)(KOKV) 3 SE UTC–5(–4DT) N39º08.61’ W78º08.67’

726 B TPA—See Remarks NOTAM FILE OKV
RWY 14–32: H5498X100 (ASPH–GRVD) S–75, D–150 HIRL 0.5% up NW
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree.
RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 45’. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 32; REIL Rwy 14; HIRL Rwy 14–32—CTAF.
AIRPORT MANAGER: 540-662-5786
COMMUNICATIONS: CTAF/UNICOM 122.975

POTOMAC APP/DEP CON 120.45
CLNC DEL 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.
MARTINSBURG (L) (L) VORTACW 112.1 MRB Chan 58 N39º23.13’ W77º50.90’ 231º 20.0 NM to fld. 600/7W.
VOR unusable:
020º–030º byd 15 NM blo 6,900’
127º–146º byd 15 NM
290º–310º byd 35 NM blo 5,400’
WISE

LONESOME PINE (LNP)(KLNP) 3 NE UTC–5(–4DT) N36°59.25′ W82°31.80′

2684   B   NOTAM FILE LNP
RWY 06–24: H5280X100 (ASPH) S–42, D–55, 2D–100 MIRL
0.3% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 34 ′. Trees.
RWY 24: ODALS. PAPI(P2R)—GA 3.0º TCH 36 ′. Tree.

SERVICE:
FUEL 100LL, JET A+
LGT ACTVT ODALS Rwy 24; REIL Rwy 06; MIRL Rwy 06–24—CTAF. Rwy 24 nstd ODALS; 3 lgト config.
AIRPORT REMARKS:
Attended Mon–Sat 1400–2300Z‡, unattended Sun.
AIRPORT MANAGER: 276-328-5300
WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–3727.
COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION:
NOTAM FILE DCA.

GLADE SPRING (L) VOR/DME 115.55 GZG Chan 102(Y)
N36°49.51′ W82°04.74′ 296º 23.8 NM to fld. 4200/2W.
VOR unusable:
010º–095º
115º–120º byd 20 NM blo 10,000′
351º–004º byd 15 NM blo 8,000′
ILS/DME 110.7 I–OWN Chan 44 Rwy 24. LOC/DME unmonitored when arpt unatndd.

WOODRUM N37°19.45′ W79°58.74′ NOTAM FILE ROA.
(T) VORW 114.9 ODR at Roanoke/Blacksburg Rgnl (Woodrum Fld). 1164/8W.
VOR unusable:
035º–050º byd 20 NM blo 7,000′
035º–110º byd 10 NM blo 4,200′
035º–110º byd 15 NM blo 6,500′
290º–360º byd 15 NM

CINCINNATI
H–9B, 12H, L–26H
IAP
**ARThURDALE**

TITUS FLD (78D)  2 W  UTC−5(−4DT)  N39°29.93´ W79°51.19´
1863  NOTAM FILE EKN

RWY 09–27: 2400X50 (TURF)  1.0% up W

RWY 09:  Trees.

RWY 27:  Tree.


AIRPORT MANAGER: 304-864-6996

COMMUNICATIONS: CTA 122.9

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

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**BECkLEY**

RALEIGH CO MEML (BKW)(KBKW)  3 E  UTC−5(−4DT)  N37°47.24´ W81°07.45´

2504  B  ARFF Index—See Remarks  NOTAM FILE BKW

RWY 01–19: H6750X150 (ASPH–GRVD)  S–75, D–150, 2S–140, 2D–200 PCN 38 F/B/W/U HIRL 0.7% up S

RWY 01: REIL. PAPI(P4L)—GA 3.0º TCH 40´.

RWY 19: MALSR. PAPI(P4L)—GA 3.0º TCH 55´.

RWY 10–28: H5001X100 (ASPH)  S–45, D–60 PCN 38 F/B/W/U MIRL 0.3% up E

RWY 10: REIL. VASI(V4R)—GA 3.0º TCH 61´.

RWY 28: REIL. VASI(V4L)—GA 3.75º TCH 66´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–6750  TODA–6750  ASDA–6750  LDA–6750

RWY 10: TORA–5001  TODA–5001  ASDA–5001  LDA–5001

RWY 19: TORA–6750  TODA–6750  ASDA–6750  LDA–6750


SERVICE: S4 FUEL 100LL, JET A LGT Actvt MALSR Rwy 19; REIL Rwy 01, 10, and 28; VASI Rwy 10 and 28; MIRL Rwy 10–28; HIRL Rwy 01–19; twy lgts—CTAF. PAPI Rwy 01 and 19 set at medium, ctc UNICOM to change inst. Rwy 28 VGSI and descent angles not coincident.

AIRPORT REMARKS: Attended continuously. Deer, birds and wild turkeys on and inof arpt. All sfcws work in prog, grass cutting Apr thru Oct. 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 prvided.

AIRPORT MANAGER: 304-255-0476

WEATHER DATA SOURCES: ASOS 121.55 (304) 253–5214.

COMMUNICATIONS: CTAF/UNICOM 123.0

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BECKLEY (H) (OH) VOR/DME 117.7  BWK  Channel 124  N37°46.82´ W81°07.41´ at fld. 2517/6W.

DME unusable:

080º–215º byd 15 NM

VOR unusable:

070º–200º

ILS 111.7  I–MQU  Rwy 19.  Class IB.

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**BECKLEY**

N37°46.82´ W81°07.41´  NOTAM FILE BKW.

(H) (OH) VOR/DME 117.7  BWK  Channel 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°09.97´
413 NOTAM FILE EKN
RWY 11–29: H4979X70 (ASPH) MIRL
RWY 11: Trees.
locked, no public access to arpt. Birds and wildlife inv of arpt. Unmanned acft act
op on arpt. No acft over 18,500 lbs. Rwys 11–29 pavement spalling, cracks, uneven
sfc. Loose aggregate and stones. Vegetation growing through pavement. Drag racing
on rwy. Extensive rubber build up on Rwy 29 pavement end. Rwy 29 end, possibility of 12 ft
grandstand on each side of rwy, 13 ft from rwy edge. Rwy 11 no mkgs. Rwy 11 apch end, 10 ft drop
off, 30 ft from pavement end. Rwy 29 15 ft drop off, 30 ft fm rwy end. 8 ft crops, 50–80 ft R/L rwy cl.
AIRPORT MANAGER: 301-842-3700
COMMUNICATIONS: CTAF
© POTOMAC APP/DEP CON 126.825
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE HGR.
HAGERSTOWN (L) VORW 109.8 HGR N39°41.86´ W77°51.34´
VOR unusable:
251º–280º byd 16 NM blo 4,000´
281º–300º byd 24 NM blo 8,000´
351º–050º
ST THOMAS (L) TACAN Channel 97 THS (115.0) N39°55.99´ W77°57.06´
NOTAM FILE AOO.

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: $4 FUEL 100LL, JET A, A+ LGT Actvl REIL Rwy 05 & 23;
PAPI Rwy 05 & 23; HIRL Rwy 05–23; twy lights—CTAF.
AIRPORT REMARKS: Attended 1100–0200Z‡. Arpt unattended Christmas
and New Years. For svc call 304–921–3417 (line staff cell). Deer and
birds on and inv of arpt. 24 hr self–serve fuel. Fuel also avbl by truck
dr atnd hrs or aftr hrs by prior argmnt, $75 call–out fee. Line ofc ph
304–327–8440. Pwr plant repairs: rotary wing repairs only. Fixed wing
rprs avbl on call, ctc amgr. Airframe repairs: rotary wing repairs only.
Fixed wing rprs avbl on call, ctc amgr. Mowing in progress Apr–Nov all
sfc. Rwy 23 has steep drop–off 320 ft fm thr 0B, 280 ft L and R. Rwy 05
has steep drop–off 175 ft fm thr L side.
AIRPORT MANAGER: 304-327-5308
WEATHER DATA SOURCES: ASOS 132.725 (304) 327–5766.
COMMUNICATIONS: CTAF
© BLUEFIELD RCO 122.2 (ELKINS RADIO)
RCO 122.1R 115.05T (ELKINS RADIO)
© INDIANAPOLIS CENTER APP/DEP CON 126.575
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Indianapolis ARTCC at 317-247-2411.
AIRSPACE: CLASS E svc 1025–0225Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BLF.
BLUEFIELD (L) VOR/DME 115.05 BLF Chan 97(Y) N37°18.39´ W81°11.66´ at fd. 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

**Location:** N37°18.39´ W81°11.66´

- **VOR/DME:** 115.05 BLF, Chan 97(Y)
- **DME unusable:**
  - 090º–120º byd 20 NM
  - 120º–220º byd 20 NM blo 10,000´
- **RCO:** 122.2 (ELKINS RADIO)
- **RCO:** 122.1R 115.05T (ELKINS RADIO)

**BOGGS FLD**  
(See SPENCER on page 403)

**BRAXTON CO**  
(See SUTTON on page 404)

### BUCKHANNON

**Location:** N39°00.04´ W80°16.50´

- **RWY 11–29:** H4201X75 (ASPH) S–12.5, D–30 MIRL
- **RWY 11:** Trees.
- **RWY 29:** PAPI(P2L)—GA 3.0º TCH 27´. Trees.

- **Rwy 11:**
  - Trees.
  - **Fuel:** 100LL, JET A
  - **Lgt:** Actvt PAPI Rwy 29; MIRL Rwy 11–29 and twy lgt—CTAF. Visual glideslope indicator and glidepath not coincident.

**Airport Remarks:**

- **Airport Manager:** 304-472-9437

- **Weather Data Sources:** AWOS–3 119.975 (304) 472–9428.

- **Communications:**  
  - **CTAF/UNICOM** 122.8
  - **CLARKSBURG APP/DEP CON** 121.15 (1200–0400Z‡)
  - **WASHINGTON CENTER APP/DEP CON** 128.6 (0400–1200Z‡)

- **Clearance Delivery Phone:** For CD ctc Clarksburg Apc at 304-842-2011, when Apc clsd ctc Washington center at 703-771-3479.

- **Radio Aids to Navigation:**
  - **TACAN AZIMUTH & DME unusable:**
    - 081º–189º byd 32 NM blo 9,000´
    - 273º–039º byd 12 NM blo 6,000´

- **BUSHI** N37°46.94´ W80°28.11´  
  - **NDB (MHW/LOM):** 346 LW 044º 5.6 NM to Greenbrier Valley. 2162/8W.
  - **NDB unusable:** Byd 15 NM
WEST VIRGINIA INTL YEAGER (CRW)(KCRW) P (ANG) N38°22.56´

947  B  LRA  Class I, ARFF Index B  NOTAM FILE CRW  MON Airport

RWY 05–23: H6715X150 (ASPH–GRVD) S–120, D–250, 2S–175,
2D–389, 2D/2D2–917 PCR 950 F/D/X/T HIRL CL 0.8% up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 56´. RVR–TR Pole.

RWY 23: ALSF1. VASI(V4R)—GA 3.0º TCH 56´. RVR–TR Thld dspcl
500´. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–6715 TODA–6715 ASDA–6215 LDA–6215


ARRESTING GEAR/SYSTEM

RWY 23: EMAS

SERVICE: S4  FUEL 100LL, JET A MILITARY—A–GEAR Rwy 23 EMAS
328´ x 170´. JASU 6(MD–3) 1(MA–1A) FUEL A++ (Mil), A+
(C304–343–8818) (NC–100LL) FLUID LOX OIL 0–156(Mil)

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.
Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 304-344-8033
WEATHER DATA SOURCES: ASOS (304) 346–4797 LLWAS.

COMMUNICATIONS: ATIS 127.6 UNICOM 122.95
RCO 122.1R 117.4T (ELKINS RADIO)
CHARLESTON RCO 122.2 (ELKINS RADIO)

® CHARLESTON APP/DEP CON 119.2 (South) 124.1 (North) 128.5
CHARLESTON TOWER 125.7 GND CON 121.8 CLNC DEL 118.55

AIRSPACE: CLASS C svc ctc: APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

VOR/DF/DME 117.4 HVQ Chan 121 N38°20.98´ W81°46.19´ 082º 8.5 NM to fld. 1099/3W.

VOR unusable:
185º–190º
240º–250º

DME unusable:
230º–240º

ILS/DME 110.3 I–HCV Chan 40 RwY 05. Class IA.

ILS/DME 110.3 I–CRW Chan 40 RwY 23. Class IB. Glideslope unusable byd 4º right of course. Glideslope
unusable for autopilot coupled apch blw 1,700´ MSL.

CHESAPEAKE/HUNTINGTON WVA

LAWRENCE CO AIRPARK (HTW)(KHTW) 2 W UTC–5(–4DT) N38°25.15´ W82°29.69´

567  B  TPA—1607(1040) NOTAM FILE DAY

RWY 08–26: H2998X70 (ASPH) MIRL 0.3% up E

RWY 08: Thld dspcld 172´. Trees.

SERVICE: S2  FUEL 100LL LGT ACTIVATE MIRL RwY 08–26—CTAF.

AIRPORT REMARKS: Unattended. Fuel: 100LL avbl H24 self svc via credit

AIRPORT MANAGER: 740-532-3309
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc huntington ATCT at
304-453-2490.
CLARKSBURG

NORTH CENTRAL WEST VIRGINIA  (CKB)(KCKB)  P (ARNG)  1 NE  UTC–5(–4DT)  N39°17.86’

WEATHER DATA SOURCES: ASOS  (304) 842–9240 LAWRS.

COMMUNICATIONS: CTA 126.7 AFS 127.825 UNICOM 123.0

APP 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

CLEARKSBURG TOWER 126.7 1200–0400Z‡) GND CON 121.9 ARNG OPS 123.425

HELIIPS 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’ 039° 3.3 NM to fld. 1427/4W.

VOR unusable:
041°–051° byd 6 NM
056°–081°
116°–137°

ILS 109.3 1–CKB Rwy 21. Class IB. Unmonitored when ATCT clsd. Glideslope unusable byd 5° left of course. Autopilot cpd apch NA blw 2,000’ MSL. LOC front usable byd 15° left and r of course.

HELIPAD H1: 50 X 50

HELIPORT REMARKS: Helipad H1 located on FBO apron. Heli, H–1 sfc cond fair, pavement cracking.

COALTON  N38°52.35’ W79°55.63’

RCO 122.2 (ELKINS RADIO)

EASTERN WV RGNL/SHEPHERD FLD  (See MARTINSBURG on page 396)
ELKINS/RANDOLPH CO (JENNINGS RANDOLPH FLD)  (EKN)(KEKN)  UTC–5(–4DT)  N38°53.37’

W79°51.43’

1987  B TPA—3000(1013)  NOTAM FILE EKN

RWY 14–32:  H4544X140 (ASPH)  S–10  1.0% up NW

RWY 14:  Tree.


RWY 05–23:  H4501X75 (ASPH)  S–28, D–35, 2D–56  MIRL 0.6% up SW

RWY 05:  Thld dsplcd 154’. Trees.

RWY 23:  REIL.  PAPI(P2L)—GA 5.0º TCH 45’. Antenna.

SERVICE:  FUEL  100LL, JET A  LGT


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:

(L) (L) VORTACW

114.2  EKN  Chan 89  N38°54.87’ W80°05.96’  104º 11.4 NM to fld. 2160/7W.

TACAN AZIMUTH & DME unusable:

081º–189º byd 32 NM blo 9,000’

273º–039º byd 12 NM blo 6,000’

RANDOLPH COUNTY NDB (HW)  284  RQY  N38°53.64’ W79°51.56’ at fld. 1938/7W.

NDB unusable:

018º–084º byd 10 NM

085º–017º byd 15 NM

LDA/DME 109.9 I–OUW  Chan 36  Rwy 00X.  LDA is circling apch only. LOC unusable byd 6.0 NM blw 4,500’. DME portion unusable byd 6.0 NM blw 4,500’.

FAIRMONT MUNI–FRANKMAN FLD  (4G7)  UTC–5(–4DT)  N39°26.85’ W80°10.06’

1032  B NOTAM FILE EKN

RWY 05–23:  H2965X75 (ASPH)  S–12.5  MIRL 0.7% up SW

RWY 05:  Thld dsplcd 720’. Ground.

RWY 23:  REIL. Trees.

SERVICE:  S4  FUEL  100LL  LGT  Rwy 05–23 MIRL opr continuously dusk to 0500Z‡. After 0500Z‡, ACTIVATE REIL Rwy 23; MIRL Rwy 05–23—CTAF.

AIRPORT REMARKS:  Attended Apr–Oct 1300Z‡–dusk, Nov–Mar 1400–2200Z‡. Deer on and in vicinity of arpt. Radio twrs approximately 300’ AGL 1.9 NM NE and 2.2 NM NW. Rwy 05 has +30’ hill at SW end. Rwy 23 has 100’ drop off, NE end.

AIRPORT MANAGER:  304-366-1300

COMMUNICATIONS:  CTAF/UNICOM 122.8

CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0226.

CLNC DEL 118.35

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE MGW.

MORGANTOWN (L) (L) VOR/DME 111.6  MGW  Chan 53  N39°33.40’ W79°51.62’  250º 15.7 NM to fld. 2343/5W.

NE, 11 JUL 2024 to 5 SEP 2024
GRANT CO (See PETERSBURG on page 400)

GREENBRIER VALLEY (See LEWISBURG on page 395)

HENDERSON N38°45.25´ W82°01.57´ NOTAM FILE EKN. CINCINNATI H–10G, L–22F, 26H
(H) DME 115.9 HNN Chan 106 307º 8.0 NM to Gallia–Meigs Rgnl. 880.
DME unusable:
185º–290º blo 4,500´

HERRON (See NEW CUMBERLAND on page 399)

HUNTINGTON ROBERT NEWLON FLD (I41) 6 NE UTC–5(–4DT) N38°27.42´ W82º18.83´ CINCINNATI
550 NOTAM FILE EKN
RWY 02–20: 2300X75 (TURF)
RWY 02: Tree.
RWY 20: Rgt tfc.
AIRPORT MANAGER: 304-733-1240
COMMUNICATIONS:
CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc huntington ATCT at 304-453-2490.

TRI–STATE/MILTON J FERGUSON FLD (HTS)(KHTS) 3 S UTC–5(–4DT) N38°22.11´ B LRA Class I, ARFF Index B NOTAM FILE HTS
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)
® HUNTINGTON APP/DEP CON 119.75 (South) 128.4 (North)
HUNTINGTON TOWER 118.5 GND CON 121.9 CLNC DEL 118.05
AIRSPACE: CLASS D.
TRSA svc ctc APP CON
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
NEWCOMBE (L) DME 110.4 ECB Chan 41 N38°09.50´ W82°54.60´ 053º 20.8 NM to fld. 1070.
ILS/DME 109.9 I–HTS Chan 36 Rwy 12. Class IC.
ILS/DME 108.7 I–TUU Chan 24 Rwy 30. Class IB.
ASR

JACKSON CO (See RAVENSWOOD on page 402)

KEE FLD (See PINEVILLE on page 401)

NE, 11 JUL 2024 to 5 SEP 2024
KESEL  N39°13.53’ W78°59.37’  NOTAM FILE EKN.
(L) (L) VOR/DME 110.8  ESL  Chan 45  214° 15.6 NM to Grant Co. 2590/6W.
DME unusable:
  260°–270° byd 10 NM b/o 6,500’
  288°–295° byd 10 NM b/o 6,500’

LAWRENCE CO AIRPARK  (See CHESAPEAKE/HUNTINGTON WVA on page 391)

LEWISBURG
GREENBRIER VALLEY  (LWB)(KLWB)  3 N UTC–5(–4DT)  N37°51.50’ W80°23.97’
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: MALS R.
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 MALS Rwy 04; REIL Rwy 22; HIRL Rwy 04–22; twy lghts—CTAF.
AIRPORT REMARKS:  Attended continuously. Birds and deer on and inv of arpt. Class I, ARFF Index B. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 304-645-3961. ARFF Index C equipment avbl upon request. Rwy 04–22 edge lights are 35’ fm painted rwy edge mrkgs. Rwy 04–22 usbl painted rwy width is 100’ with 25’ paved shoulders. Ldg fee. Multi engine only, fee waived if purchase fuel.
AIRPORT MANAGER:  304-646-7382
WEATHER DATA SOURCES:  AWOS–3  121.4 (304) 645–4533.
COMMUNICATIONS:  CTAF  118.9  UNICOM  122.95  ATIS  121.4 (1400–0000Z‡)
WASHINGTON CENTER APP/DEP  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)  N37°51.83’ W80°23.51’ at fld. 2338.
DME unusable:
  095°–150°
  151°–185° byd 20 NM b/o 10,000’
  186°–196° byd 20 NM b/o 7,000’
  197°–094° byd 20 NM b/o 10,000’
BUSHI NDB (LOM)  346  LW  N37°46.94’ W80°28.11’  044° 5.6 NM to fld. Autopilot cpd apch NA blw 2,770’ MSL.
ILS  110.35  I–LWB  Rwy 04.  LOM BUSHI NDB. Autopilot cpd apch NA blw 2,770’ MSL. LOC unusable 0.3 NM inbd.
COMM/NAV/WEATHER REMARKS:  Use CTAF 118.9 when twr clsd. Freq 121.5 not avbl at twr. If unable to contact Washington Center on 134.4, contact Washington Center on 125.725.
LOGAN CO (6L4)  4 E  UTC–5(–4DT)  N37º51.34´ W81º54.95´  FUEL 100LL, JET A, A++

RWY 06–24:  H3605X75 (ASPH)  MIRL  0.3% up NE
  Rwy 06:  REIL; PAP(P2L)—GA 3.0º TCH 47’. Trees.
  Rwy 24:  REIL; PAP(P2L)—GA 3.0º TCH 42’. Trees.

SERVICE:  S4  FUEL  100LL, JET A  LGT  ACTVT REIL Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 06–24—CTAF.


AIRPORT MANAGER:  304-752-0975

WEATHER DATA SOURCES:  AWOS–3PT  (304) 752–0814.

COMMUNICATIONS:  CTAF ††  122.9

MARTINSBURG  WEST VIRGINIA

EASTERN WV RGNL/SHEPHERD FLD  (MRB)(KMRB)  P (ANG)  4 S  UTC–5(–4DT)  N39º24.14´

RWY 08–26:  H8815X150 (ASPH–CONC–GRVD)  S–120, D–195,
  25–175, 2T–585, 2D–339, 2D1–568, 2D/2D2–830, C5–840
  PCN R/B/W/T  HIRL
  RWY 08:  REIL; PAP(P4L)—GA 3.0º TCH 53’.
  RWY 26:  MALSR. PAP(P4L)—GA 3.0º TCH 52’. Thld dispclcd 1000’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
  RWY 08:  TORA–8815  TODA–8815  ASDA–8215  LDA–8215
  RWY 26:  TORA–8815  TODA–8815  ASDA–8815  LDA–7815

SERVICE:  S4  FUEL  100LL, JET A, A++, OK 3  LGT When ATCT clsd, ACTVT MALSR Rwy 26; REIL Rwy 08; PAPI Rwy 08 and Rwy 26; HIRL Rwy B–26—CTAF. MILITARY—FUEL A++ (Mil) (NC–100LL, A—OT fone C304–262–2507.) FLUID PRESAIR–Avbl 2200–0200Z† or 30 min PN and prior arng on hol. OIL O–156 and O–148 (Mil).


CONTINUED ON NEXT PAGE
MASON CO (See POINT PLEASANT on page 401)

MERCER CO (See BLUEFIELD on page 389)

MID–OHIO VALLEY RGNL (See PARKERSBURG on page 399)

MILTON

ONA AIRPARK  (12V)  4 W UTC–5(–4DT)  N38°26.45′ W82°12.05′
572  NOTAM FILE EKN
RWY 07–25: H3154X40 (ASPH)  LIRL(NSTD)

RWY 07: Trees.
RWY 25: Trees.

SERVICE: 54  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.

CINCINNATI
L–26H

NE, 11 JUL 2024 to 5 SEP 2024
MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW/KMGW) 3 E UTC–5(–4DT)

N39°38.62’ W79°55.05’

1244 B Class I, ARFF Index A NOTAM FILE MGW

RWY 18–36: H5199X150 (ASPH–GRVD) S–65, D–90, 2D–175

PCN 3F/CW/T HIRL

RWY 18: MALSR. PAPI(P4L)—GA 3.0º TCH 59’

RWY 36: REIL. VASI(V4L)—GA 3.0º TCH 52’

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA–5199 TODA–5199 ASDA–5199 LDA–5199

RWY 36: TORA–5199 TODA–5199 ASDA–5199 LDA–5199

SERVICE: S2 FUEL 100LL, JET A

LGT When ATCT clsd ACTVT MALSR Rwy 18; REIL Rwy 36; VASI Rwy 36; HIRL Rwy 18–36; twy lgts—CTAF.


AIRPORT MANAGER: 304-291-7461

WEATHER DATA SOURCES: ASOS 120.675 (304) 296–7103.

COMMUNICATIONS: CTAFF 125.1 UNICOM 122.95

RCO 122.1R 111.6 (ELKINS RADIO)

CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡) or ctc Cleveland ARTCC at 440-774-0226.

CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or call ZOB 440–774–0442

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 N39°33.40’ W79°51.62’ 338º 5.8 NM to fld. 2343/5W.

ILS 108.5 I–MGW Rwy 18. Class IA. Unmonitored when twr clsd. Autopilot coupled approach NA blw 1,760’ MSL.

MOUNDSVILLE

MARSHALL CO (MPG/KMPG) 3 S UTC–5(–4DT) 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 VGSIL unsbly byd 7th of cntrl.

AIRPORT REMARKS: Attended 1330Z‡–dusk. After hrs atndt 304–312–1119 (mgr cell). Deer and birds on and inv of arpt. Sel 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: CTAFF/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) (H) VOR/DME 117.1 AIR Chan 118 N40º01.02’ W80º49.03’ 162º 9.0 NM to fld. 1307/7W.
NEW CUMBERLAND

HERRON (7G1) 3 NE UTC–5(–4DT) N40º31.99´ W80º32.47´
1226 TPA—2001(775) NOTAM FILE EKN
RWY 04–22: H2030X20 (ASPH) RWY LGTS(NSTD) 1.0% up SW
RWY 04: Trees.
RWY 22: Trees.
RWY 01–19: 1226X20 (ASPH) 1.8% up N
RWY 01: Trees.
RWY 19: Trees.
SERVICE: S2 LGT Arpt lghts opr dusk–0400Z‡. ACTVT LIRL Rwy 04–22—123.0—5 times on/5 times off. Rwy 04–22 has lghts on SE side only.
AIRPORT REMARKS: Attended irregularly. Deer on and inv of arpt. Ultralight activity. Repairs by prior arrangement. Attendant not on duty. Rwy 04–22 numbers only. Rwy 04 and 22 ends not visible from each end. Traffic on rd crossing rwy not visible from Rwy 04 end. Public road crosses center of arfd, do not taxi on road, wing will not clear stop sign on road. Rwy 04–22 slopes up from E to W, approx 30´. 30´ drop off at each rwy end. Overnight fee waived with minimum fuel purchase.
AIRPORT MANAGER: 304-387-0191
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

NORTH CENTRAL WEST VIRGINIA

(See CLARKSBURG on page 392)

ONA AIRPARK

(See MILTON on page 397)

PARKERSBURG

MID–OHIO VALLEY RGNL (PKB)(KPKB) P (ARNG) 6 NE UTC–5(–4DT) N39º20.70´ W81º26.36´
859 B Class I, ARFF Index A NOTAM FILE PKB
RWY 03–21: H7240X150 (ASPH–GRVD) S–85, D–100, 2D–175 PCN 31 R/C/X/T HIRL 0.8% up NE
RWY 03: MALSR. PAPI(PAL)—GA 3.0º TCH 49´. RVR–TR
RWY 21: REIL. PAPI(P4R)—GA 3.0º TCH 56´. RVR–TR Thld dsplcd 460´.
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
AIRPORT REMARKS: Attended continuously. Birds and deer on and inv of arpt. PPR 30 min for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 304-464–5115. No ldg fee for acft less than 6,500 lbs. for acft greater than 6,500, ldg fee waived with fuel purchases.
AIRPORT MANAGER: 304-464-5113
WEATHER DATA SOURCES: AGOS (304) 464–1001
COMMUNICATIONS: CTAF 123.7 ATIS 124.35 UNICOM 122.95
PARKERSBURG RCO 122.2 (ELKINS RADIO)
INDIANAPOLIS CENTER APP/DEP CON 125.55
PARKERSBURG TOWER 123.7 (1200–0400Z‡) GND CON 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.
CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE PKB.

PARKERSBURG (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 blw 3,000'
- 095°–150° 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) VORW/DME 114.45 JPU Chan 91(Y) 211° 6.5 NM to Mid–Ohio Valley Rgnl. 1016/3W.

RCO 122.2 (ELKINS RADIO)

GRANT CO (W99) 1 SW UTC–5(–4DT) N38°59.70' W79°08.75' RWY 13–31: H5000X75 (ASPH) S–41, D–53.4 MIRL 0.3% up NW


SERVICE: FUEL 100LL, JET A LGT Actvt REIL Rwy 13 and 31; PAPI Rwy 31; MIRL Rwy 13–31—CTAF.

AIRPORT REMARKS: Attended 1200–0000Z‡. Aftr hrs on call 304–209–2603. Birds on and invof arpt. 100LL self svc fuel 24/7. Glider ops. Rwy 31 rgt tcf for glider and ultra–light only. All other powered actf 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 128.6


RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

KESSEL (L) VOR/DME 110.8 ESL Chan 45 N39°13.53' W78°59.37' 214° 15.6 NM to fld. 2590/4W.

DME unusable:
- 260°–270° byd 10 NM blw 6,500'
- 288°–295° byd 10 NM blw 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 blw 4,500'; byd 13 NM blw 4,900'; byd 14 NM blw 5,200'; byd 15 NM blw 5,900', byd 19 NM. LOC unusable byd 10 NM blw 4,200'.

PHILIPPI/ BARBOUR CO RGNL (79D) 2 NW UTC–5(–4DT) N39°09.97' W80°03.74' RWY 08–26: H3275X60 (ASPH) MIRL


SERVICE: FUEL 100LL LGT Dusk–Dawn. Activate REIL Rwy 08; PAPI Rwy 08 and 26; MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 304-695-0125

COMMUNICATIONS: CTAF 122.9

WASHINGTON CENTER APP/DEP CON 121.15 (1200–0400Z‡)


RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) VOR/DME 112.6 CKB Chan 73 N39°15.19' W80°16.07' 122° 10.9 NM to fld. 1427/4W.

VOR unusable:
- 041°–051° byd 6 NM
- 056°–081°
- 116°–137°

PHILIPPI

CINCINNATI

Cincinnati H–10G, 12H, L–29B

CLARKSBURG

H–10H, 12I, L–29D

WASHINGTON CENTER

APP/DEP CON 128.6 (0400–1200Z‡)

SIMPSON (9W3)  3 S  UTC–5(–4DT)  N39°05.61´  W80°01.55´
1960  NOTAM FILE EKN
RWY 01–19: 1500X50 (TURF)
RWY 01: Road.
RWY 19: Trees.
AIRPORT REMARKS: Attended continuously. Deer on and in vicinity of arpt. Rwy 01 85´ tree, 0´ dstc, 106´ R. Rwy 19 has 50´ drop-off 75´ dstc. Rwy 01 has 15´ public rd across rwy end. Rwy 01 Rwy partially mkd w/white tires. Rwy 01–19 sfc rolling.
AIRPORT MANAGER: 304-457-2323
COMMUNICATIONS: CTAF 122.9

PINEVILLE
KEE FLD (I16)  2 NW  UTC–5(–4DT)  N37°36.03´  W81°33.56´
1783 B  NOTAM FILE EKN
RWY 08–26: H3701X60 (ASPH)  S–13  MIRL  1.6% up E
RWY 08: REIL. Trees.
RWY 26: REIL. Thld dsplcd 590´. Trees.
SERVICE: FUEL 100LL LGT
ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.
AIRPORT MANAGER: 304-732-9160
WEATHER DATA SOURCES: AWOS–3 120.625 (304) 732–7311. Wnd unrel.
COMMUNICATIONS: CTAF/UNICOM 122.8
H CHARLESTON APP/DEP CON 125.4
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) (DH) VOR/DME 117.7  BKW Chan 124  N37°46.82´ W81°07.41´
W81°07.41´  249° 23.4 NM to fld. 2517/6W.
DME unusable: 080º–215º byd 15 NM
VOR unusable: 070°–200°

POINT PLEASANT
MASON CO (3I2)  4 NE  UTC–5(–4DT)  N38°54.88´  W82°05.91´
643 B  NOTAM FILE EKN
RWY 07–25: H4000X75 (ASPH)  S–24  MIRL  0.3% up SW
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 44´. Trees.
RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.
SERVICE: FUEL 100LL LGT
ACTVT REIL Rwy 07 and 25; PAPI Rwy 07 and 25; MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Attended 1500–1900Z‡ Mon–Fri. Deer on and in vicinity of arpt. Steam from cooling twrs NW occasionally obscures obstruction lghts on twr North. 100LL self svc. Rwy 07 has 3´ ditch 80´ L and R of cntrln first 1000´. 6–8´ brush parallel to Rwy 25, 95´ fm centerline. Portion of ramp and one rwy exit unsafe due to soft weak asph paving. Area marked by lgtd barricade unusable. Cold temperature airport. Altitude correction required at or below –17C. Several power plant stacks in vicinity of arpt west and north. Rwy 25, 35´ drop off, 100´ fm rwy end.
AIRPORT MANAGER: 304-674-5075
WEATHER DATA SOURCES: AWOS–3 119.675 (304) 675–4618.
COMMUNICATIONS: CTAF/UNICOM 122.8
H HUNTINGTON APP/DEP CON 128.4
CLEARANCE DELIVERY PHONE: For CD ctc Huntington ATCT at 304-453-2490.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) DME 115.9  HNN  Chan 106  N38°45.25´  W82°01.57´
341° 10.2 NM to fld. 880.
DME unusable: 189º–290º blo 4,500´
POTOMAC AIRPARK (See BERKELEY SPRINGS on page 389)

RALEIGH CO MEML (See BECKLEY on page 388)

RANDOLPH CO N38°53.64’ W79°51.56’ NOTAM FILE EKN.
NDB (HW) 284 RQY at Elkins/Randolph Co (Jennings Randolph Fld). 1938/7W.
NDB unusable: 016º–084º byd 10 NM
085º–017º byd 15 NM

RAVENSWOOD
JACKSON CO (I18) 6 SW UTC–5(–4DT) N38°55.79’ W81°49.17’
758 B NOTAM FILE EKN
Rwy 04–22: H4000X75 (ASPH) S–12.5 MIRL 0.5% up NE
Rwy 04: REIL. PAPI(P2L)—GA 3.0º TCH 50’. Trees.
Rwy 22: REIL. PAPI(P2L)—GA 4.0º TCH 50’. Trees.
SERVICE: S4 FUEL 100LL LGT ACTVT REIL Rwy 04 and 22, PAPI Rwy 04 and 22; MIRL Rwy 04–22 and windsock lgt—CTAF. VGS& and descent angles not coincident.
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’ fm thr on each end.
AIRPORT MANAGER: 304-273-8114
WEATHER DATA SOURCES: AWOS–2 121.3 (304) 273–3424.
COMMUNICATIONS: CTAF/UNICOM 122.8

RICHWOOD MUNI (3I4) 6 W UTC–5(–4DT) N38°15.50’ W80°39.08’
2486 NOTAM FILE EKN
Rwy 10–28: H3360X60 (ASPH) 2.1% up E
Rwy 10: Trees.
Rwy 28: Trees.
AIRPORT MANAGER: 304-618-3611
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) (DH) VOR/DME 117.7 BKW Chan 124 N37°46.82’ W81°07.41’ 044º 36.4 NM to fld. 2517/6W.
DME unusable: 080º–215º byd 15 NM
VOR unusable: 070º–200º

ROBERT NEWLON FLD (See HUNTINGTON on page 394)
SHINNSTON

WADE F MALEY FLD  (GW8)  1 NE  UTC–5(–4DT)  N39°24.37´  W80°16.61´  
997  NOTAM FILE EKN  
RWY 05–23: 2265X45 (TURF)  0.9% up NE  
RWY 05: Trees.  
SERVICE:  S2  
AIRPORT REMARKS:  Unattended. Deer on and invof arpt. Rwy 23: 15´ drop–off 10´ from thld OB. Rwy 05: 20´ drop–off 15´ from thld OB. High terrain all quadrants. Rwy 05–23, 20´ power poles middle of rwy, 65´ left and rgt of centerline. 400´ ridge/trees 1,100´ from thld Rwy 23 0B. Apch Rwy 23 from northwest, depart Rwy 05 to northwest due to ridge northeast of arpt. Power Plant–2 stacks, 1979 MSL, 1009 AGL, 3 mi SW.  
AIRPORT MANAGER:  304-592-2426  
COMMUNICATIONS:  CTAF  122.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.  

SIMPSON  (See PHILIPPI on page 401)  

SLATE RUN  (See SPENCER on page 403)  

SOUTHERN WEST VIRGINIA RGNL  (See WILLIAMSON on page 405)  

SPENCER

BOGGS FLD  (USW)(KUSW)  1 N  UTC–5(–4DT)  N38°49.43´  W81°20.93´  
928  B  TPA—See Remarks  NOTAM FILE EKN  
RWY 10–28: H4549X75 (ASPH)  MIRL  
RWY 10: Trees.  
RWY 28: Ground.  
SERVICE:  S2  FUEL  100LL, JET A  LGT  ACTIVATE MIRL Rwy 10–28—CTAF. ACTIVATE rotating bcn—CTAF.  
AIRPORT REMARKS:  Attended Mon–Fri 1300–2100Z‡. Wildlife and deer on and invof rwy. ++. Ocnl RC model acft ops on rwy midfield. 24 hr self svc credit card fuel. TPA single/multi eng 1928(1000), turbine/large acft, 2428(1500). NSTD safety area, 50´ hill 170´ from each side of rwy centerline.  
AIRPORT MANAGER:  304-481-1214  
WEATHER DATA SOURCES:  AWOS–3 118.575 (304) 927–0123.  
COMMUNICATIONS:  CTAF/UNICOM  122.725  
RADIO AIDS TO NAVIGATION:  NOTAM FILE EKN.  
HENDERSON  (H) DME  115.9  HNN  Chan 106  N38°45.25´  W82°01.57´  082º 32.0 NM to fld. 880.  
DME unusable:  185°–290° blo 4,500´  

SLATE RUN  (55I)  3 SE  UTC–5(–4DT)  N38°46.65´  W81°18.62´  
1001  NOTAM FILE EKN  
RWY 16–34: H1730X30 (ASPH)  LIRL(NSTD)  
RWY 16: Trees.  
RWY 34: Trees.  
SERVICE:  LGT  LIRL Rwy 16–34 on req.  Rwy 16–34 nstd LIRL; Rwy 34 thr lgts not cntrd. edge lgts located 25´ fm pmvnt edge.  
AIRPORT REMARKS:  Unattended. Deer on and invof arpt. 100´ drop off at each rwy end. Rwy 16–24 trees and brush 40´ fm cntrln. Marked elec transmission line acrs apch to Rwy 16.  
AIRPORT MANAGER:  304-545-8154  
COMMUNICATIONS:  CTAF/UNICOM  122.725  
CLEARANCE DELIVERY PHONE:  For CD ctc Charleston Apch at 304-344-5867 ext 281.
SUMMERSVILLE (SXL)(KSXL) 3 S UTC–5(–4DT) 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 GT ACTVT MIRL Rwy 04–22—CTAF. PAPI Rwy 22 OTS indfly. Rwy 04 REIL OTS indfly. Lighthouse 2 mi SE. May be mistaken for rtg bcn.
Airport Manager: 304-881-1600
Communications: CTAF/UNICOM 122.8
Clearance Delivery Phone: For CD ctc Charleston Apch at 304-344-5867 ext 281.
Radio Aids to Navigation: NOTAM FILE BKW.
Beckley (H) (DH) VOR/DME 117.7 BKW Chan 124 N37º46.82´ W81º07.41´ 030º 29.6 NM to fld. 2517/6W.
DME unusable: 080º–215º byd 15 NM
VOR unusable: 070º–200º
SDF 110.1 I–SXL Rwy 04. SDF OTS indef.

SUTTON
BRAXTON CO (ABJ) 3 E UTC–5(–4DT) N38º41.23´ W80º39.13´ 1276 B NOTAM FILE EKN
Rwy 02–20: H3995X60 (ASPH–AFSC) S–12 MIRL 0.6% up N
Rwy 02: REIL. Thld dsplcd 801´. Trees.
Rwy 20: REIL. 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 GT Dusk–Dawn. After 0400Z‡, actvt REIL Rwy 02 and 20; PAPI Rwy 20; and MIRL Rwy 02–20—CTAF. Rwy 20 VGSI unusable byd 6º left and byd 6º right of centerline.
Airport Remarks: Unattended. 15´ brush, 100´ R/L of rwy centerline. Bcn lctd 1/4 mile NW of arpt. 6´ ditch crosses AER 02 0–116´ from thr. Gate access 1200–0000Z‡ 1–2–3–4. 0000Z‡–1200Z‡ 0–7–6–5. Rwy 20 rwy mkgs faded.
Airport Manager: (304) 542-3311
Weather Data Sources: AWOS–3P 118.225 (304) 766–7805.
Communications: CTAF 122.9
Clarksburg App/Dep Con 121.15 (1200–0400Z‡)
Indianapolis Center App/Dep Con 125.55 (0400–1200Z‡)
Clearance Delivery Phone: For CD ctc Indianapolis ARTCC at 317-247-2411.
Radio Aids to Navigation: NOTAM FILE EKN.
Elkins (L) (L) VORTAC 114.2 EKN Chan 89 N38º54.87´ W80º05.96´ 249º 29.3 NM to fld. 2160/7W.
TACAN Azimuth & DME unusable: 081º–189º byd 32 NM bio 9,000´ 273º–339º byd 12 NM bio 6,000´

TITUS FLD (See ARTHURDALE on page 388)
TRI–STATE/MILTON J FERGUSON FLD (See HUNTINGTON on page 394)
UPSHUR CO RGNL (See BUCKHANNON on page 390)
WEST VIRGINIA

VERSNI39°15.24’ W81°29.10’ NOTAM FILE PKB.
NDB (LOMW) 388° PK 028° 5.9 NM to Mid–Ohio Valley Rgnl. 812/7W.
NDB unusable:
000°–094° byd 10 NM blo 3,000’
095°–149°
150°–210° byd 10 NM

WADE F MALEY FLD (See SHINNSTON on page 403)

WEST VIRGINIA INTL YEAGER (See CHARLESTON on page 391)

WHEELING OHIO CO (HLG)(KHLG) 8 NE UTC–S(–4DT) N40°10.50’ W80°38.78’
1194 N OTMA FILE HLG
RWY 03–21: H5002X150 (ASPH–GRVD) S–120, D–170, 2S–175, 2D–290 ML 0.5% up NE
RWY 03: MALSF. RVR–TR Trees.
RWY 16–34: H4499X150 (ASPH) S–110, D–143, 2S–175, 2D–230 MIRL 0.4% up SE
RWY 16: Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 42’. Trees.
SERVICE: FUEL 100LL, JET A LGT
When ATCT clsd ACTVT MALSF Rwy 03; REIL Rwy 21 and 34; PAPI Rwy 34; HIRL Rwy 03–21; MIRL Rwy 16–34; twy lghts expct Twy A—CTAF. Rwy 34 REIL OTS indefly. Rwy 34 PAPI OTS indefly. Rwy 21 VASI unusbl byd 8° left of cntrln.
AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1300–0100Z‡. Birds and deer on and invof arpt. Paved svc rd extends fm end to FAA equip; access controlled.
AIRPORT MANAGER: 304-234-3865
COMMUNICATIONS: CTAF/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:
(L) (L) VOR/DME 114.25 HLG Chan 89(Y) N40°15.59’ W80°34.12’ 222° 6.2 NM to fld. 1269/7W.
VOR unusable:
005°–045°
105°–190° byd 7 NM
315°–320° blo 3,000’
ILS 109.7 I–HLG Rwy 03. Class IA. ILS unusable when ATCT clsd. Glideslope unusable for cpd apchs blw 1,401’.

SOUTHERN WEST VIRGINIA RGNL (EBD)(KEBD) 8 E UTC–S(–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 3.0° TCH 40’. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40’. Tree.
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 08–26, PAPI Rwy 08–26, MIRL Rwy 08–26—CTAF.
AIRPORT MANAGER: 304-235-0338
COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 126.575
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.
RADIO AIDS TO NAVIGATION:
NEWCOMBE (L) DME 110.4 ECB Chan 41 N38°09.50’ W82°54.60’ 127° 47.1 NM to fld. 1070.

NE, 11 JUL 2024 to 5 SEP 2024
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 Luna Reservoir</td>
</tr>
<tr>
<td>FLUKY (127.325)</td>
<td>R-237 R-269</td>
<td>West side of Luna 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, 11 JUL 2024 to 5 SEP 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
aerial must exit the DC SFRA by the most direct lateral route unless: the
departure point is within the SFRA and the departure point is closer than the SFRA
boundary, the pilot may return to the departure point by the most direct route.

Communications failure: An aircraft unable to communicate with ATC should squawk
7600 and exit the DC SFRA/FRZ by the most direct lateral route unless; 1: The
departure point is within the SFRA and the departure point is closer than the SFRA
boundary, the pilot may return to the departure point by the most direct route. 2: If the
departure point is within the FRZ and the aircraft is within 5nm of the departure point, the
pilot may return to the departure point by the most direct route. Otherwise, the pilot must
exit the FRZ via the most direct route.

Intercepts: Review interception procedures in the AIM. If you are intercepted, follow all
instructions given by the intercepting aircraft. Monitor 121.5, provide call sign /position,
and squawk 7700 unless otherwise directed.

Washington DC SFRA
Standard Requirements

Requirements to operate to/from, or within the DC SFRA

1. Complete the training requirements at [http://www.faasafety.gov](http://www.faasafety.gov) for VFR aircraft
   operations.
   - Training is noted by a completion certificate generated at the end of the
     training course. It is recommended that pilots carry a copy of this certificate
     with them.
   - This training is mandatory for pilots within a 60NM radius of the DCA
     VOR/DME and recommended for pilots within a 100NM radius of the DCA
     VOR/DME.

2. Two-way radio

3. Operating transponder with altitude reporting (Mode C)

4. Flight plan appropriate for the intended operations:

   IFR: IFR flight plan
   VFR: DC SFRA flight plan for all operations, except:
   - Fringe airport egress (*no flight plan required*)
   - Leesburg Entry and Egress (*no flight plan required*)
   - Towered airport pattern work (*make request to tower*)

5. Discrete transponder code for all operations, except:
   - Leesburg (1226)
   - Fringe airport egress (1205)
   - Towered airport pattern work (1234)
6. VFR speed restriction (≤180 KIAS in DC SFRA, & ≤230 KIAS from 30 NM - 60 NM from the DCA VOR/DME unless otherwise authorized.)

7. Communication with ATC for all operations, except:
   - Leesburg (JYO) egress/ingress: make CTAF calls
   - Fringe airport egress: monitor guard if able
   - Towered airport pattern work: talk to tower
   - Non-towered airport pattern work:
     - Make CTAF calls and monitor Guard if able.

8. To enter or exit the DC SFRA under IFR, pilots must:
   - File and activate their IFR flight plan before entering the DC SFRA.
   - Pilots may not depart VFR and pick up an IFR clearance and transponder code in the air.

**Activate:** A DC SFRA flight plan to enter/exit the DC SFRA under VFR activates when the pilot obtains a discrete transponder code except:
   - Leesburg (JYO) ingress/egress: with CTAF calls
   - Fringe airport egress: when pilot squawks 1205
   - Towered airport pattern: with squawk & talk
   - Non-towered airport pattern: with CTAF calls

**Closing:** The DC SFRA flight plan closes when the aircraft exits or lands at an airport inside the DC SFRA.

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### Potomac TRACON Telephone Numbers

<table>
<thead>
<tr>
<th>Area Name</th>
<th>Nearest major airport)</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shenandoah</td>
<td>Dulles (IAD)</td>
<td>1-866-709-4993</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-4097</td>
</tr>
<tr>
<td>Mount Vernon</td>
<td>Reagan National (DCA)</td>
<td>1-866-599-3874</td>
</tr>
<tr>
<td></td>
<td>Andrews AFB (ADW)</td>
<td>1-540-349-0493</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>Baltimore (BWI)</td>
<td>1-866-429-5882</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-8478</td>
</tr>
<tr>
<td>James River</td>
<td>Richmond (RIC)</td>
<td>1-866-640-4124</td>
</tr>
<tr>
<td></td>
<td>Charlottesville (CHO)</td>
<td>1-540-349-9697</td>
</tr>
</tbody>
</table>
WASHINGTON DC SFRA
VFR Outbound Procedures

Step 1: Preflight – File a DC SFRA Flight Plan

- ALWAYS review NOTAMs for current TFR information.
- File a DC SFRA flight plan.
  Suggested language: “I would like to file a DC SFRA flight plan for VFR flight from (departure airport) to (appropriate exit gate)”.
- If desired, file separate a VFR flight plan (search and rescue), to be activated after departing the DC SFRA.

Step 2: Pre-Takeoff – Activate DC SFRA Flight Plan

- Call ATC (tower, RCO, phone) for frequency & transponder code.
  Suggested language: “Potomac Clearance, (call sign) at Tipton, VFR Departure.”
- Set assigned departure frequency and transponder code. NEVER squawk 1200 inside the DC SFRA.
- Verify that Mode C (ALT) is ON.

Aircraft operating at Leesburg (JYO):
Egress with transponder code of 1226 and CTAF calls.
See separate NOTAM for Leesburg.

Fringe airport egress:
Monitor VHF frequency 121.5 or UHF frequency 243.0

Step 3: After Takeoff – Communicate with ATC

- Establish radio contact with Potomac TRACON
  Suggested language: “Potomac Departure, (call sign), off Tipton”
- Monitor the assigned frequency
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 4: Exiting – Close DC SFRA Flight Plan

- Remain on the assigned frequency / transponder code until ATC authorizes change. NOTE: Verify that you are clear of the DC SFRA prior to changing frequency or transponder code. NEVER squawk 1200 inside the DC SFRA. A DC SFRA flight plan closes automatically upon exiting the DC SFRA.
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.
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.
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 RESQU SKPRR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y489 RESQU SKPRR</td>
</tr>
<tr>
<td>L456</td>
<td>SHIPP Y492 SQUAD DARUX</td>
<td>ELVAE COL DIXIE Y482 SQUAD DARUX</td>
</tr>
<tr>
<td>L459</td>
<td>SHIPP Y492 SQUAD DARUX</td>
<td>ELVAE COL DIXIE Y482 SQUAD DARUX</td>
</tr>
<tr>
<td>L461</td>
<td>SHIPP Y487 KINGG KINER</td>
<td>ELVAE COL DIXIE Y481 KINGG KINER</td>
</tr>
</tbody>
</table>

VIA: ORF AR9 ZIBUT

All operators transitioning the New York Center West Atlantic Route System (WATRS) via ZIBUT intersection, en route to the New York Center North Atlantic MNPS airspace, are encouraged to flight plan via:
ZIBUT direct LARGE direct SLATN or JBOC or DOVEY

Operators opting to flight plan via any other fix or latitude/longitude coordinates east of ZIBUT intersection shall expect no higher than FL290 and may be rerouted to accommodate WATRS non–radar traffic.

NOTE—This route may be filed bi–directionally

EASTBOUND

TRANSITION TO NEW YORK OCEANIC CTA/FIR

NORTHBOUND

NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK METROPOLITAN AREA

All northbound operators exiting New York Center’s West Atlantic Route System (WATRS) on routes L453, L454, L455, L456, L457, L459, and L461 shall flight plan and file the following transition routes to join domestic routing:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS EXIT ROUTING To JFK</th>
<th>WATRS EXIT ROUTING To EWR and satellites</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SAUCR VIRST Y494 YAALE Y495 CAMRN</td>
<td>SAUCR VIRST Y494 YAALE Y497 SUBBS CYU RBV V249 METRO</td>
</tr>
<tr>
<td>L454 and L457</td>
<td>OKONU YAALE Y495 CAMRN</td>
<td>OKONU MOUGH Y497 SUBBS CYU RBV V249 METRO</td>
</tr>
<tr>
<td>L455 and L459</td>
<td>SAVIK YAALE Y495 CAMRN</td>
<td>SAVIK MOUGH Y497 SUBBS CYU RBV V249 METRO</td>
</tr>
<tr>
<td>L456 and L461</td>
<td>MARIG YAALE Y495 CAMRN</td>
<td>MARIG MOUGH Y497 SUBBS CYU RBV V249 METRO</td>
</tr>
</tbody>
</table>

For further information contact New York ARTCC Traffic Management Officer at 631-468-1034 or michael.porcello@faa.gov

NORTH SHORE HELICOPTER ROUTE
Long Island, New York

Effective August 6, 2012 UFN, civil helicopter pilots operating VFR along Long Island, New York’s northern shoreline between the VPYLD waypoint and Orient Point, must utilize the North Shore Helicopter route and altitude, as published. Deviations are permitted for safety, weather conditions, or transitioning to or from a destination or point of landing. For a detailed explanation of the requirement, see 14 CFR part 93, subpart H.

NE, 11 JUL 2024 to 5 SEP 2024
AEROBATIC PRACTICE AREA
Roxbury, Connecticut
Aerobatic practice area will be conducted between the altitudes of 2500 ft and 4500 ft MSL and performed within an approximate 2 mile radius of a point defined from the CARMEL VOR/DME (CMK) as the 052 degree radial/21.9 GPS–DME fix. It is 8 NM NW of the Oxford, CT airport (OXC).

LASER LIGHT ACTIVITY
Baltimore, Maryland
Laser lgt activity wi an area defined as 39º01´14”N 076º49´40”W (BAL 230012) SFC-FL600 AGL. The system is intermittent, with possible ops occurring 24hrs a day, 7 days a week. The laser beam may be injurious to pilots/aircrews and passengers eyes. The laser is deactivated in the event an acft approaches. Other visual effects, e.g., flash blindness, after image, glare, and distraction may occur. Potomac (PCT) TRACON telephone 540-349-7541 is the FAA coordination facility.

Office of Primary Responsibility (ORP): FAA/ESA/OSG
Contact Information: 404-305-5592
Original: May 2023

SEARCH LIGHT DEMONSTRATION
Baltimore, Maryland
Downtown, at the Inner Harbor
Each evening, seven days per week
A vertical search light beam demonstration will be conducted at the Pier V Hotel, at Baltimore Inner Harbor, Baltimore, Maryland, BAL 028/7. Lat N39º17´24”, Long W76º36´27”. Search light beams are being radiated from the SFC upward. Flashblindness or cockpit illumination may occur at several miles distance.

LASER LIGHT ACTIVITY
Canobie Lake Water Park, Salem, New Hampshire
Laser light shows are being conducted at the Canobie Lake Water Park in Salem, NH. Show orientation and laserbeam projections will be directed in all 360º directions. Laser light beams may be injurious to pilot's/passenger's eyes within 3,000 feet laterally of the light source and surface to 1,650 feet AMSL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. The laser will be stationed at N42º47´32”/W071º14´44” (LWM 310/7.4 DME). Manchester ATCT 1–603–666–7591 will be the coordination facility.

LASER LIGHT DEMONSTRATION
Atlantic City, New Jersey
Laser light demonstrations are being conducted at the Atlantic Park, downtown Atlantic City, New Jersey, 0001–0700 UTC, ACY VORTAC 145/8.5. Approximately: 39º21´31”N/74º26´15”W. Laser light beam may be injurious to pilots/passengers eyes within 100 feet above ground, 100 feet AMSL, 900 feet laterally of the light source. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. The Atlantic City ATCT, 609–641–3940, is the coordination facility.

LASER LIGHT DEMONSTRATION
Darien Lake Theme Park, Darien Center, New York
Laser light demonstrations are being conducted at the Darien Lake Theme Park, Darien Center, NY. The show orientation and laser beam projection are directed to the southern half of a circle form this site. Buffalo VOR/DME 100R/12NM. (42º56´04”N/78º23´30”W). Laser light beams may be injurious to pilot's/passenger's eyes within 2,800 feet of the light source, 1,600 feet above ground level. The secondary effect of flash blindness or cockpit illumination may occur beyond these distances. The Buffalo ATCT, 716–633–0664 is the FAA coordination facility.

LASER LIGHT ACTIVITY
LaGuardia, New York
Laser 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, 11 JUL 2024 to 5 SEP 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″ W76°18′35″ in Harford County, Maryland.

CHARLESTON, West Virginia
Mine blasting approximately 25 NM south and southeast of Charleston, West Virginia as follows:
Mine Blasting HVQ VORTAC 110° 25 DME to 400′ AGL
Mine Blasting HVQ VORTAC 189° 26 DME to 300′ AGL

CAUTION—FISH SPOTTING ACTIVITY—Chesapeake Bay and coastal waters
Caution is advised for extensive fish spotter aircraft activity between May 1 and December 1 upwards from 1500 feet above the surface over the Chesapeake Bay and adjacent coastal waters. Pilots should be alert for this activity. For further information contact FAA/Norfolk ATCT on 1–757–460–5142.

BOSTON, Massachusetts
To avoid the concentration of aircraft arriving and departing Boston, pilots requesting IFR flight at and below altitudes 14,000 feet MSL should file for airways beyond 40 NM from Boston VORTAC between the hours of 0800–2100 local. Traffic to/from Maine and Cape may file V167.

BOURNE, Massachusetts
Aircraft operation below 2000 ft and within 3 miles of Pave Paws radar site located in Restricted Area 4101 may experience momentary erratic operation of cockpit instruments or navigational equipment. Pilots are encouraged to submit reports of such occurrences to nearest FAA Air Traffic Facility.

SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS
VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

<table>
<thead>
<tr>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Atlantic</td>
<td>123.45 MHz</td>
</tr>
<tr>
<td>Caribbean</td>
<td>123.45 MHz</td>
</tr>
<tr>
<td>Pacific</td>
<td>123.45 MHz</td>
</tr>
</tbody>
</table>

MILITARY TRAINING ROUTES
The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

NE, 11 JUL 2024 to 5 SEP 2024
SPECIAL NOTICES

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.
SIERRA TELEPHONE

TEB Helicopter Routes
Are Advisory Only

NE, 11 JUL 2024 to 5 SEP 2024
RONALD REAGAN WASHINGTON NATIONAL AIRPORT
NOISE ABATEMENT & PROHIBITED AREA (P-56)
AVOIDANCE PROCEDURES (Page 1 of 2 pages)

PROHIBITED AREA P-56
AVOID
SURFACE TO 18,000' MSL
P–56 BEGINS APPROXIMATELY 1.5 NM NORTH OF THE DEPARTURE END OF RUNWAY 01–SURFACE TO 18,000´ MSL
REMAIN CLEAR OF P–56 AT ALL TIMES

EXPECT THE PUBLISHED RNAV DEPARTURE PROCEDURE OR ATC INSTRUCTIONS FOR THE FOLLOWING NON–RNAV PROCEDURES

NORTHWEST: Follow the Potomac River until abeam the Georgetown reservoir or the DCA 4 DME, then join the DCA 328 radial, expect radar vectors at 10 DME. A left turn as soon as practicable, especially with a west wind, is required to maintain a ground track over the Potomac River and remain clear of P–56. If unable to maintain visual reference to the Potomac River, join the DCA 328 radial.

NORtheAST: Follow the Anacostia River to 5 DME. A right turn as soon as practicable, especially with a east wind, is required to maintain a ground track over the Anacostia River and remain clear of P–56. Expect Radar Vectors at 5 DME. If unable to maintain visual reference to the Anacostia River, then join the DCA 070 radial.

SOUTH: Follow the Potomac River to 5 DME, then expect radar vectors. If unable to maintain visual reference to the Potomac river, then join the DCA 185 radial.

ARRIVAL PROCEDURES

LANDING NORTH: Weather conditions 3000/4 or better, expect the Mount Vernon visual approach. Lower weather conditions, expect the advertised instrument approach.

LANDING SOUTH: Weather conditions 3500/3 or better, expect the River Visual Approach. Lower weather conditions, expect the advertised instrument approach.

NIGHTTIME NOISE LEVELS

From 2200 to 0700 local time, operation of aircraft type and model which exceed the following noise levels violate Metropolitan Washington Airport Authority Regulation (MWAR) 3.11:

DEPARTURES – 72 dBA as generated on takeoff.

ARRIVALS – 85 dBA as generated on approach, except that aircraft scheduled to arrive before 2200 will be permitted to land if they have received an approach clearance before 2230. Ref. MWAR 3.11 and Advisory Circular 36–3.
NIAGARA FALLS FLIGHT RESTRICTION AREA

Part 93—Special Air Traffic Rules; Subpart E—Flight Restrictions in the Vicinity of Niagara Falls, New York

§93.71 General operating procedures

(a) Flight restrictions are in effect below 3,500 feet MSL in the airspace above Niagara Falls, New York, west of a line from latitude 43º06´33"N., longitude 79º03´30"W. (Whirlpool Rapids Bridge) to latitude 43º04´47"N., longitude 79º02´44"W. (Niagara River Inlet) to latitude 43º04´29"N., longitude 79º03´30"W. (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.
Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations
Contact Information: (202) 267-8783
Amended: August 2023
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.
SPECIAL NOTICES

TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

Nantucket, Massachusetts
Nantucket Memorial Airport VFR Noise Abatement Procedures


ARRIVALS

CONTACT NANTUCKET TOWER (118.3) 15 MILES OUT FOR LANDING INSTRUCTIONS

SINGLE ENGINES - (Pattern speed 130 knots or less) Plan to overfly island high (2000’ + AGL). Expect L/R base landing Runway 30 or Runway 33 when x-winds are under 12 knots. Descend offshore for landing whenever possible.

TWINS - Remain over water and expect to land on Runway 24 (wind permitting). Contact Tower for landing sequence abeam Great Point. Cross Third Point at 1000’ AGL. Follow Folgers Marsh (right base) for landing on Runway 24.

TURBOPROPS/JETS - Remain over water and expect straight in approach to Runway 24 (wind permitting). Enter final approach offshore outside Outer Marker.

DEPARTURES

Make maximum use of over water departure routes, maintaining 1 mile offshore and avoid island crossings whenever possible.

GENERAL AVIATION/AIRLINE CORRIDORS

Additional Info:
www.NantucketAirport.com

NANTUCKET ATCT FREQUENCIES
ATIS 127.5
CLEARANCE 119.375
GROUND 121.7
TOWER 118.3

CAPE APPROACH VFR ADVISORY FREQUENCY
126.1

NE, 11 JUL 2024 to 5 SEP 2024
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
LONG ISLAND MACARTHUR (ISP) 
ARRIVAL ALERT

Landing Southeast 
RWY 15L and RWY 15R

Pilots sometimes confuse RWY 15R and RWY 15L due to proximity of runway thresholds.

Not for Navigational Purposes 
For Situational Awareness Only

NE, 11 JUL 2024 to 5 SEP 2024
Pilots sometimes confuse RWY 33R and RWY 33L due to 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

Office of Primary Responsibility (OPR): ATO, Runway Safety
Contact Information: (202) 856-1942
Original: April 2024
Pilots sometimes confuse RWY 28L and RWY 28C due to proximity of runway thresholds.

Not for Navigational Purposes
For Situational Awareness Only
ROCHESTER INTL (ROC) ARRIVAL ALERT

Landing Southwest
RWY 25 and RWY 28

Pilot sometimes confuse RWY 25 and RWY 28.

Not for Navigational Purposes
For Situational Awareness Only

Office of Primary Responsibility (OPR): ATO, Runway Safety
Contact Information: (202) 856-1942
Amended: January 2024

NE, 11 JUL 2024 to 5 SEP 2024
Pilots sometimes confuse RWY 15 for RWY 19 due to proximity of runway thresholds.

Not for Navigational Purposes
For Situational Awareness Only
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
FSS TELEPHONE NUMBERS

Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part-time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings................................. 1–800–WX–BRIEF (1–800–992–7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)


FLIGHT RESTRICTED ZONE FLIGHTS

Pilots wishing to fly within the Flight Restricted Zone (FRZ) must call the Washington ARTCC Flight Data Unit at 703–771–3476.
## FAA TELEPHONE NUMBERS AND NWS
### KEY AIR TRAFFIC FACILITIES

#### Air Traffic Control System Command Center
Main Number: ........................................ 540–422–4100

### AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

<table>
<thead>
<tr>
<th>ARTCC NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>**CLEARANCE DELIVERY TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>505–856–4300</td>
<td>505–856–4561</td>
</tr>
<tr>
<td>Anchorage</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–269–1137</td>
<td></td>
</tr>
<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>770–210–7601</td>
<td>770–210–7692</td>
</tr>
<tr>
<td>Boston</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>603–879–6633</td>
<td>603–879–6859</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>630–906–8221</td>
<td>630–906–8921</td>
</tr>
<tr>
<td>Cleveland</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>440–774–0310</td>
<td>440–774–0490</td>
</tr>
<tr>
<td>Denver</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1600</td>
<td>303–651–4257</td>
</tr>
<tr>
<td>Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>817–858–7500</td>
<td>817–858–7584</td>
</tr>
<tr>
<td>Honolulu</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–840–6100</td>
<td>808–840–6201</td>
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<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–5300</td>
<td>281–230–5622</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317–247–2231</td>
<td>317–247–2411</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>904–549–1501</td>
<td>904–845–1592</td>
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<tr>
<td>Kansas City</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>913–254–8500</td>
<td>913–254–8508</td>
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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>
</tr>
<tr>
<td>Minneapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>651–463–5580</td>
<td>651–463–5588</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:40 p.m.</td>
<td>631–468–1001</td>
<td>631–468–1425</td>
</tr>
<tr>
<td>Oakland</td>
<td>310–725–3300</td>
<td>6:30 a.m.–3:00 p.m.</td>
<td>510–745–3331</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>787–253–8663</td>
<td>787–253–8664</td>
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<tr>
<td>Seattle</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>253–351–3500</td>
<td>253–351–3694</td>
</tr>
<tr>
<td>Washington</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703–771–3401</td>
<td>703–771–3587</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

### MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

<table>
<thead>
<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>678–364–6131</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>678–364–6000</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:40 p.m.</td>
<td>847–608–5509</td>
</tr>
<tr>
<td>Dallas–Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>972–615–2500</td>
</tr>
<tr>
<td>Denver</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1500</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–8400</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>516–683–2901</td>
</tr>
<tr>
<td>Northern CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>916–366–4001</td>
</tr>
<tr>
<td>Potomac</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>540–349–7500</td>
</tr>
<tr>
<td>Southern CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>858–537–5800</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
### DAILY NAS REPORTABLE AIRPORTS

<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
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</thead>
<tbody>
<tr>
<td>Albuquerque Int'l Sunport, NM</td>
<td>817–222–5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>505-842–4366</td>
</tr>
<tr>
<td>Andrews AFB, MD</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>301–735–2380</td>
</tr>
<tr>
<td>Baltimore/Washington</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>410–962–3555</td>
</tr>
<tr>
<td>Bradley Intl, MA</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>617–455–3100</td>
</tr>
<tr>
<td>Burbank/Bob Hope, CA</td>
<td>718–995–5426</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>203–627–3428</td>
</tr>
<tr>
<td>Chicago Midway, IL</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773–884–3670</td>
</tr>
<tr>
<td>Chicago O'Hare Int'l, IL</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773–601–7600</td>
</tr>
<tr>
<td>Cleveland Hopkins Int'l, OH</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>216–352–2000</td>
</tr>
<tr>
<td>Covington/Cincinnati, OH</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>859–372–6440</td>
</tr>
<tr>
<td>Dallas–Ft. Worth, TX</td>
<td>718–222–5006</td>
<td>8:30 a.m.–5:00 p.m.</td>
<td>972–615–2531</td>
</tr>
<tr>
<td>Dayton Cox Intl, OH</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>937–415–6800</td>
</tr>
<tr>
<td>Denver Intl, CO</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1600</td>
</tr>
<tr>
<td>Detroit Metro, MI</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>734–955–5000</td>
</tr>
<tr>
<td>Fairbanks Intl, AK</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–474–0050</td>
</tr>
<tr>
<td>Fort Lauderdale Int'l, FL</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305–356–7932</td>
</tr>
<tr>
<td>George Bush</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>713–230–8400</td>
</tr>
<tr>
<td>Hartsfield–Jackson Atlanta Int'l, GA</td>
<td>678–364–6131</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>404–559–5800</td>
</tr>
<tr>
<td>Honolulu (Daniel K Inouye Intl), HI</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–840–6100</td>
</tr>
<tr>
<td>Houston Hobby, TX</td>
<td>817–222–5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>713–847–1400</td>
</tr>
<tr>
<td>Indianapolis Intl, IN</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317–484–6600</td>
</tr>
<tr>
<td>Kahului/Maui, HI</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–877–0725</td>
</tr>
<tr>
<td>Kansas City Intl, MO</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>816–329–2700</td>
</tr>
<tr>
<td>Las Vegas McCarran, NV</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>702–262–5978</td>
</tr>
<tr>
<td>Los Angeles Intl, CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–3:30 p.m.</td>
<td>310–342–4900</td>
</tr>
<tr>
<td>Louis Armstrong New Orleans Intl, LA</td>
<td>817–222–5006</td>
<td>7:00 a.m.–4:30 p.m.</td>
<td>504–471–4300</td>
</tr>
<tr>
<td>Memphis Int'l, TN</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901–322–3350</td>
</tr>
<tr>
<td>Miami Int'l, FL</td>
<td>404–305–5180</td>
<td>7:00 a.m.–4:00 p.m.</td>
<td>305–869–5400</td>
</tr>
<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>612–713–4000</td>
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<tr>
<td>Nashville Int'l, TN</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>615–781–5460</td>
</tr>
<tr>
<td>New York Kennedy Int'l, NY</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>718–656–0335</td>
</tr>
<tr>
<td>New York La Guardia, NY</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>718–335–5461</td>
</tr>
<tr>
<td>Newark Liberty Int'l, NJ</td>
<td>718–995–5426</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>793–565–5000</td>
</tr>
<tr>
<td>Norman Y. Mineta San Jose Int'l, CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>408–982–0750</td>
</tr>
<tr>
<td>Ontario Int'l, CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>909–983–7518</td>
</tr>
<tr>
<td>Orlando Int'l, FL</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>407–850–7000</td>
</tr>
<tr>
<td>Philadelphia Int'l, PA</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>215–429–4100</td>
</tr>
<tr>
<td>Phoenix Sky Harbor Int'l, AZ</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>602–379–4226</td>
</tr>
<tr>
<td>Pittsburgh Int'l, PA</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>412–269–9237</td>
</tr>
<tr>
<td>Portland Int'l, OR</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>503–493–7500</td>
</tr>
<tr>
<td>Raleigh–Durham, NC</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>919–380–3125</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.*
NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATION (UAOS)
AND
WEATHER RADAR NETWORK

LEGEND

△ AVIATION WEATHER SERVICE (MILITARY)
▲ AIR TRAFFIC CONTROL RADAR
★ UPPER AIR OBSERVING STATION/RADAR
■ RADAR ONLY
● UAOS–BALLOON RELEASE AROUND 1100 UTC
AND 2300 UTC DAILY
○ OTHER NWS UPPER AIR STATIONS–BALLOON RELEASE
TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE
AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND
FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED
HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.

NE, 11 JUL 2024 to 5 SEP 2024
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.

<table>
<thead>
<tr>
<th>Center</th>
<th>Frequencies</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>Albemarle</td>
<td>133.15 251.1</td>
<td>(KZTL)</td>
</tr>
<tr>
<td>Anderson</td>
<td>121.5 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Anniston</td>
<td>134.95 121.5 121.5 323.175 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Athens</td>
<td>134.2 127.5 127.5 120.425 327.15 316.05 316.05 290.475</td>
<td></td>
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<tr>
<td>Atlanta/A</td>
<td>135.0 135.0 346.35 317.7 317.7 290.475</td>
<td></td>
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<tr>
<td>Augusta</td>
<td>128.1 322.325</td>
<td></td>
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<tr>
<td>Birmingham</td>
<td>128.725 127.3 350.325 251.05</td>
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<tr>
<td>Chattanooga</td>
<td>133.175 132.05 126.675 124.875 363.1 354.025 299.2 257.675</td>
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<td>Columbus</td>
<td>125.575 120.45 353.95 298.85</td>
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<tr>
<td>Crossville</td>
<td>121.5 121.5 243.0 243.0</td>
<td></td>
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<tr>
<td>Foothills</td>
<td>134.8 379.95</td>
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</tr>
<tr>
<td>Gadsden</td>
<td>124.5 270.325</td>
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<tr>
<td>Glade Springs</td>
<td>127.85 269.3</td>
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<tr>
<td>Greensboro</td>
<td>128.8 124.425 360.825 323.025</td>
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<tr>
<td>Greer</td>
<td>121.5 243.0 243.0</td>
<td></td>
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<tr>
<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>
<td></td>
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<td>Hinch Mountain</td>
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BOSTON CENTER – 121.5 121.5 243.0 243.0
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 – 133.45 133.45 290.5 269.3 269.3
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
Gardner – 134.7 123.75 338.2 269.475
Houlton – 128.05 (OCEANIC CONTROL–VIA J55) 121.5 121.5 200.25 346.4 (OCEANIC CONTROL–VIA V39) 319.1
(OCEANIC CONTROL–VIA J55) 243.0 243.0
Hyannis – 133.45 133.45 (OCEANIC CONTROL–VIA–J575/J585/C1141/C1142/C1143/C1144/C1145/C1146) 296.3
269.3 (OCEANIC CONTROL–VIA–J575/J585/C1141/C1142/C1143/C1144/C1145/C1146)
Kingston – 134.3 256.9
Lake George – 135.325 133.625 128.325 121.35 360.6 354.1 348.7 257.85
Lebanon – 134.7 121.5 121.5 269.475 243.0 243.0
Massena – 121.5 121.5 243.0 243.0
Melrose – 133.325 127.975 353.7 341.7
Millinocket – 134.95 307.0
Montpelier – 135.7 135.7 121.5 121.5 282.2 282.2 243.0 243.0
Princeton – 121.5 121.5
Rockdale – 133.25 127.375 353.925 279.5
Shelton – 134.0 128.1 126.275 125.575 353.675 317.7 306.3 290.35
St. Albans – 120.35 118.825 342.25 251.075
Turin – 135.25 133.25 123.875 120.35 377.1 377.1 342.25 342.25 323.0 321.3 279.5 243.0 243.0
Utica – 124.125 342.25 273.55
Waterboro – 128.2 118.55 273.45 263.05
Watertown – 121.5 121.5 243.0 243.0
Whitefield – 121.5 121.5
Woodstock – 135.325 133.425 133.425 127.65 124.85 118.425 360.6 307.9 277.4 269.2 257.925
Worcester – 126.225 370.9
CENTER REMARKS: THE PROVISION OF ENROUTE PRIM RADAR SVC NOT AVBL IN THE BOS ARTCC WATERTOWN NY AREA AT 12000' & BELOW; ROCKDALE/UTICA NY AREAS AT 11000' & BELOW; DELANCEY NY AREA AT 7000' & BELOW AND IN THE SYRACUSE*

CLEVELAND CENTER – 121.5 121.5 243.0 243.0
Algonac – 134.775 132.25 126.525 379.95 298.875 285.525 269.2 244.575 (KZOB)
Altoona – 133.075 128.45 124.4 121.5 121.5 121.2 327.1 307.1 299.2 276.4 243.0 243.0
Baltimore – 135.175 126.95 125.425 307.075 291.6 239.3
Bradford – 124.325 121.5 121.5 353.85 243.0 243.0
Carleton – 135.375 251.125 243.0 243.0
Chardon – 120.775 298.95
Dubois – 126.725 121.5 121.5 291.65 243.0 243.0
Dunkirk – 125.2 256.8
Findlay – 135.1 127.675 121.5 121.5 291.725 281.475 243.0 243.0
Flint – 126.75 348.75
Freeland – 133.875 127.7 369.9 290.425 269.525 243.0 243.0
Genessee – 128.025 323.25
Holland – 120.625 118.625 316.05 306.9
Indianhead – 132.125 363.075
Litchfield – 135.725 134.65 133.525 120.45 360.7 285.625 281.425 262.025
Mansfield – 134.9 133.375 369.9 317.7 290.275 269.475 243.0 243.0
Moon Township – 134.475 121.075 385.5 369.25 317.45 307.325 254.275
Morgantown – 121.5 121.5 243.0 243.0
Mount Hope – 120.6 379.275 243.0 243.0
Sandusky – 132.45 127.9 119.875 119.325 371.95 348.675 284.625 269.625
Warren – 134.125 132.925 125.875 119.725 351.85 338.35 316.1 307.15
Waterford – 127.075 292.175
Waterville – 128.625 379.2
Wayland – 127.475 124.325 119.375 369.9 353.85 346.35 243.0 243.0 235.975
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<td>Brookville – 120.575 317.625</td>
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<td>Cатаува – 128.775 123.925 120.475 353.75 346.3 259.75</td>
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<tr>
<td>Charleston – 135.125 134.225 119.525 379.175 322.375 307.3</td>
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<tr>
<td>Columbus – 316.125</td>
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<tr>
<td>Evansville – 132.525 128.3 377.125 291.625</td>
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<tr>
<td>Henryville – 134.275 133.05 128.375 124.775 353.825 317.525 293.225 269.025</td>
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<td>Hillsboro – 121.5 121.5</td>
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<tr>
<td>Huntingburg – 127.025 322.425</td>
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<td>Indianapolis – 133.425 132.775 125.125 124.525 119.55 379.225 370.925 360.725 350.225 299.6 273.475</td>
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<td>Livingston – 134.675 126.925 348.625 319.15</td>
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<td>London 2 – 124.625 121.5 121.5 371.925 243.0 243.0</td>
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<td>Lynch – 126.575 257.85</td>
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<td>Mervyn – 135.575 134.7 120.875 307.225 290.5 284.725</td>
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<tr>
<td>New Hope – 124.625 121.175 371.925 353.65</td>
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<tr>
<td>Parkersburg – 125.55 121.5 317.475 243.0 243.0</td>
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<td>Portsmouth – 135.575 124.225 120.275 363.175 360.725 290.5</td>
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<td>Rosewood – 135.8 128.075 288.3 282.375</td>
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<td>Terre Haute – 134.175 132.2 317.425 310.8</td>
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<td>Whitetop Mountain – 124.575 290.55</td>
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<td>Winchester – 128.225 126.375 123.775 343.65 317.75 263.05</td>
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<td>Zanesville – 133.775 132.825 124.45 121.5 121.5 363.025 360.675 323.275 243.0 243.0</td>
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<td><strong>CENTER REMARKS:</strong> CPDLC (LOGON KUSA)</td>
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| **NEW YORK CENTER** – 121.5 121.5 243.0 243.0 |
|-----------------|-----------------|-----------------|
| Barnegat – 133.5 133.5 354.0 |
| Barnstable – 125.925 121.125 284.75 |
| Big Flat – 133.475 132.2 322.4 270.3 |
| Colts Neck – 125.325 118.975 307.8 282.3 |
| Douglaston – 128.675 121.125 |
| Elk Mountain – 134.45 132.175 128.5 326.2 298.9 |
| Elmira – 121.5 121.5 243.0 243.0 |
| Flint Hill – 134.6 132.1 124.625 307.05 290.2 278.3 |
| Harrisburg – 124.775 346.275 |
| Huguenot – 132.6 285.5 |
| Islip – 121.5 121.5 243.0 243.0 |
| Lancaster – 133.175 285.65 |
| Manteo – 126.025 |
| Millville – 134.325 323.3 |
| Modena – 135.45 335.6 |
| Nantucket – 121.125 |
| North Mountain – 132.15 128.575 123.625 121.325 282.35 279.55 273.6 269.1 |
| Philipsburg – 134.8 132.875 121.5 121.5 338.3 306.2 |
| Ravine – 120.025 292.125 |
| Saint David – 128.5 121.5 119.1 243.0 239.0 229.4 |
| Sayre – 133.35 372.0 |
| Ship Bottom – 133.05 128.3 257.725 |
| Sparta – 133.15 290.4 |
| State College – 118.55 |
| Stillwater – 127.175 350.3 |
| Williamsport – 124.9 121.5 121.5 243.0 243.0 |
| Wilmington – 133.525 |

**NE, 11 JUL 2024 to 5 SEP 2024**
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<td>Benson</td>
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<td>Buena Vista</td>
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<td>Cape Charles</td>
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<td>Danville</td>
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<td>Dover</td>
<td>135.5 118.825 360.65 281.425</td>
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<td>Elkis</td>
<td>133.275 128.6 121.5 121.5 118.025 371.9 259.1 243.0 243.0 226.675</td>
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<td>Grantsville</td>
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<td>Green Bay</td>
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<td>Hagerstown</td>
<td>134.15 134.15 227.125 227.125</td>
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<td>Hopewell</td>
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<td>Johnsonville</td>
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<td>Lawrenceville</td>
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<td>Leesburg</td>
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<td>Wilmington</td>
<td>135.75 124.025 317.45 269.15</td>
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© WASHINGTON CENTER – 121.5 121.5 243.0 243.0

H-9-10-12, L-24-25-26-29-34-35-36, A-1

(KZDC)

NE, 11 JUL 2024 to 5 SEP 2024
# Flight Service Station Communication Frequencies

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCOs) are listed below for the coverage of this volume. ‘T’ indicates transmit only and ‘R’ indicates receive only. RCOs available at NAVAID’s are listed after the NAVAID name. RCOs not at NAVAID’s are listed by name.

## Altoona Radio
- Allegheny RCO 122.2
- Altoona RCO 122.2
- Bradford RCO 122.2
- Du Bois RCO 122.2
- Ellwood City VOR/DME 115.8T 122.1R
- Franklin VOR 109.6T 122.1R
- Philipsburg RCO 122.5
- Philipsburg VORTAC 115.5T 122.1R
- St Marys RCO 122.4

## Bangor Radio
- Augusta VOR/DME 114.95T 122.1R 122.2
- Bangor RCO 122.2
- Berlin RCO 122.5
- Bucks Harbor RCO 122.5
- Caribou RCO 122.3
- Concord RCO 122.2
- Fryeburg RCO 122.3
- Greenville RCO 122.3
- Houlton 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
- Geneva VOR/DME 108.2T 122.1R
- Jamestown VOR/DME 114.7T 122.1R
- Rochester RCO 122.6
- Sayre RCO 122.3
- Syracuse RCO 122.4
- Utica TACAN 122.2

**NE, 11 JUL 2024 to 5 SEP 2024**
## Flight Service Station Communication Frequencies

### 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 122.3
- Huntington RCO 122.2
- Ivy Knob RCO 122.4
- Morgantown VOR/DME 111.6T 122.1R
- Parkersburg RCO 122.2

### Leesburg Radio
- Baltimore VORTAC 122.2
- Brooke VORTAC 114.5T 122.1R
- Buck’s Elbow Mountain RCO 122.2
- Danville RCO 122.2
- Glade Spring VOR/DME 115.55T 122.1R
- Gordonsville VORTAC 115.6T 122.1R
- Lynchburg VOR/DME 122.6
- Martinsburg RCO 122.2
- Montebello VOR/DME 115.3T 122.1R
- Norfolk VORTAC 116.9T 122.1R
- Patuxent RCO 122.5
- Pulaski RCO 122.3
- Richmond VORTAC 122.4
- Roanoke Regional/Woodrum * RCO 122.6
- Salisbury RCO 122.3
- South Boston VORTAC 110.4T 122.1R 122.5
- Washington RCO 122.2
- Westminster VORTAC 117.9T 122.1R

### Millville Radio
- Colts Neck RCO 122.3
- Dupont VORTAC 114.0T 122.1R
- Millville RCO 122.2
- Sea Isle VORTAC 114.8T 122.1R
- Smyrna VORTAC 122.5
- Solberg VOR/DME 112.9T 122.1R
- Teterboro RCO 122.2
- Waterloo VOR/DME 112.6T 122.1R

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NE, 11 JUL 2024 to 5 SEP 2024
### NEW YORK RADIO

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<td>11396</td>
<td>CARIBBEAN FAMILY B 11396</td>
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#### 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

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<td>NORTH PHILADELPHIA RCO 122.2</td>
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<td>WILKES-BARRE RCO 122.2</td>
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<td>122.2</td>
<td>WILLIAMSPORT RCO 122.2</td>
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The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

IOWA

CONNECTICUT

VOR TEST FACILITIES (VOT)

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<th>Remarks</th>
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<td>Groton (Groton–New London)...................</td>
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DELAWARE

VOR RECEIVER CHECK POINTS

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<th>Type Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilmington (New Castle)</td>
<td>114.0/DQO</td>
<td>G</td>
<td>285</td>
<td>0.6</td>
<td>On Twy K at Rwy 09.</td>
<td></td>
</tr>
</tbody>
</table>

MAINE

VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangor (Bangor Intl)</td>
<td>114.8/BGR</td>
<td>G</td>
<td>153</td>
<td>3.8</td>
<td>On runup area Rwy 33.</td>
<td></td>
</tr>
</tbody>
</table>

VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland Intl Jetport........</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

MARYLAND

VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederick (Frederick Muni)</td>
<td>109.0/FDK</td>
<td>G</td>
<td>033</td>
<td>0.6</td>
<td>On runup apch end Rwy 23.</td>
<td></td>
</tr>
<tr>
<td>Salisbury (Salisbury–Ocean City Wicomico Rgnl)</td>
<td>111.2/SBY</td>
<td>G</td>
<td>221</td>
<td>0.7</td>
<td>Runup pad Rwy 05.</td>
<td></td>
</tr>
</tbody>
</table>

NE, 11 JUL 2024 to 5 SEP 2024
### Massachusetts

#### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marthas Vineyard (Marthas Vineyard)</td>
<td>114.5/MVY</td>
<td>G</td>
<td>216</td>
<td>0.7</td>
<td>On runup block for Rwy 06.</td>
<td></td>
</tr>
<tr>
<td>Nantucket (Nantucket Memorial)</td>
<td>116.2/ACK</td>
<td>G</td>
<td>242</td>
<td>1.9</td>
<td>On runup area at apch end Rwy 24.</td>
<td></td>
</tr>
</tbody>
</table>

#### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lawrence G. Hanscom</td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Gen. Ed. Lawrence Logan Intl</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Worcester Rgnl</td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

### New Jersey

#### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wrightstown (McGuire Fld (Joint Base McGuire DIX Lakehurst))</td>
<td>110.6/GXU</td>
<td>G</td>
<td>212</td>
<td>0.3</td>
<td>Rwy 06 runup pad.</td>
<td></td>
</tr>
</tbody>
</table>

### New York

#### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingston (Sky Acres)</td>
<td>117.6/IGN</td>
<td>A/2500</td>
<td>070</td>
<td>5.0</td>
<td>Over intersection of twy and Rwy 17–35.</td>
<td></td>
</tr>
<tr>
<td>Rochester (Frederick Douglass–Greater Rochester Intl)</td>
<td>110.0/ROC</td>
<td>G</td>
<td>098</td>
<td>On Twy T between ramp and Twy F.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Watertown (Watertown Intl)</td>
<td>109.8/ART</td>
<td>G</td>
<td>046</td>
<td>3.0</td>
<td>On ramp in front of administration building.</td>
<td></td>
</tr>
</tbody>
</table>

#### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Intl</td>
<td>108.2</td>
<td>G</td>
<td>VOT 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>
<td></td>
</tr>
</tbody>
</table>
# VOR Receiver Checkpoints and VOR Test Facilities

## Pennsylvania

### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt. Gnd. AB/ALT</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster (Lancaster)</td>
<td>117.3/LRP</td>
<td>G</td>
<td>306</td>
<td>0.5</td>
<td>North of Twy M on non–movement twy.</td>
</tr>
</tbody>
</table>

### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrisburg Intl</td>
<td>G</td>
<td>Unusable west of Twy Y.</td>
</tr>
<tr>
<td>Philadelphia Intl</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>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providence (Theodore Francis Green State)</td>
<td>G</td>
<td>Unusable west of Twy Y.</td>
</tr>
</tbody>
</table>

## Vermont

### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patrick Leahy Burlington Intl</td>
<td>G</td>
<td>Unusable west of Twy Y.</td>
</tr>
</tbody>
</table>

## Virginia

### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt. Gnd. AB/ALT</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Danville (Danville Rgnl)</td>
<td>113.1/DAN</td>
<td>G</td>
<td>352</td>
<td>0.4</td>
<td>On Twy A in front GA ramp.</td>
</tr>
<tr>
<td>Lynchburg (Lynchburg Rgnl–Preston Glenn Field)</td>
<td>109.2/LYH</td>
<td>G</td>
<td>027</td>
<td>5.0</td>
<td>West runup area adjacent to Rwy 22.</td>
</tr>
<tr>
<td>Norfolk (Norfolk Intl)</td>
<td>116.9/ORF</td>
<td>G</td>
<td>031</td>
<td>0.6</td>
<td>At center of Twy E 250’ NW of centerline of Rwy 23.</td>
</tr>
<tr>
<td>Richmond (Richmond Intl)</td>
<td>114.1/RIC</td>
<td>G</td>
<td>344</td>
<td>0.9</td>
<td>On Twy R btwn Twy V and Twy A.</td>
</tr>
</tbody>
</table>

## West Virginia

### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt. Gnd. AB/ALT</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morgantown (Morgantown Muni–Walter L. Bill Hart Fld)</td>
<td>111.6/MGW</td>
<td>G</td>
<td>337</td>
<td>5.8</td>
<td>Intersection of Twys A and C. VOR ground receiver checkpoint OTS indef.</td>
</tr>
<tr>
<td>Parkersburg (Mid–Ohio Valley Rgnl)</td>
<td>108.6/JPU</td>
<td>G</td>
<td>211</td>
<td>6.3</td>
<td>Intersection of Twy A and Twy D.</td>
</tr>
<tr>
<td>Wheeling (Wheeling Ohio Co)</td>
<td>114.25/HLG</td>
<td>G</td>
<td>226</td>
<td>0.9</td>
<td>On Twy D next to ramp.</td>
</tr>
</tbody>
</table>

**NE, 11 JUL 2024 to 5 SEP 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>CONNECTICUT</td>
<td></td>
<td></td>
<td></td>
</tr>
<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>Harwinton</td>
<td>25 NM; 300º Hartford</td>
<td>7,200</td>
<td>0700–SS weekends.</td>
</tr>
<tr>
<td>DELAWARE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Laurel (Pvt) Arpt</td>
<td>12 NM; 356º Salisbury</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>MAINE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Biddeford Muni Arpt</td>
<td>6.6 NM; 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>MARYLAND</td>
<td></td>
<td></td>
<td></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>Gambills, 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>44.9 NM; 148º Washington</td>
<td>Unrestricted</td>
<td>0.25 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; 115º Gardner</td>
<td>4,000 AGL</td>
<td>0.5 NM radius. Daily SR–SS (occasionally nights) (occasionally to 20,000’).</td>
</tr>
<tr>
<td>(c) Hanson, Cranland Arpt</td>
<td>21 NM; 177º Boston</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS. General Edward Lawrence Logan Intl ATCT 120.6.</td>
</tr>
<tr>
<td>(c) Marston Mills</td>
<td>20 NM; 045º Marthas Vineyard</td>
<td>10,000</td>
<td>1 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>Natick Laboratory Sudbury</td>
<td>21 NM; 295º Boston</td>
<td>4,000 AGL</td>
<td>0.25 NM radius. 0800–1700 Mon–Fri.</td>
</tr>
<tr>
<td>(c) Orange Muni Arpt</td>
<td>10 NM; 292º Gardner</td>
<td>14,000</td>
<td>1 NM radius. Thu–Sun and holidays. SR–one hr after SS. Boston Center 123.75.</td>
</tr>
<tr>
<td>(c) Pepperell, Sports Center (Pvt) Arpt</td>
<td>13 NM; 233º Manchester</td>
<td>20,000 AGL</td>
<td>3 NM radius. Daily SR–SS frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Taunton Muni-King Fld Arpt</td>
<td>20.6 NM; 078º Providence</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS May 1 - Dec 1. Theodore Francis Green State Twr 123.67.</td>
</tr>
</tbody>
</table>

**NEW JERSEY**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(c) Chatsworth, Coyle Fld</td>
<td>1 NM; 130º Coyle</td>
<td>2,000 AGL</td>
<td>Continuous. Heavy equip and paratroopers.</td>
</tr>
<tr>
<td>(c) Cross Keys, Free Fall Adventures Drop Zone</td>
<td>10.5 NM; 353º Cedar Lake</td>
<td>13,500</td>
<td>1.5 NM radius. Daily.</td>
</tr>
<tr>
<td>(c) Lakehurst Maxfield Fld</td>
<td>0.9 NM; 280º Lakehurst</td>
<td>12,500</td>
<td>0.3 NM radius. Daily SR–SS. Cargo drops ngt 2000’ and below.</td>
</tr>
<tr>
<td>Pittstown, Alexandria Arpt</td>
<td>12.7 NM; 281º Solberg</td>
<td>13,500 MSL</td>
<td>Daily SR–SS. Drop zone on north side of arpt. Lehigh Valley Intl Twr 124.0.</td>
</tr>
<tr>
<td>(c) Sussex</td>
<td>9 NM; 350º Sparta</td>
<td>15,000</td>
<td>1.5 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>(c) West Creek, Eagles Nest Arpt</td>
<td>17.69 NM; 055º Atlantic City</td>
<td>13,500</td>
<td>1.5 NM radius. Daily 0800–2000. Atlantic City Intl Twr 134.25.</td>
</tr>
<tr>
<td>Wrightstown, Mc Guire Fld</td>
<td>At field</td>
<td>1,500 AGL</td>
<td>Cargo and personnel drops 180 yds east of Coyle Vortac.</td>
</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) 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>Fort Drum</td>
<td>23 NM; 060° Watertown</td>
<td>1,000 AGL</td>
<td>1 NM radius. SR–SS Mon–Fri.</td>
</tr>
<tr>
<td>(c) Gansevoort, Heber Airpark</td>
<td>27.21 NM; 028.92° Albany</td>
<td>12,500</td>
<td>4 NM radius. Annually, April 1 thru November 30; SR–SS.</td>
</tr>
<tr>
<td>Gardiner Arpt</td>
<td>15 NM; 284° Kingston</td>
<td>14,500</td>
<td>4 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Java</td>
<td>32.07 NM; 257° Geneseo</td>
<td>13,000</td>
<td>5 NM radius. Daily SR–SS, occasionally 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 ngts 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>
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<td>(c) Wallkill</td>
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<td>43-15-33.5 N 78-57-56.2 W</td>
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<td>5 NM radius. Daily, continuous. Buffalo Niagara Intl Twr 126.5. Local PAJA info avbl 119.00.</td>
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<td>(c) Burgettstown, Starveggi Drop Zone</td>
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<td>1 NM radius. Tue–Thur 1030–2200; occasionally (by notam) Fri–Sun 0700–1800.</td>
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<td>(c) Doylestown</td>
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<td>3 NM radius. Daily 0800-1900 EST, 0900–2230 EDT.</td>
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<td>(c) Grove City Arpt</td>
<td>19.3 NM; 011° Ellwood City</td>
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<td>(c) Hazleton Rgnl Arpt</td>
<td>22.04 NM; 229° Wilkes–Barre</td>
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<td>(c) Littlestown, Kingsdale Airpark</td>
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<td>(c) Mt. Joy/Marietta, Donegal Springs Airpark</td>
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<td>(c) Perkasie, Pennridge Arpt</td>
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<td>15 NM; 060° Norwich</td>
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<td>(c) Pawtucket, North Central State Arpt</td>
<td>12 NM; 001° Providence</td>
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<td>11.3 NM; 098° Groton</td>
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<td>(c) Addison, Ass–Pirin Acres Arpt</td>
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<td>12,000</td>
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<td>3 NM; 240° Burlington</td>
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<td>Blackstone, Allan C. Perkinson/BAAF</td>
<td>16 NM; 355° Lawrenceville</td>
<td>12,500 AGL</td>
<td>1 NM radius. Daily.</td>
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<td>Fentress, Fentress NALF</td>
<td>10 NM; 227° Oceana</td>
<td>10,000 AGL</td>
<td>Sat 1300-2100Z +, Sun 1700-2100Z +.</td>
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<td>(c) Fort Lee</td>
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<td>(c) Fort Pickett, Dove Drop Zone..</td>
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<tr>
<td>Midland, Warrenton-Fauquier Airport, DC Skydiving Center....</td>
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<td>10,000 AGL</td>
<td>5 NM radius. 5NM radius around the Warrenton-Fauquier Airport. Daily operations SFC-10000 ft.</td>
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<td>19.2 NM; 246° Lynchburg</td>
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<tr>
<td>(c) New Market Arpt, New Market/Blue Ridge Sport.........</td>
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<td>(c) Norfolk Intl Arpt ....................................</td>
<td>8.5 NM; 085° Norfolk</td>
<td>13,000 AGL</td>
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<td>Oceana NAS ..................................................</td>
<td>1 NM; 228° Oceana</td>
<td>12,500 AGL</td>
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<td>(c) Orange Co Arpt ........................................</td>
<td>14.9 NM; 026° Gordonsville</td>
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<td>(c) Petersburg, Dinwiddie Co Drop Zone ....................</td>
<td>20.7 NM; 251° Hopewell</td>
<td>13,500 AGL</td>
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<td>(c) Quantico ..................................................</td>
<td>11.5 NM; 349° Brooke</td>
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<td>(c) Suffolk Executive Arpt ................................</td>
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<td>Warrenton, Flying Circus Aerodrome ..........................</td>
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<td>3.8 NM; 088° Casanova</td>
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<td>Huntington, Leann Drop Zone.......</td>
<td>27 NM; 304° Charleston</td>
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<td>5 NM; 150° Morgantown</td>
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<td>Morgantown, Dawson AAF</td>
<td>12 NM; 126° Morgantown</td>
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<td>0.3 NM radius. Weekends.</td>
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<td>Morgantown, Doubt Drop Zone ....</td>
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<td>13 NM; 080° Morgantown</td>
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<td>Morgantown, Melon Drop Zone....</td>
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Contained within this tabulation, and listed alphabetically by airport name, are all private–use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

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<td>Collingwood, ON (CN3Y)</td>
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<td>Cornwall Rgnl, ON (CYCC)</td>
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<td>Cranbrook/Canadian Rockies Intl, BC (CYXC)</td>
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<td>Debert, NS (CCQ3)</td>
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<td>Digby, NS (CYID)</td>
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<td>Downsview, ON (CY2D)</td>
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<td>Gnd Con 121.9 MF 119.0 (0230–1630Z, DT 0330–1530Z 3 NM to 1900’)</td>
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<td>Lethbridge, AB (CYQL)</td>
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<td>Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000’)</td>
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<td>Lindsay, ON (CNF4)</td>
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<td>Liverpool/South Shore Rgnl, NS (CYAU)</td>
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<td>Maniwaki, QC (CYMW)</td>
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<td>Montreal Center App/Dep Con 126.57</td>
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<td>Mascouche, QC (CSK3)</td>
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<td>MF 122.35 (5 NM to 2500’) No gnd station. Excluding the portion S of the N shore of Riviere des Milles–Iles and 1 NM around Lac Agile Mascouche arpt.)</td>
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<td>Medicine Hat, AB (CYXH)</td>
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<td>MF 122.2 (1245–0345Z 5 NM to 5400’)</td>
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<td>Midland/Huronia, ON (CYEE)</td>
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<td>Miramichi, NB (CYCH)</td>
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<td>Montreal Intl (Mirabel), QC (CYMX)</td>
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| Muskoka, ON (CYQA) | H–11B, L–31D |
| Timmins Radio App/Dep Con 122.3 | |
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| Nanaimo, BC (CYCD) | H–1B, L–1E |
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| Victoria Trml App/Dep 120.8 121.075 252.3 | |
| MF 122.1 291.8 1330–0430z | (emerg only 250–245–4032) |
| GND ADV 122.6 (1330–0530z (DT 1230–0430z)) | (PTC avbl) |

| North Bay, ON (CYYB) | L–31E |
| ATIS 124.9 (1130–0330z) | |
| Toronto Center App/Dep 127.25 | |
| MF 118.3 (1130–0330z 7 NM to 5000’) | |

| Oshawa, ON (CYOO) | L–31E |
| ATIS 125.675 (1130–0330z) | |
| Toronto Trml App/Dep Con 133.4 | |
| Tower 120.1 (1130–0330z) | Gnd Con 118.4 |
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| Ottawa/Carp, ON (CYRP) | L–31E, 32F |
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| Ottawa Trml App/Dep Con 127.7 | |

| Ottawa/Gatineau, QC (CYND) | H–11C, L–32G |
| Ottawa Trml App/Dep Con 127.7 128.175 | |
| MF 122.3 (5 NM shape irregular to 2500) | |
| VFR Advisory Ottawa Trml 127.7 | |
| GND ADV 122.6 1130–0215z (DT 1030–0115z) | (emerg only 819–643–2961) |

| Ottawa/MacDonald–Cartier Intl, ON (CYOW) | L–11C |
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| Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 | |
| Gnd Con 121.9 Clnc Del 119.4 | |
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| Owen Sound/Billy Bishop Rgnl, ON (CYOS) | L–31D |
| Toronto Center App/Dep 132.575 290.6 | |

| Pelee Island, ON (CYP) | L–30F |
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| Pembroke, ON (CYTA) | H–11C, L–31E, 32F |
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| Petawawa Advisory 126.4 250.1 (Mon–Fri 1300–2130z, OT PPR) | |

| Pentiction, BC (CYUY) | H–1B |
| Vancouver Center App/Dep Con 133.5 351.3 | |
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| Peterborough, ON (CYPQ) | H–11B, L–31E, 32F |
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| Pincher Creek, AB (CZPC) | H–1D |
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| Pitt Meadows, BC (CYPK) | L–1E |
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| Tower 118.65 236.6 | |
| Gnd Con 121.9 250.0 | |

| Riviere Du Loup, QC (CYRI) | H–11D |
| Montreal Center App/Dep Con 125.1 299.6 | |

<p>| Rouyn Noranda, QC (CYUY) | H–11B |
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| ATIS 118.8 (0800–1400Z) | |
| App Con 125.45 125.95 | |
| Tower 119.9 119.7 (Inner) 239.6 | |
| Gnd Con 121.9 361.4 126.4 1400–0800Z OT ctc Kamloops 119.7 Clnc Del | |

| Victoriaville, QC (CSR3) | L–32H |
| Montreal Center App Con 132.35 AUTO 122.17 (bil) | |

| Waterville/Kings Co Muni, NS (CCW3) | L–32J |
| Greenwood Trml App/Dep Con 120.6 335.9 | |
| Greenwood Tower 119.5 324.3 | |

| Wiarton, ON (CYWV) | H–11B, L–31D |
| Toronto Center App/Dep Con 132.575 | |
| MF 122.2 (5 NM to 3700’) | |

| Windsor, ON (CYWQ) | H–10G, L–28J |
| ATIS 134.5 (1200–0300Z) | |
| Detroit App/Dep Con 118.95 132.35 134.3 284.0 | |
| Tower 124.7 (1200–0300Z) Gnd Con 121.7 (1200–0300Z) | |
| MF 124.7 (0300–1200Z) 6 NM irregular shape to below 3000’ VFR Advisory Detroit App Con 134.3 AWOS 134.5 (0300–1200Z) | |

| Yarmouth, NS (CYQI) | H–11E, L–32I |
| Moncton Center App/Dep Con 123.9 368.5 | |
| MF 123.0 (5 NM to 3100’) | |

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<td>Chihuahua App Con 121.0 (1300–0300Z)</td>
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| Ciudad Juarez Intl/Abraham Gonzalez Intl (MMCS/CJS) | H–4L, L–6F |
| Juarez App Con 119.9 Juarez Tower 118.9 | |

| Del Norte Intl (MMAN) | H–7B, L–20G |
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| Monterey App Con 119.75 120.4 | | |
| Tower 118.6 | |
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| Durango Intl (MMDO/DGO) | H–7A |
| ATIS 121.3 (1300–0100Z) | |
| Tower 118.1 Durango Info 122.3 | |

| Matamoros Intl/General Servando Canales Intl (MMMA) | H–7C, L–21A |
| Matamoros App Con 118.0 Matamoros Tower 118.0 | |

| Mexicali Intl/General Rodolfo Sanchez Taboada Intl (MMML) | H–4I, L–4J, 5A |
| ATIS 127.6 (1400–0200Z) | |
| Mexicali App Con 118.2 Mexicali Tower 118.2 | |
| Mexicali Info 123.9 122.3 | |

| Monterrey Intl/General Mariano Escobedo Intl (MMMY) | H–7B, L–20G |
| Monterrey ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Dep Con 119.75 Monterrey Tower 118.1 Monterrey Gnd 121.9 Monterrey Clnc Del 123.75 (1200–0400Z) Monterrey Info 122.45 | |

| Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3 | |

| Reynosa App Con 127.2 Reynosa Tower 118.8 | |

| Saltillo Intl/Plan De Guadalupe Intl (MMISO/LW) | H–7B |
| Saltillo App Con 127.4 Saltillo Tower 118.4 | |

| ATIS 127.9 | |
| Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Tijuana Clnc Del 122.35 Tijuana Info 132.1 | |

| Torreon Intl (MMTC) | H–7A |
| App Con 119.6 Tower 118.5 Info 122.3 | |
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. The notations “pressurized” and “unpressurized” for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
12. Preferred IFR Routes are in effect continuously unless otherwise noted.
13. Use current SIDs and STARSs for flight planning.
14. 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>
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<tr>
<td>ALB,SCH,GFL,5B2</td>
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<td>(60–170 INCL. NON–JET) ALB V44 PWL DEEDE T705 BELTT DPK</td>
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<td>(70–170 INCL. LESS THAN 250 KTS) ALB V123 LGA</td>
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<td>(70–170; NON–TURBOJET) ALB V489 COATE</td>
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<td>(70–170; TURBOJET) ALB V213 FLOSI COATE (RNADV)–STAR</td>
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<td>(70–170; TURBOJET) ALB CEDOR DNY SLATT–STAR</td>
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<td>(60–170. LESS THAN 210 KTS; TURBOPROPS ONLY. GPS OR DME/DME OR IRU EQUIPPED) ALB CEDOR DNY LAAYK WLKES T335 PTW</td>
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<tr>
<td></td>
<td>PHILADELPHIA (PHL)</td>
<td>CEDOR DNY LAAYK WLKES T455 FJC</td>
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<tr>
<td></td>
<td></td>
<td>(90–170; TURBOJETS ONLY. GPS OR DME/DME OR IRU EQUIPPED) ALB CEDOR DNY LAAYK WLKES T335 ETH T430 TROXL ARD</td>
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NE, 11 JUL 2024 to 5 SEP 2024
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<td></td>
<td>or CEDOR DNY LAAYK WLKES T455 FJC ARD</td>
<td>1100–0300</td>
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<tr>
<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; TURBOJETS) DUKPN (RNAV)–DP DONIL WNSTN T320 YANTC T224 WOONS</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>(90–170 INCL. PROPS; TURBOJETS) DUKPN (RNAV)–DP DONIL WNSTN T320 YANTC T224 WOONS</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTESVILLE (CHO)</td>
<td>DXR, HPN (BLD 110) V44 MRB V143 CEROL</td>
<td>1100–0300</td>
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<td>EAST HAMPTON (JPX)</td>
<td>(AOA 7000; TWIN ENGINE) PALEO AGARD T287 WNSTN T320 RICED RICED–STAR.</td>
<td>1100–0300</td>
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<td>GREENSBORO (GSO)</td>
<td>(70–170 INCL. NON-JET) V44 MRB V143 LYH V222 HENBY</td>
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<td>MONTAUK (MTP)</td>
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<td>(7000; SINGLE ENGINE ONLY; SWANN T358 LEEAH T303 JFK T315 EEGOR CARLD V188 GON T216 NEWBE T300 DEEPO)</td>
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<td>PHILADELPHIA (PHL)</td>
<td>(90–170; TURBOJETS) DUKPN (RNAV)–DP DONIL WNSTN T320 SARDI CCC</td>
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<td>NEW YORK (ISP)</td>
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<tr>
<td>NEW YORK (JFK)</td>
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<td>NEW YORK (SWF)</td>
<td>(GPS OR DME/DME OR IRU EQUIPPED) VINNY V93 LVZ T295 PRINCE FILPS</td>
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<td>NORFOLK (ORF)</td>
<td>(110–170 INCL; TURBOPROPS) SWANN BRAND (RNAV)–STAR</td>
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<td>NEWARK (EWR)</td>
<td>(GPS OR DME/DME OR IRU EQUIPPED) VINNY V93 LVZ T295 PRINCE FILPS</td>
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<td>OXFORD (OXC)</td>
<td>(TURBOPROPS) SWANN MAZIE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>PHILADELPHIA (PHL)</td>
<td>(TURBOPROPS) SWANN MAZIE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TETERBORO METRO (TEB, CDW, LDJ, MMU, SMQ, 47N)</td>
<td>(TURBOPROPS) SWANN MAZIE (RNAV)–STAR</td>
<td>1100–0300</td>
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</table>
PREFERRED IFR ROUTES

WESTHAMPTON BEACH (FOK).................
(AOA 7000; TWIN ENGINE) PALEO AGARD T287 WNSTN T320 ORCHA.

WHITE PLAINS (HPN)..........................
(70) VINNY V93 LRP ETX FJC BWZ SAX V39 BREZY.
or
(110–170 INCL; TURBOJETS) DKPN (RNAV)–DP DONIL WNSTN T320 RICED RICED–STAR

BEDFORD (BED)
TETERBORO (TEB)............................
(110–160) REVSS BLZZR MOBBS T295 SAGES V489 COATE

BOSTON (BOS)
CLEVELAND
METRO (CLE, CGF, BKLL, LNN, LPR)...........
(110–170) HYLND MANCH T316 LAMMS T608 SYR V84 GEE THOME TRYBE (RNAV)–STAR
or
(080–100; RNAV/GNSS EQUIPPED ONLY) GLYDE V270 ULW JHW

ERIE (ERI)...........................................
(110–170; RNAV ONLY) TURBOJETS & TURBPROPS AOA 250K IAS) PATSS NELIE VALRE HAARP–STAR
or
(110–170; TURBOJETS ONLY) DME/DME/IRU OR GPS REQUIRED) PATSS (RNAV)–DP PATSS NELIE VALRE HAARP–STAR

NEW YORK (JFK)................................
(AOB 100) BOSOX T303 GRAYM T320 YANTC T224 CCC V46 DPK
or
(110–170; PROPS) SSOXS LUCOS SEY ORCHA CCC V46 DPK

NEW YORK (LGA)............................... 
(110–170; TURBOJETS ONLY) DME/DME/IRU OR GPS REQUIRED) SSOXS BUZRD SEY PARSH (RNAV)–STAR
or
(110–170; RNAV ONLY) TURBOJETS & TURBPROPS AOA 250K IAS) PATSS NELIE VALRE HAARP–STAR

NEWARK (EWR).................................
(110–170; TURBOJETS ONLY) DME/DME/IRU OR GPS REQUIRED) SSOXS BUZRD SEY PARSH (RNAV)–STAR
or
(110–170; PROPS & TURBPROPS OPERATING AT LESS THAN 250K IAS) SSOXS BUZRD SEY PARSH (RNAV)–STAR

PHILADELPHIA (PHL)...........................
(110–170; GPS OR DME/DME OR IRU EQUIPPED) BLZZR BAF SASHA T295 LAAYK WLKES T455 FJC PTW
or
(80–170 INCL) SSOXS LUCOS SEY ORCHA T320 DRIFT T416 CYN T224 JIIMS OOD

PHILADELPHIA (PNE).........................
(60–100) WATER ROUTE) BURDY T358 ORCHA T320 MANTA T438 ARD
or
(60–100; WATER ROUTE) BURDY T358 ORCHA T320 MANTA T438 ARD

ROCHESTER (ROC)..............................
(110–170; JETS) BOS SSOXS LUCOS SEY ORCHA T320 BRIGS CEDAR LAKE–STAR

SYRACUSE (Syr)...............................
(110–170; NON–TURBOJET) WATER ROUTE) BOS SSOXS LUCOS SEY ORCHA T320 BRIGS ACY V184 OOD

TETERBORO (TEB)...............................
(110–160) BLZZR (RNAV)–DP BLZZR BAF MOBBS T295 SAGES V489 COATE

Terminals
Route
Effective
Times (UTC)

WESTHAMPTON BEACH (FOK).................
(AOA 7000; TWIN ENGINE) PALEO AGARD T287 WNSTN T320 ORCHA
1100–0300

WHITE PLAINS (HPN)..........................
(70) VINNY V93 LRP ETX FJC BWZ SAX V39 BREZY.
1100–0300

BEDFORD (BED)
TETERBORO (TEB)............................
(110–160) REVSS BLZZR MOBBS T295 SAGES V489 COATE
1100–0300

BOSTON (BOS)
CLEVELAND
METRO (CLE, CGF, BKLL, LNN, LPR)...........
(110–170) HYLND MANCH T316 LAMMS T608 SYR V84 GEE THOME TRYBE (RNAV)–STAR
1100–0300

ERIE (ERI)...........................................
(110–170; RNAV ONLY) TURBOJETS & TURBPROPS AOA 250K IAS) PATSS NELIE VALRE HAARP–STAR
1100–0300

NEW YORK (JFK)................................
(AOB 100) BOSOX T303 GRAYM T320 YANTC T224 CCC V46 DPK
1100–0300

NEW YORK (LGA)............................... 
(110–170; TURBOJETS ONLY) DME/DME/IRU OR GPS REQUIRED) SSOXS BUZRD SEY PARSH (RNAV)–STAR
1100–0300

NEWARK (EWR).................................
(110–170; TURBOJETS ONLY) DME/DME/IRU OR GPS REQUIRED) SSOXS BUZRD SEY PARSH (RNAV)–STAR
1100–0300

PHILADELPHIA (PHL)...........................
(110–170; GPS OR DME/DME OR IRU EQUIPPED) BLZZR BAF SASHA T295 LAAYK WLKES T455 FJC PTW
1100–0300

PHILADELPHIA (PNE).........................
(60–100) WATER ROUTE) BURDY T358 ORCHA T320 MANTA T438 ARD
1100–0300

ROCHESTER (ROC)..............................
(110–170; JETS) BOS SSOXS LUCOS SEY ORCHA T320 BRIGS CEDAR LAKE–STAR
1100–0300

SYRACUSE (Syr)...............................
(110–170; NON–TURBOJET) WATER ROUTE) BOS SSOXS LUCOS SEY ORCHA T320 BRIGS ACY V184 OOD
1100–0300

TETERBORO (TEB)...............................
(110–160) BLZZR (RNAV)–DP BLZZR BAF MOBBS T295 SAGES V489 COATE
1100–0300

NE, 11 JUL 2024 to 5 SEP 2024
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<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>or (110–170;WATER ROUTE)BOS SSOXS LUCOS SEY ORCHA T320 MANTA T438 ARD...</td>
<td>1100–0300</td>
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<td>VINEYARD HAVEN(MVY)</td>
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<td>WASHINGTON(DCA)</td>
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<td>WHITE PLAINS(HPN)</td>
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<td>WILMINGTON(ILG)</td>
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<td>BRIDGEPORT(BDR)</td>
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<td>AUBURN/LEWISTON(LEW)</td>
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<td>AUGUSTA(AUG)</td>
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<td>BALTIMORE(BWI)</td>
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<td>BEVERLY(BVY)</td>
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<td>BOSTON(BOS)</td>
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<td>WATERTOWN(WVL)</td>
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<td>BUFFALO(BUF)</td>
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**PREFERRED IFR ROUTES**

**Terminals**

**Route**

**Effective Times (UTC)**

**NE, 11 JUL 2024 to 5 SEP 2024**
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<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>DETROIT (DTW)</td>
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<td>(6000–17000 INCL; DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW/DONEO CUUGR (RNAV)–STAR</td>
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<td>ELMIRA/CORNING (ELM)</td>
<td>(060–1700 INCL) GEE V147 ULW</td>
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<td>PHILADELPHIA (PHL)</td>
<td>(6000–17000 INCL; PROPS ONLY) DPF SD PSB HAR V210 BUNTS</td>
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<td>PITTSBURGH (PIT)</td>
<td>(6000–17000 INCL) JHW CIP HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>WASHINGTON (DCA)</td>
<td>(6000–17000 INCL) BF D PSB SKILS (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>BURLINGTON (BTV)</td>
<td>ALB DNY LAAYK WLKES T455 FJC</td>
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<td>(110–150 ONLY) BREZY V39 SOARS V487 CANAN</td>
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<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON</td>
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<td>BEDFORD (BED)</td>
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<td>(110–170 INCL) BREZY V39 CMK MERIT HFD DREEM (RNAV)–STAR</td>
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<td>BEVERLY (BYV)</td>
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<td>(110–170 INCL) BREZY V39 CMK MERIT HFD DREEM (RNAV)–STAR</td>
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<td>BOSTON (BOS)</td>
<td>1100–0300</td>
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<td>(110–170 INCL; JETS ONLY) BREZY V39 CMK MERIT ROBUC (RNAV)–STAR</td>
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**NE, 11 JUL 2024 to 5 SEP 2024**
PREFERRED IFR ROUTES

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NE, 11 JUL 2024 to 5 SEP 2024
## PREFERRED IFR ROUTES

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**Times (UTC)**

1100–0300

**Effective**

**Times**

1100–0300

**Routes**

1100–0300
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**Terminals Route Effective Times (UTC)**

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<td>or (NON JET ACFT ONLY) GAYEL V374 CFB V270 ULW WOZEE VERKO (CANADIAN) (RNAV)--STAR</td>
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### PREFERRED IFR ROUTES

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<td>(110–170 INCL) MERIT ORW HOONS–STAR</td>
<td>1100–0300</td>
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<tr>
<td>OTTAWA (CYOW)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 SOARS V487 CAM BUGSY DEANS</td>
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<td></td>
<td>(CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>PITTSBURGH (PIT)</td>
<td>(110–170 INCL) ELIOT V39 ETX T430 PSB HAYNZ (RNAV)–STAR</td>
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<td>(90–100 INCL) ANNA T430 PSB HAYNZ (RNAV)–STAR</td>
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<td>PITTSFIELD (PSF)</td>
<td>(110–170 INCL) BDR HIDAL V487 (RNAV)–STAR</td>
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<td>PORTLAND (PWM)</td>
<td>(110–170 INCL) BDR V487 CAM CDDOX (RNAV)–STAR</td>
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<td>PORTSMOUTH (PSM)</td>
<td>(110–150) BREZY V39 CMK MERIT HDR CON</td>
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<td>PROVIDENCE (PVD)</td>
<td>(110–130) ONLY) BAYYS SEALL V188 GON V374 MINNK</td>
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<td>(110–130 ONLY; PROPS ONLY) BREZY V39 CMK BAYYS SEALL GON MINNK</td>
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<td>PROVINCETOWN (PVC)</td>
<td>(110–170 INCL) BAYYS SEALL V188 GON V374 MY</td>
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<td>RICHMOND (RIC)</td>
<td>(110–170 INCL) ELVAE NECK WHITE T303 JAMIE</td>
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<td>ROCHESTER (ROC)</td>
<td>(90–170 INCL) HAAYS HUO V252 GIBBE</td>
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<td>ROCKLAND (RDK)</td>
<td>(110–170 INCL) BDR V487 CAM</td>
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<td>RUTLAND (RUT)</td>
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<td>SARANAC LAKE (SLK)</td>
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<td>SYRACUSE (SYR)</td>
<td>(90–170 INCL, 250 KTS PLUS) GAYEL CFB</td>
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<td>(90–170 INCL, LESS THAN 250 KTS) HAAYS HUO V252 CFB</td>
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<td>Toronto (CYZ)</td>
<td>(NON JET ACFT ONLY) COATE LAAYK ULW WOZEE VERO (CANADIAN) (RNAV)–STAR</td>
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<td>Vineyard Haven (MVY)</td>
<td>(110–170 INCL) BAYYS T315 SEALL V188 GON V374 MY</td>
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<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON V374 MY</td>
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<td>Washington (DCA)</td>
<td>(90–170 INCL PROPS) BIGGY V3 M3E V378 BAL ...</td>
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<td>Washington (IAD)</td>
<td>(90–130 INCL PROPS) LANNA T430 ETX V39 LRP V143 MULTR AML</td>
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<td>(140–170 INCL PROPS) ELIOT V39 LRP V143 MULTR AML</td>
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<td>Waterville (WVL)</td>
<td>(110–170 INCL) BDR V487 CAM CON</td>
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<td>Wilkes-Barre/Scranton (AVP)</td>
<td>(90–170 INCL) COATE T218 TALLI LVZ</td>
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<td>Norfolk (ORF)</td>
<td>(90–170 INCL, 250 KTS OR LESS) SCHOL DUNFE T307 WNSTN PANZ V184 ZIGGI</td>
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<td>New York (JKF)</td>
<td>(TURBOPROPS) HOUKY T295 SHLBK APPLE (RNAV)–STAR</td>
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<td>New York (LGA)</td>
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<td>(PROPS) SCHOL TRPOD T335 ENO T447 HOSKR MAZIE V3 SBJ</td>
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<td>HPW THHP CAPSS (RNAV)–STAR</td>
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<td>Philadelphia (PHL)</td>
<td>(90–170 INCL) PTW CHLSE T449 CFB</td>
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<td></td>
<td>(90–170 INCL) DITCH T416 DRIFT T320 YANTC T224 WOONS</td>
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<td>(110–170; TURBOJETS ONLY) DITCH T416 WINK R344 CAMR</td>
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<td>(80–170 INCL) JOOD TRPOD T303 OULTA</td>
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<td>(80–170 INCL) JOOD TEBEE HAYDO GROUT T315 SHLBK T224 COLIN</td>
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<td>(90–170 INCL) PTW CHLSE T449 CFB</td>
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<td>TORONTO(CYYZ)</td>
<td>PTW CHLSE DIANO T447 FQM ULW WOZEE LINING</td>
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<td>(CANADIAN) (RNAV)–STAR</td>
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<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS ONLY)MXE V378 BAL</td>
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<td>WASHINGTON(IAD)</td>
<td>(MAX ALTITUDE 16,000; RNAV EQUIPPED ONLY)MXE HYPER (RNAV)–STAR</td>
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<td>WHITE PLAINS(HPN)</td>
<td>(90–170 INCL; 90–170 INCL PROPS)DITCH T416 DRIFT T320 RICED RICED–STAR</td>
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<td>WINDSOR LOCKS(BDL)</td>
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<td>PITTSBURGH(PIT)</td>
<td>CLEVELAND(CLE)</td>
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<td>DETROIT(DTW)</td>
<td>(6000′–17000′ INCL; RNAV TURBOJET)BSV ROLLN ROLLN (RNAV)–STAR</td>
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<td>(60–170 INCL; DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)BSV EEEZI BONZZ BONZZ (RNAV)–STAR</td>
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<td>PROVIDENCE(PVD)</td>
<td>ERIE(ERI)</td>
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<td>(080–100; RNAV/GNSS EQUIPPED)CTR V270 ULW JHW</td>
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<td>(110–170 INCL.; RNAV)PUT NELIE IGN VALRE</td>
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<td>HAARP–STAR</td>
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<td>(110–170; LESS THAN 250 KTS)PVD V146 BAF PWL V405 CASH V123 HAARP</td>
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<td>(110–170; NON–TURBOJET)PUT V146 BAF MOBBS SAGES V489 COATE</td>
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<td>(110–170; TURBOJETS – ADVANCED RNAV)PUT NELIE FLOSI (RNAV)–STAR</td>
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<td>ROCHESTER(ROC)</td>
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<td>GEE ULW T445 SEG T291 HAR</td>
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<td>(90–170 INCL. PROPS)ROC V34 BEEPS RKA V433</td>
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<td>LOVES T705 BELTT DPK</td>
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<td>SYR T608 MARIA PONCT JFUND (RNAV)–STAR</td>
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<td>(70–170 INCL. NON–JET)SYR V433 LOVES T705 BELTT DPK</td>
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<td>(PROPS, TURBOPROPS LESS THAN 250K)HNK V167</td>
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<td>WEARD V489 COATE</td>
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<td>PHILADELPHIA(Phl)</td>
<td>(110–160; TURBOJETS ONLY)SYR T307 STUBN BIPOD T440 LOPEZ LVZ SPUDS (RNAV)–STAR</td>
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<td>(110–150 ONLY)BREZY V39 SOARS V487 CANAN</td>
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<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM</td>
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<td>(110–170 INCL)BREZY V39 CMK MERIT HFD DREAM (RNAV)–STAR</td>
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<td>(110–170 INCL; JETS ONLY)BREZY V39 CMK MERIT ROBUC (RNAV)–STAR</td>
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<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT ORW WOONS–STAR</td>
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<td>(110–170 INCL)BREZY V39 CMK GREKI V39 SOARS V487 BTV</td>
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<td>(110–150 INCL)BREZY V39 CMK MERIT HFD T315 GDM</td>
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<td>HYANNIS(HYA)</td>
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<td>LEBANON(LEB)</td>
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<td>MANCHESTER(MHT)</td>
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<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK BAYYS SEALL V188 GON DEEP0 (RNAV)–STAR</td>
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<td>NASHUA(ASH)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD T315 GDM</td>
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<td>NEW BEDFORD(EWB)</td>
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<td>NORWOOD(OWD)</td>
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<td>PITTSFIELD(PSF)</td>
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<td>PORTSMOUTH(PSM)</td>
<td>(110–150)BREZY V39 CMK MERIT HFD CON</td>
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<td>PROVIDENCE(PVD)</td>
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<td>ROCKLAND(RK)</td>
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<td>VINEYARD HAVEN(MVY)</td>
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<td>VINEYARD HAVEN(MVY)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY)PVD V146 CTR V270 ULW JHW</td>
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<td>KRANT V265 EMI V457 LRP T449 CFB V270 DNY</td>
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<td>ALLENTOWN(ABE)</td>
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<td>ATLANTIC CITY(ACY)</td>
<td>(90–170)PALEO AGARD T287 WNSTN</td>
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<td>or (TURBOJETS)DOCTR (RNAV)–DP AGARD WNSTN T320 GON ORW DREEM (RNAV)–STAR</td>
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<td>or (70; RNAV ONLY)PALEO V312 GOLDA T358 ENO T224 JFK T315 HFD DREEM (RNAV)–STAR</td>
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<td>or (TURBOJETS)PALEO AGARD T287 WNSTN T320 GON ORW GRAYM–STAR</td>
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<td>KRANT V265 EMI V457 LRP T449 CFB</td>
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<td>BOSTON(BOS)</td>
<td>(90–170 INCL) PALEO AGARD T287 WNSTN T320 YANTC T224 WOONS...</td>
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<td>(7000; TWIN ENGINE) PALEO V312 GOLDA T358 AVALO T320 YANTC T224 WOONS...</td>
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<td>(5000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 ENO T224 JFK T315 HFD V3 WOONS...</td>
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<td>(7000; SINGLE ENGINE ONLY) PALEO V312 GOLDA T358 LEEAH T303 JFK T315 HFD V3 WOONS...</td>
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<td>BRIDGEPORT(BDR)</td>
<td>(90–170) PALEO AGARD T287 WNSTN T320 RICED KEYED...</td>
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<td>DOCTR (RNAV)–DP AGARD WNSTN T320 RICED KEYED...</td>
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<tr>
<td>BURLINGTON(BTV)</td>
<td>(GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 LRP T295 LAAYK T291 ALB...</td>
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<td>(TURBOJETS) REBLL (RNAV)–DP OTTO HVQ...</td>
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<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID (LKP)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM ...</td>
<td>1100–0300</td>
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<tr>
<td>LAWRENCE (LWM)</td>
<td>(110–170 INCL) MERIT HFD GRAYM–STAR ...</td>
<td>1100–0300</td>
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<tr>
<td>LEBAON (LEB)</td>
<td>(110–170 INCL) MERIT HFD KEYNN ...</td>
<td>1100–0300</td>
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<tr>
<td>MANCHESTER (MHT)</td>
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<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL (CYUL)</td>
<td>(110–170 INCL; JETS ONLY) MERIT HFD CRIBB ROZZE (RNAV)–STAR ...</td>
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<tr>
<td>NANTUCKET (ACK)</td>
<td>(70–170 INCL) GREKI V39 SOARS V487 BTV PBERG CARTR (CANADIAN) (RNAV)–STAR ...</td>
<td>1100–0300</td>
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<tr>
<td>NASHUA (ASH)</td>
<td>(110–170 INCL) MERIT HFD T315 GDM T314 MANCH ...</td>
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<tr>
<td>NEW BEDFORD (EWB)</td>
<td>(110–170 INCL) BAYYS SEALL V188 GON V374 MINNK ...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORFOLK (ORF)</td>
<td>(90–170 INCL) WHITE T303 OUTLA ...</td>
<td>1100–0300</td>
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**NE, 11 JUL 2024 to 5 SEP 2024**
### Preferred IFR Routes

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<td>NORWOOD(OWD)</td>
<td>(110–170 INCL)MERIT ORW WOONS–STAR</td>
<td>1100–0300</td>
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<tr>
<td>PITTSBURGH(PIT)</td>
<td>(90–170 INCL)COATE LAAYK T216 PSB HAYNZ (RNAV)–STAR</td>
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<td>PITTSFIELD(PSF)</td>
<td>(110–170 INCL)CMK V39 SOARS V487 HIDAL</td>
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<tr>
<td>PORTLAND(PWM)</td>
<td>(110–170 INCL)CMK V39 SOARS V487 CAM CDOGG (RNAV)–STAR</td>
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<td>PORTSMOUTH(PSM)</td>
<td>(110–150)MERIT HFD CON</td>
<td>1100–0300</td>
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<tr>
<td>PROVIDENCE(PVD)</td>
<td>(110–130 ONLY)BAYYS SEALL V188 GON V374 MINNK</td>
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<tr>
<td>PROVINCETOWN(PVC)</td>
<td>(110–170 INCL)BAYYS SEALL V188 GON V374 MYY</td>
<td>1100–0300</td>
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<tr>
<td>RICHMOND(RIC)</td>
<td>(9000–17000 INCL)HAAYS HUO V252 GIBBE</td>
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<tr>
<td>ROCKLAND(RKD)</td>
<td>(110–170 INCL)CMK V39 SOARS V487 CAM CON</td>
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<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170 INCL)CMK V39 SOARS V487 CAM</td>
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<tr>
<td>SARANAC LAKE(SLK)</td>
<td>(110–170 INCL)BREZY V39 SOARS V487 CAM</td>
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<tr>
<td>SYRACUSE(SYR)</td>
<td>(90–130 INCL)HAAYS HUO V252 CFB T335 SYR</td>
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<td>(140–170 INCL)HAAYS HUO V252 CFB</td>
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<tr>
<td>TORONTO(CYYZ)</td>
<td>(90–170 INCL)COATE LAAYK ULW WOZEE LINNG (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL)BAYYS T315 SEALL V188 GON V374 MYY</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>(90–170 INCL PROPS)BIGGY V3 MXE V378 BAL</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(140–170 INCL PROPS)ELIOT V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
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<td>(90–130 INCL PROPS)LANNA T430_ETX V39 LRP V143 MULRR AML</td>
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<tr>
<td>WATERVILLE(WVL)</td>
<td>(110–170 INCL)CMK V39 SOARS V487 CAM CON</td>
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<tr>
<td>WILKES–BARRE/SCRANTON(AVP)</td>
<td>(90–170 INCL)COATE T218 TALLI LVZ</td>
<td>1100–0300</td>
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<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ERIE(ERI)</td>
<td>(110–170 INCL; MORE THAN 250 KTS)VEERS IGN FLOSI FLOSI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(70–170 INC; RNAV ONLY, 250K OR LESS)MOBBS SAGES V489 COATE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>(110–170 INCL; NON–TURBOJET)HFD T216 THUMB ORCHA T320 BRIGS ACY V184 OOD</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(60–170 INCL PROPS LESS THAN 210 KTS; PROPS. GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK WLKES T335 SLATT V6 FJC MAZIE</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(60–170; TURBOJETS ONLY. GPS OR DME/DME OR IRU EQUIPPED)MOBBS T295 LAAYK WLKES T455 FJC T221 MAZIE</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA(PNE)</td>
<td>(110–170)WATER ROUTE)BOS LUCOS SEY ORCHA T320 MANTA T438 ARD</td>
<td>1100–0300</td>
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<tr>
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<td>(110–170; NON–TURBOJET)HFD T216 THUMB ORCHA T320 BRIGS CEDAR LAKE–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(090–170; TURBOJETS ONLY. GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK WLKES T335 ETX T430 TROXL ARD</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>MOBBS T295 LAAYK WLKES T455 FJC ARD</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

Terminals  Route  Effective Times (UTC)

TRENTON(TTN)  MOBBS T295 LAAYK WLKES T455 FJC ARD  1100–0300
or (110–170; WATER ROUTE)HFD T216 THUMB ORCHA T320 MANTA T438 ARD  1100–0300
or (090–170; TURBOJETS ONLY. GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK WLKES T335 ETX T430 TROXL ARD  1100–0300

WILMINGTON(ILG)  (110–170; NON–TURBOJET)HFD T216 THUMB ORCHA T320 BRIGS ACY V184 OOD  1100–0300
or (110–170; NON–TURBOJET)HFD T216 THUMB ORCHA T320 BRIGS CEDAR LAKE–STAR  1100–0300

WORCESTER(ORH)  ERIE(ERI)  (080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW

SPECIAL LOW ALTITUDE PREFERRED DIRECTION ROUTES

Terminals  Route  Effective Times (UTC)

BI–DIRECTIONAL ROUTES FOR TRAFFIC OVERFLYING NEW YORK METRO

EAST OF NY METRO  V139  1100–0300
WEST OF NY METRO  V93  1100–0300

TRAFFIC OVERFLYING THE WASHINGTON, DC METRO AREA
S BND  MXE T456 SCAPE T299 BAMMY  1100–0300
T299  1100–0300
T299 KAUE T287  1100–0300

HIGH ALTITUDE

Terminals  Route  Effective Times (UTC)

ALB,SCH,GFL,5B2  ATLANTA(ATL)  ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR  1100–0400
Baltimore(BWI)  PWL BIZ EX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR  1100–0300
CHARLOTTE(CL T)  PWL BIZ EX Q75 GVE AIROW CHSLY (RNAV)–STAR  1100–0300
CHICAGO(ORD)  (DME/DME/IRU OR GNSS REQUIRED)PAYGE Q822 FNT WYNDE (RNAV)–STAR  1100–0300
COVINGTON(CVG)  (DME/DME/IRU OR GNSS REQUIRED)PAYGE Q822 GONZ JOSY MAULL KODIE SAVV TIGGR (RNAV)–STAR  1100–0300
DETROIT(DTW)  (DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOWPAYGE Q822 GONZ DONO CUUGR (RNAV)–STAR  1100–0300
or (DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOWPAYGE Q822 GONZ DONO TGUN (RNAV)–STAR  1100–0300
FORT LAUDERDALE(FLL)  PWL BIZ EX Q75 SLOJO Q83 JEVED Q97 PRMU CUUDA (RNAV)–STAR  1100–0300
FORT MYERS(RSW)  PWL BIZ EX Q75 SLOJO Q103 CYNTA SHTFY (RNAV)–STAR  1100–0300
MIAMI(MIA)  PWL BIZ EX Q75 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)–STAR  1100–0300
MINNEAPOLIS(MSP)  ARNII Q816 KELTI Q812 ZOHAN CEWDA MUSCL (RNAV)–STAR  1100–0400
MYRTLE BEACH(MYR)  PWL BIZ EX Q75 GVE SBV RDU  1100–0300
ORLANDO(MCO)  (MCO LANDING NORTH)PWL BIZ EX Q75 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR  1100–0300
or (MCO LANDING SOUTH)PWL BIZ EX Q75 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR  1100–0300
ORLANDO(SFB)  PWL BIZ EX Q75 SLOJO Q83 ROYCO Q85 LPERD TTHOR (RNAV)–STAR  1100–0300

NE, 11 JUL 2024 to 5 SEP 2024
PREFERRED IFR ROUTES

PUNTA GORDA (PGD) ..........................
  (JETS/TURBOPROPS ONLY)  PWL BIZEX Q75 SLOJO Q103
  PUPPY KYYU LUBBR (RNAV)–STAR ...........................

RALEIGH/DURHAM (RDU) ........................
  PWL BIZEX Q75 GVE MELTN ALDAN (RNAV)–STAR ........................

SAVANNAH (SAV) ..........................
  PWL BIZEX Q75 GSO CTF CANTR PLZZZ ............................

ST PETERSBURG–CLEARWATER (PPIE) ........................
  PWL BIZEX Q75 TEUFL BAAMF DADES (RNAV)–STAR ........................

TAMPA (TPA) .............................
  PWL BIZEX Q75 TEUFL BAAMF DADES (RNAV)–STAR ........................

WASHINGTON (DCA) ...........................
  PWL BIZEX Q75 MKE CLIPR (RNAV)–STAR ........................

WASHINGTON (AD) ..........................
  (AOA FL240; TURBOJETS)ACOVE FILGA HYPER (RNAV)–STAR ........................
  or
  (AOB 220; TURBOPROPS)ALB CEDOR HNK LYKOM PRTL (RNAV)–STAR ........................

WEST PALM BEACH (PBI) ........................
  PWL BIZEX Q75 SLOJO Q83 JEVED Q97 KENLL CPTAN (RNAV)–STAR ........................

ATLANTIC CITY (ACY) ............................
  06FA, BCT, F45, PBI ..........................
  (JETS ONLY) WATER)LEEAH ATR TRPQ Q409 CRPLR EARZZ Q131 WAAL Y289 DULEE CLMNT (RNAV)–STAR ........................

  06FA, BCT, F45, PBI, PMP ..........................
  LEEAH ATR TRPQ Q409 CRPLR PAACK Q97 KENLL CPTAN (RNAV)–STAR ........................

  07FA, FLL, HST, HWO, MIA, OPF, TMB, X51 ..........................
  (VLJ/TURBPROP ONLY: INCL EA50, E50P, SF50, CS10, CS25) LEEAH ATR TRPQ Q409 CRPLR PAACK Q97 KENLL TARP (RNAV)–STAR ........................

  APF, FMY, MKY, RSW ..........................
  LEEAH ATR TRPQ Q409 PUPPY Q103 CYNTA SHFTY (RNAV)–STAR ........................
  or
  LEEAH ENO SWANN YANNI GVE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ........................
  or
  (JETS ONLY) WATER)LEEAH ATR TRPQ Q409 CRPLR EARZZ Q131 WAAL Y289 BAHAA HIBAC SHFTY (RNAV)–STAR ........................

ATLANTA (ATL) ............................
  LEEAH ENO SWANN YANNI CSN J48 MOL FLASK OZZZI (RNAV)–STAR ........................

FLL, OPF .............................
  (JETS ONLY, EXCLUDES EA50, E50P, SF50, CS10, CS25) WATER)LEEAH ATR TRPQ Q409 CRPLR KOOKI Q133 CHIEZ Y291 MAJKI CUUDA (RNAV)–STAR ........................
  or
  (JETS ONLY, EXCLUDES EA50, E50P, SF50, CS10, CS25) LEEAH ATR TRPQ Q409 CRPLR PAACK Q97 PRMUS CUUDA (RNAV)–STAR ........................

ISM, LEE, MCO, ORL, SFB ..........................
  (JETS ONLY) WATER)LEEAH ATR TRPQ Q409 CRPLR EARZZ Q131 WAAL Y289 BAHAA HIBAC ALYNA (RNAV)–STAR ........................
  or
  (JETS ONLY, EXCLUDES EA50, E50P, SF50, CS10, CS25) LEEAH ATR TRPQ Q409 CRPLR PAACK Q97 PRMUS CUUDA (RNAV)–STAR ........................

ISL, MCO .............................
  (MCO LANDING NORTH) LEEAH ATR TRPQ Q409 CRPLR Q85 LPERD SNFLD (RNAV)–STAR ........................

MCF, PIE, TPA, VDF ..........................
  LEEAH ATR TRPQ Q409 PUPPY BAAMF DADES (RNAV)–STAR ........................
  or
  LEEAH ENO SWANN YANNI GVE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ........................

MYRTLE BEACH (MYR) ........................
  LEEAH ATR TRPQ Q409 CRPLR PAACK WYLMS ........................
  (MCO LANDING SOUTH) LEEAH ATR TRPQ Q409 CRPLR Q85 LPERD GTOUT (RNAV)–STAR ........................

ORLANDO (MCO) ............................
  LEEAH ATR TRPQ Q409 CRPLR Q85 LPERD GTOUT (RNAV)–STAR ........................

BAF, BDL, HFD ............................
  06FA, BCT, F45, PBI ..........................
  (JETS ONLY) WATER)COASTAL–DP CCC Q97 KALDA Q131 WAAL Y289 DULEE CLMNT (RNAV)–STAR ........................

  06FA, BCT, F45, PBI, PMP ..........................
  COASTAL–DP CCC Q97 KENLL CPTAN (RNAV)–STAR ........................

  07FA, FLL, HST, HWO, MIA, OPF, TMB, X51 ..........................
  (VLJ/TURBPROP ONLY: INCL EA50, E50P, SF50, CS10, CS25) COASTAL–DP CCC Q97 KENLL TARP (RNAV)–STAR ........................

  07FA, HST, MIA, TMB, X51 ..........................
  COASTAL–DP CCC Q97 DEBRL CSTAL (RNAV)–STAR ........................
  or
  (JETS ONLY, EXCLUDES EA50, E50P, SF50, CS10, CS25) COASTAL–DP CCC Q97 KENLL TARP (RNAV)–STAR ........................

7FL, L6, DAB, DED, EVB, LEE, OML, SFB, X50 ..........................
  COASTAL–DP CCC Q97 SAWED MOXXY Q85 LPERD TTHOR (RNAV)–STAR ........................
  or
  07FA, HST, MIA, TMB, X51 ..........................
  COASTAL–DP CCC Q97 DEBRL CSTAL (RNAV)–STAR ........................

Effective Times (UTC)

Terminals

ROUTE  
NE, 11 JUL 2024 to 5 SEP 2024
### PREREFERRED IFR ROUTES

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<td>COASTAL–DP CCC TOPPR Q167 ZIZZI KNUKK ATR</td>
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<td>CHS, J2I</td>
<td>(TURBOJETS)COASTAL–DP CCC Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU</td>
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<td>(RNAV)–STAR</td>
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<tr>
<td>FLL,OPF</td>
<td>COASTAL–DP CCC Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<tr>
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<td>(JETS ONLY, EXCLUDES EA50, ES05, SF50, C510, C525)(WATER)</td>
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<td>COASTAL–DP CCC Q97 KALDA Q133 CHIEZ Y291 MAIKI CUUDA (RNAV)–STAR</td>
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<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY)(WATER)COASTAL–DP CCC Q97 KALDA Q131 WAALT Y289 BAHAH</td>
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<tr>
<td>ISM, MCO</td>
<td>(MCO LANDING SOUTH)COASTAL–DP CCC Q97 SAWED MOXXY Q85 LPERD SNFLD</td>
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<tr>
<td>JACKSONVILLE (JAX)</td>
<td>(RNAV)–STAR</td>
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<tr>
<td>MYRTLE BEACH (MYR)</td>
<td>COASTAL–DP CCC Q97 PACK WYLMS</td>
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<tr>
<td>ORLANDO (MCO)</td>
<td>(MCO LANDING SOUTH)COASTAL–DP CCC Q97 SAWED MOXXY Q85 LPERD GTOUT</td>
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<td>(RNAV)–STAR</td>
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<tr>
<td>SAN JUAN (TJS)</td>
<td>(WATER)COASTAL–DP CCC SPDEY Y489 RESQU SKPR L455 LENNT M423 PLING</td>
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<td>R7E4T 5AALR</td>
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<td>(RNAV)–STAR</td>
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<tr>
<td>SAVANNAH (SAV)</td>
<td>COASTAL–DP CCC Q97 SAWED GUILD Q409 SESUE ESENT LUNNI (RNAV)–STAR</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>(TURBOJETS)COASTAL–DP CCC TOPPR Q167 ZIZZI KNUKK ATR LAFLIN DEALE</td>
<td>1100–0300</td>
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<tr>
<td>BALTIMORE (BWI)</td>
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<td>(TURBOJETS)DUKPN (RNAV)–DP SWANN JAIKE (RNAV)–STAR</td>
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<tr>
<td>ALBANY (ALB)</td>
<td>(TURBOJETS)DUKPN (RNAV)–DP BROSS Q419 RBV Q22 LLUND TRUDE V487 CANAN</td>
<td>1100–0300</td>
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<tr>
<td>ASHEVILLE (AVL)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 FEEDS SUG</td>
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<tr>
<td>ATLANTA (ATL)</td>
<td>TERPZ (RNAV)–DP FLASK OZZZI (RNAV)–STAR</td>
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<tr>
<td>AUSTIN (AUS)</td>
<td>TERPZ (RNAV)–DP MAULS Q40 ALEAN VXV SQS SWB</td>
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<tr>
<td>BANGOR (BGR)</td>
<td>(TURBOJETS)DUKPN (RNAV)–DP BROSS Q419 RBV Q22 FOXWD BOS</td>
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<td>BEDFORD (BED)</td>
<td>(TURBOJETS)DUKPN (RNAV)–DP BROSS Q419 DPK MAD HD4 DREEM (RNAV)–STAR</td>
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<tr>
<td>BIRMINGHAM (BHM)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q404 NIOLA DIODE</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>(TURBOJETS; DME/DME/IRU OR GNSS REQUIRED)DUKPN (RNAV)–DP BROSS Q419 Q409 LPERD GTOUT (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BRIDGEPORT (BDR)</td>
<td>(TURBOJETS)DUKPN (RNAV)–DP DONIL WNSTN Q439 SARDI RICED KEYED</td>
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<td>BURLINGTON (BTV)</td>
<td>(TURBOJETS)DUKPN (RNAV)–DP BROSS Q419 RBV Q22 LLUND CAM</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>TERPZ (RNAV)–DP GLANC AIROW CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHATTANOOGA (CHA)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 ALEAN VXV</td>
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<tr>
<td>CHESTER (SNC)</td>
<td>(AOA 7000; TWIN ENGINE)PALEO AGARD T287 WNSTN T320 RICED KEYED</td>
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<tr>
<td>CHICAGO (MDW)</td>
<td>(TURBOJETS)FOXHL (RNAV)–DP RAMAY Q72 HACKS</td>
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<tr>
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<td>J149 FWA PANGG (RNAV)–STAR</td>
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<tr>
<td>CHICAGO (ORD)</td>
<td>(TURBOJETS)FOXHL (RNAV)–DP RAMAY Q72 HACKS</td>
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<td>J149 ROD WATSN (RNAV)–STAR</td>
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<tr>
<td>CLEVELAND (CLE)</td>
<td>(TURBOJETS)LINSE (RNAV)–DP JERES J211 JST UPPRR TRYBE (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS (CMH)</td>
<td>(TURBOJETS)FOXHL (RNAV)–DP RAMAY Q72 HACKS</td>
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<td>SCRLT SCRLT (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS (LCK)</td>
<td>FOXHL (RNAV)–DP RAMAY Q72 HACKS SCRLT SCRLT (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS (OSU)</td>
<td>FOXHL (RNAV)–DP RAMAY Q72 HACKS SCRLT SCRLT (RNAV)–STAR</td>
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<tr>
<td>PROVIDENCE(PVD)</td>
<td>(TURBOJETS)DUKPN (RNAV)–DP BROSS Q419 RBV</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>Q430 CREEL ORCHA JORDN JORDN (RNAV)–STAR</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL260)TERPZ (RNAV)–DP MELTN ALDAN (RNAV)–STAR</td>
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<tr>
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<td>J227 ULW GIBBE</td>
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<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS)LINSE (RNAV)–DP JERES J220 VALLO</td>
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<td>J227 ULW GIBBE</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)TERPZ (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
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<tr>
<td>ST LOUIS(STL)</td>
<td>(TURBOJETS)FOXLH (RNAV)–DP OTTO Q176 BICKS P XV BOOSH (RNAV)–STAR</td>
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<tr>
<td>SYRACUSE(SYR)</td>
<td>(TURBOJETS)LINSE (RNAV)–DP JERES J227 STENT CFB T335 SYR</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>TERPZ (RNAV)–DP RRSIN GSO Q75 TFEUL BAAMF DADES (RNAV)–STAR</td>
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<tr>
<td>TORONTO(CYYZ)</td>
<td>LINSE (RNAV)–DP JERES J220 SFP BOOM LINING (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(AT OR ABOVE FL180; TURBOJETS)DUKPN (RNAV)–DP BROSS Q419 NACYN BOUNO–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(TURBOJETS)DUKPN (RNAV)–DP BROSS Q419 DPK DEER PARK–STAR</td>
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**BANGOR(BGR)**

06FA,BCT,F45,PBI

06FA,BCT,FXE,PBI,PMP

07FA,FLL,HST,HWO,MIA,OPF,TMB,X51

07FA,HST,MIA,TMB,X51

**CHARLOTTE(CLT)**

KAYCC KYLOH NELIE Q75 SLOJO Q83 ROYOQ Q85 LPERD TTHOR (RNAV)–STAR

**CHICAGO(ORD)**

GONZQ Q822 FNT WYNE (RNAV)–STAR

**COVINGTON(CVG)**

(DME/DME/IRU OR GPS REQUIRED)GONZQ MAULL KODIE SAVVI TIGRR (RNAV)–STAR

**DETOIT(DTW)**

(DME/DME/IRU OR GPS REQUIRED)GONZQ TPGUN (RNAV)–STAR

**FLL,OPF**

(JETS ONLY, EXCLUDES EA50, ES0, SF50, C510, C525)BEEKN Q97 PRMUS CUUDA (RNAV)–STAR

**ISM,LEE,MCO,ORL,SFB**

(JETS ONLY)WATERBEEKN Q97 KALDA Q131 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR

**NEWARK(EWR)**

(250KTS OR GREATER)ALB HAARP–STAR

**NEW YORK(LGA)**

(HANAA FLOSI (RNAV)–STAR

**PHILADELPHIA(PHL)**

BEEKN Q439 BRGS JIIMS (RNAV)–STAR

**ST PETERSBURG–CLEARWATER(PIE)**

KAYCC KYLOH NELIE Q75 TFEUL BAAMF DADES (RNAV)–STAR

**WASHINGTON–DEALE(DCA)**

KAYCC KYLOH NELIE Q75 MXE CLIPR (RNAV)–STAR

**BEDFORD(BED)**

07FA,FLL,HST,HWO,MIA,OPF,TMB,X51
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<td>07FA,HST,MIA,TMB,X51</td>
<td>PUT ORW CCC Q97 DEBRL CSTAL (RNAV)–STAR ....</td>
<td>1100–0300</td>
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<tr>
<td>BWI,MTN</td>
<td>PUT CCC TOPRQ Q167 ZIZI KNUKK ATR LAFLN MIDY (RNAV)–STAR</td>
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<td>CHARLOTTE(CLT)</td>
<td>REVS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>REVS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>06FA,BCT,F45,PBI</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y498 STERN Y493 BAHAA DULEE CLMNT (RNAV)–STAR</td>
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<td>07FA,FLL,HST,HWO,MIA,OPF,TMB,X51</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 KENLL CPTAN (RNAV)–STAR</td>
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<tr>
<td>07FA,HST,MIA,TMB,X51</td>
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<tr>
<td>7FL6,DAB,DED,EBV,LEE,OMN,ORL,SFB,X50</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>ATLANTA(ATL)</td>
<td>(TURBOJETS ONLY: DME/DMR/IRU OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>AUSTIN(AUS)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWJ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BUFFALO(BUF)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 MKE NUGGY TRISH (RNAV)–STAR</td>
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<tr>
<td>BWI,MTN</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 GVE AIROW CHSLEY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 GVE AIROW CHSLEY (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>Terminals</td>
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<td>CHICAGO(MDW)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HLYND (RNAV)—DP HLYND CAM Q822 GONZZ Q29 JHW DJB J60 ASHEN BAGEL PANGG (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHICAGO(ORD)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HLYND (RNAV)—DP HLYND CAM Q822 GONZZ HANKK THOME TRYBE (RNAV)–STAR</td>
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<tr>
<td>CHS,JZI</td>
<td>SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CLEVELAND(CLE)</td>
<td>(RNAV TURBOJET)HLYND (RNAV)—DP HLYND CAM Q822 GONZZ CAM Q822 HLYND (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS(CMH)</td>
<td>BLZZR (RNAV)—DP BLZZR BAF Q480 AIR CLPRR (RNAV)–STAR</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)REVSS (RNAV)–DP REVSS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW SOUTH FLOW)BLZZR (RNAV)—DP BLZZR BAF Q406 BW J6 H VQ68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or (DFW NORTH FLOW)BLZZR (RNAV)—DP BLZZR BAF Q406 BW J6 H VQ68 LITTR FEWWW BRDJE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DAYTON(DAY)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)—DP BLZZR BAF Q480 AIR APE DANEI–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DENVER(DEN)</td>
<td>HLYND (RNAV)—DP HLYND HANAA Q816 HOCKE Q935 MONEE IANNA ONL PORDR AALIE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)HLYND (RNAV)—DP HLYND CAM Q822 GONZZ COLTS GIGGY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)HLYND (RNAV)—DP HLYND 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 NORTH FLOW)HLYND (RNAV)—DP HLYND CAM Q822 GONZZ DONEO CUUGR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or (DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)HLYND (RNAV)—DP HLYND CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FLL,OPF</td>
<td>SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)WATER)SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
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<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)DEEP OCEAN)SSOXS (RNAV)—DP SSOXS Q167 RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>PATSS (RNAV)—DP PATSS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>GREENSBORO(GSO)</td>
<td>PATSS (RNAV)—DP PATSS NELIE Q75 GVE LYH HENBY–STAR</td>
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<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)BLZZR (RNAV)—DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)(IAH WEST FLOW)BLZZR (RNAV)—DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
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<td>or (TURBOJETS)(IAH EAST FLOW)BLZZR (RNAV)—DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ILG,MQS,PHL,PNE,TTN</td>
<td>SSOXS (RNAV)—DP SSOXS Q167 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>INDIANAPOLIS(IND)</td>
<td>BLZZR (RNAV)—DP BLZZR BAF Q480 AIR RINTE SNKPT (RNAV)–STAR</td>
<td>1100–0300</td>
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### PREFERRED IFR ROUTES

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<td>1100–0300</td>
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<tr>
<td>ISM,MCO</td>
<td>(MCO LANDING NORTH)SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD SNFLD (RNAV)–STAR</td>
<td>1100–0400</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>
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<tr>
<td>KANSAS CITY(MCI)</td>
<td>(RNAV TURBOJET/TURBOPROP)BLZZR (RNAV)–DP BLZZR BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>LAS VEGAS(LAS)</td>
<td>HYLND (RNAV)–DP HYLND CAM Q822 GONZZ Q29 KLYNE FYLLS J110 RSK J64 TBC SQIRE RKSTR (RNAV)–STAR</td>
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<tr>
<td>LOS ANGELES(LAX)</td>
<td>HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB ODJ FSD J114 DVJ J60 HVE PROMT Q88 HAKMN ANJLL (RNAV)–STAR</td>
<td>1000–0300</td>
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<tr>
<td>LOUISVILLE(SDF)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (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 BAHAA HIBAC DADES (RNAV)–STAR</td>
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<tr>
<td>MEMPHIS(MEM)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)–STAR</td>
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<tr>
<td>MILWAUKEE(MKE)</td>
<td>HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GETCH LYSTR SUDDS (RNAV)–STAR</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</td>
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<tr>
<td>MONTREAL(CYUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)–DP HYLND PBERT CARTR (CANADIAN) (RNAV)–STAR</td>
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<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>
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<td>MYRTLE BEACH(MYR)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 PAACK WYLMS (RNAV)–STAR</td>
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<tr>
<td>NASHVILLE(BNA)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWZ J6 HVQ Q68 YOCKY GROAT 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>
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<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>
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<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>
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<td>NEWARK(EWR)</td>
<td>(FL180–FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)PATSS (RNAV)–DP PATSS NELIE FLOSI (RNAV)–STAR</td>
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<td>NORFOLK(ORF)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAYA CVG (RNAV)–STAR</td>
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<td>ORLANDO(MCO)</td>
<td>(MCO LANDING SOUTH)SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD GTOUT (RNAV)–STAR</td>
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<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>
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<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>
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**Terminals:** ISM, LEE, MCO, ORL, SFB

**Route:** (JETS ONLY)(WATER)SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR

**Effective Times (UTC):** 1100–0300
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<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>
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<tr>
<td>PORTLAND(PDX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP DPR J16 PDT JKNOX HGO0D (RNAV)–STAR</td>
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<td>RALEIGH/DURHAM(RDU)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAAY TAQLE (RNAV)–STAR</td>
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<tr>
<td>RICHMOND(RIC)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 ZJAAY ARICE JAMIE</td>
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<tr>
<td>ROCHESTER(ROC)</td>
<td>HYLND (RNAV)–DP HYLND CAM SYR</td>
<td>1100–0300</td>
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<td>SALT LAKE CITY(SLC)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE BAE DBQ FOD ONL J94 OCS NORDK (RNAV)–STAR</td>
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<td>SAN DIEGO(SAN)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF Q480 AIR J80 MCI J24 SLN J18 HOGGZ LUCKI (RNAV)–STAR</td>
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<td>SAN FRANCISCO(SFO)</td>
<td>(TURBOJETS)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP ABR J32 LLC LEGGS BDEGA (RNAV)–STAR</td>
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<tr>
<td>SAN JUAN(TJSJ)</td>
<td>(WATER)SSOXS (RNAV)–DP SSOXS Q167 SPDEY Y489 RESQU SKPPR L455 LENNT M423 PLING RTE7 SAALR</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)PATSS NELIE Q75 SLOJO Q103 PUPYY KYYUU LUBBR (RNAV)–STAR</td>
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<tr>
<td>SAVANNAH(SAV)</td>
<td>SSOXS (RNAV)–DP SSOXS Q167 RIFLE HEADI Q97 SAWED GUILD Q409 SESUE S000P</td>
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<td>SEATTLE(SEA)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP ABR J90 HLN J136 MLP GLASR–STAR</td>
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<td>ST LOUIS(STL)</td>
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<td>TAMPA(TPA)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 TEUF FL BAAMF DADES (RNAV)–STAR</td>
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<td>TORONTO(CYYZ)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q822 GONZ WOZEE LINNG (CANADIAN) (RNAV)–STAR</td>
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<td>WASHINGTON(IAD)</td>
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<td>or (AOA FL240; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF HYPER (RNAV)–STAR</td>
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<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW SOUTH FLOW) BEADS EMJAY Q167, ZJAAY Q97, PRMUS, CUUDA (RNAV–STAR)</td>
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<tr>
<td>FLL, OPF</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) BEADS EMJAY Q167, ZJAAY Q97, KENLL, TARPN (RNAV–STAR)</td>
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<tr>
<td>FLL, OPF, MIA, 07FA, HST, TMB, X51, HWO</td>
<td>BEADS SARDI, RBV, Q430, COPES Q75, SLOJO, Q103, CYNTA SHFTY (RNAV–STAR)</td>
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<tr>
<td>BINGHAMTON (BGM)</td>
<td>BEADS EMJAY Q167, ZIZZI, KNUKK, ATR LAFLN, MIDDY (RNAV–STAR)</td>
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<tr>
<td>APF, FMY, MKY, RSW</td>
<td>BEADS EMJAY Q167, ZJAAY, KALDA Q131, WAALT, Y289, HOAGG, BNFH, (RNAV–STAR)</td>
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<tr>
<td>BINGHAMTON (BGM)</td>
<td>(TURBOJETS ONLY) MVY JAWZZ Q220, RIFLE Q439, ZIZZI (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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<td>CHICAGO (ORD)</td>
<td>(TURBOJETS RNAV 1) COATE Q436, EMMMA, WYNDE (RNAV–STAR)</td>
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<tr>
<td>BUDDLE (BUF)</td>
<td>BEADS EMJAY Q167, ZJAAY Q97, KENLL, CPTAN (RNAV–STAR)</td>
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<tr>
<td>NEW HAVEN (HVN)</td>
<td>BEADS EMJAY Q167, ZJAAY Q97, DEBRL, CSTAL (RNAV–STAR)</td>
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<td>NEW YORK (ISP)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) BEADS EMJAY Q167, ZJAAY, KALDA Q131, WAALT, Y289, HOAGG, BNFH, (RNAV–STAR)</td>
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</tr>
<tr>
<td>BINGHAMTON (BGM)</td>
<td>(TURBOJETS ONLY) MVY JAWZZ Q220, RIFLE Q439, ZIZZI (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>FLL, OPF</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) BEADS EMJAY Q167, ZJAAY, KENLL, TARPN (RNAV–STAR)</td>
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<tr>
<td>FAY, OPF, MIA, 07FA, HST, TMB, X51, HWO</td>
<td>BEADS SARDI, RBV, Q430, COPES Q75, SLOJO, Q103, CYNTA SHFTY (RNAV–STAR)</td>
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**NE, 11 JUL 2024 to 5 SEP 2024**
## Preferred IFR Routes

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<th>Effective Times (UTC)</th>
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<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY) (WATER) BEADS EMJAY Q167 ZJAAY KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ISM, MCO</td>
<td>(MCO LANDING NORTH) BEADS EMJAY Q167 ZJAAY Q97 SAWF MOXXY Q85 LPERD SNFLD (RNAV)–STAR</td>
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<tr>
<td>ITHACA (ITH)</td>
<td>(JETS) NEION Q232 CORDS CFB</td>
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<tr>
<td>MANCHESTER (MHT)</td>
<td>(AT OR ABOVE FL190; DME/DMIE/IRU OR GNSS REQUIRED) GREKI JUDDS MARTN QUINZ ROZZE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>MONTREAL (CYUL)</td>
<td>(DME/DMIE/IRU OR GNSS REQUIRED) GREKI JUDDS CAM JASDU PBER CARTR (CANADIAN) (RNAV)–STAR</td>
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<td>MYRTLE BEACH (MYR)</td>
<td>BEADS EMJAY Q167 ZJAAY Q97 PAAC WYLMS</td>
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<td>ORLANDO (MCO)</td>
<td>(MCO LANDING SOUTH) BEADS EMJAY Q167 ZJAAY Q97 SAWF MOXXY Q85 LPERD GTOUT (RNAV)–STAR</td>
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<td>PITTSBURGH (PIT)</td>
<td>(PROPS) GAYEL V374 MLIN LAAYK Q436 DGRAF ETG CIP HAYNZ (RNAV)–STAR</td>
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<td>RICHMOND (RIC)</td>
<td>BEADS EMJAY Q167 ZJAAY ARIE JAMIE</td>
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<td>ROCHESTER (ROC)</td>
<td>NEION Q232 STUBN GIBBE</td>
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<td>SYRACUSE (SYR)</td>
<td>(JETS) NEION Q232 CORDS CFB T335 SYR</td>
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<td>TAMPA (TPA)</td>
<td>BEADS SARDI RBV Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
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<td>WASHINGTON (DCA)</td>
<td>(TURBOJETS) BEADS EMJAY Q167 ZIZZI KNUKK ATR LAFLN DEALE (RNAV)–STAR</td>
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<td>WAVEY EMJAY Q167 ZJAAY Q97 KENL CPTAN (RNAV)–STAR</td>
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<td>07FA, FLL, HST, HWO, MIA, OPF, TMB, X51</td>
<td>(VLJ/TURBPROP ONLY; INCL E450, E50P, SF50, CS10, CS25) WAVEY EMJAY Q167 ZJAAY Q97 KENL TARP (RNAV)–STAR</td>
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<td>07FA, HST, MIA, TMB, X51</td>
<td>(JETS ONLY, EXCLUDES E450, E50P, SF50, CS10, CS25) WAVEY EMJAY Q167 ZJAAY KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)–STAR</td>
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<td>7FL6, DAB, DED, EVB, LEE, OMN, ORL, SFB, X50</td>
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<td>ATLANTA (ATL)</td>
<td>RBV Q430 BYRDR J48 MOL FLASK OSSZI (RNAV)–STAR</td>
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<td>AUGUSTA (AUG)</td>
<td>FL190 AND ABOVE) GREKI JUDDS CAM ORL</td>
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<td>AUSTIN (AUS)</td>
<td>RBV Q430 COPES Q75 GVE ALEAN VXV SQS SWB</td>
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<td>BALTIMORE (BWI)</td>
<td>LUKKN WLEEE (RNAV)–STAR</td>
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<td>BANGOR (BGR)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM NEN</td>
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<td>(JETS) NEION Q232 CORDS CFB</td>
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<td>BOSTON (BOS)</td>
<td>(FL180–FL230; JETS ONLY) MERIT ROBUC (RNAV)–STAR</td>
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<td>BUFFALO (BUF)</td>
<td>(TURBOJETS) COATE Q436 FLAAH (RNAV)–STAR</td>
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<td>BURLINGTON (BTV)</td>
<td>NEION Q232 STUBN BENE</td>
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<td>CHARLOTTE (CLT)</td>
<td>GREKI V419 JUDDS CAM</td>
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<td>CHARLOTTEVILLE (CHO)</td>
<td>(FL190 AND ABOVE; JETS ONLY) GREKI JUDDS CAM ORL</td>
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<td>CHICAGO (MDW)</td>
<td>RBV Q430 COPES Q75 GVE AIROW CHSRY (RNAV)–STAR</td>
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<td>WAVEY EMJAY Q167 ZJAAY Q97 SAWF DFENC Q109 LAAN AMYLU AMYLU (RNAV)–STAR</td>
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<td>CLEVELAND (CLE)</td>
<td>(RNAV EQUIPPED ON) DEEZ (RNAV)–STAR</td>
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<td>COLUMBUS (CMH)</td>
<td>RBV Q430 AIR CLPRR (RNAV)–STAR</td>
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<tr>
<td>COVINGTON (CVG)</td>
<td>RBV Q430 SAAME J6 COLNS GAVNN (RNAV)–STAR</td>
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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>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW NORTH FLOW) RBV Q430 SAAME J6 HVQ Q68 LITTR FEWWW BRDJE (RNAV)–STAR</td>
<td>NE, 11 JUL 2024 to 5 SEP 2024</td>
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<tr>
<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW SOUTH FLOW) RBV Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
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<td>DAYTON (DAY)</td>
<td>RBV Q430 AIR APE DANEI–STAR</td>
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<td>DAYTON (DAY)</td>
<td>RBV Q430 ZANDR J80 SPI IRK OBH BRWRY LAWGR (RNAV)–STAR</td>
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<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) RBV Q181 WOZEE COLTS GIGGY (RNAV)–STAR</td>
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<td>DETROIT SATS (YIP, PTK, ARB ONLY)</td>
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<td>DETROIT (DTW)</td>
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<td>FLL, OPF</td>
<td>WAVEY EMJAY Q167 ZJAAY Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<td>FLL, ORF</td>
<td>(JETS ONLY, EXCLUDES EA50, ESOF, SF50, C510, C525) WAVEY EMJAY Q167 ZJAAY KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
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<td>FORT LAUDERDALE (FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, ESOF, SF50, C510, C525) DEEP OCEAN SHIP Y493 JENKS MAJIK CUUDA (RNAV)–STAR</td>
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<td>GREENSBORO (GSO)</td>
<td>RBV Q430 COPES Q75 GVE LYH HENBY–STAR</td>
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<td>HOUSTON (HOU)</td>
<td>RBV Q430 SAAME J6 HVQ Q68 LITTR SWB WAPPL (RNAV)–STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(IAH WEST FLOW) RBV Q430 BYRDD J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(IAH WEST FLOW) RBV Q430 SAAME J6 HVQ Q68 LITTR SWB ZEEKK (RNAV)–STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(IAH EAST FLOW) RBV Q430 SAAME J6 HVQ Q68 LITTR SWB GESNR (RNAV)–STAR</td>
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<td>INDIANAPOLIS (IND)</td>
<td>RBV Q430 AIR J80 RINTE SNKPT (RNAV)–STAR</td>
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<td>INDIANAPOLIS (IND)</td>
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<td>ISM, MCO</td>
<td>(MCO LANDING NORTH) WAVEY EMJAY Q167 ZJAAY Q97 SAWED MOXYY Q85 LFPER SFML (RNAV)–STAR</td>
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<td>ITHACA (ITH)</td>
<td>(JETS) NEION Q232 CORDS CFB</td>
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<td>JACKSONVILLE (JAX)</td>
<td>(TURBOJETS ONLY, DME/DME/IRU OR GPS REQUIRED) WAVEY EMJAY Q167 ZJAAY Q97 SAWED Q409 SESCH ESSENT LUNNI (RNAV)–STAR</td>
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<td>KANSAS CITY (MCI)</td>
<td>RBV Q430 AIR J80 SPI EUING RUDDH (RNAV)–STAR</td>
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<td>KNOXVILLE (TYS)</td>
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<td>LOUISVILLE (SDF)</td>
<td>RBV Q430 SAAME J6 HVQ Q68 YOCKY LEDDL (RNAV)–STAR</td>
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<td>MANCHESTER (MHT)</td>
<td>(AT OR ABOVE FL190; DME/DME/IRU OR GPS REQUIRED) GREKIJ JUDDS MARTN QUINZ ROZZE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>MEMPHIS (MEM)</td>
<td>RBV Q430 SAAME J6 HVQ Q68 RAMRD BLUZZ (RNAV)–STAR</td>
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<td>MIAMI (MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, ESOF, SF50, C510, C525) DEEP OCEAN SHIP Y493 JENKS MAJIK CUUDA (RNAV)–STAR</td>
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<tr>
<td>MILWAUKEE (MKE)</td>
<td>DEEZZ (RNAV)–DP CANDR J60 DJB CRL PEgee GECHE LYST SRUDD</td>
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PREFERRED IFR ROUTES

MINNEAPOLIS(MSP) ..............................................................
(MINNEAPOLIS(MSP) ..............................................................
TURBOJETS)GAYEL Q818 WOZEE NSKQ Q812 ZOHAN
IDIOM MUSCL (RNAV)–STAR ..............................................

MONTREAL(CYUL) ..............................................................
(DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS CAM
JASDU PBERG CARTR (CANADIAN) (RNAV)–STAR

MSY,NEW,NG ..............................................................
RBV Q430 BYRDD J48 CSN FANPO Q40 NIOLA MEROON
TRSS (RNAV)–STAR .........................................................

NANTUCKET(ACK) ..............................................................
(FL180–210; JETS ONLY)BETTE DEEPO (RNAV)–STAR

NASHVILLE(BNA) ..............................................................
RBV Q430 SAAME J6 HVQ Q68 YOCKY GROAT PASYL
(RNAV)–STAR .................................................................

NASSAU(MYNN) ..............................................................
(DEEP OCEAN)SHIPPY Q888 STERN Y493 WAAKK CARPX
Y307 HANKX .................................................................

NORFOLK(NOR) ..............................................................
WAVEY EMJAY Q167 ZJAYA CCYY ........................................

ORLANDO(MCO) ..............................................................
(DEEP OCEAN)SHIPPY Q888 STERN Y493 BAHAA HIBAC
ALYNA (RNAV)–STAR ....................................................

or

(MCO LANDING SOUTH)WAVEY EMJAY Q167 ZJAYA Q97
SAWED MOXY Q85 LPERD GTOUT (RNAV)–STAR

PHOENIX(PHX) ..............................................................
RBV Q430 AIR J110 STL BUM ICT LBL FTI BUKKO ZUN

PITTSBURGH(PIT) ..............................................................
(PROPS)GAYEL V374 MSLIN LAAYK Q436 DGRAF ETG
CIP HAYNZ (RNAV)–STAR ................................................

or

DEZZZ (RNAV)–DP CANDR J60 PSB HAYNZ
(RNAV)–STAR .................................................................

PORTSMOUTH(PSM) ..............................................................
(170 AND ABOVE)MERIT HFD FOXWD KLANE TTERI
REMDG .................................................................

RALEIGH/DURHAM(RDU) ..............................................................
WAVEY EMJAY Q167 ZJAYA TAGLE (RNAV)–STAR

RICHMOND(RIC) ..............................................................
(DME/DME/IRU OR GPS)WAVEY EMJAY Q167 ZJAYA
ARICE JAMIE .................................................................

ROANOKE(ROA) ..............................................................
RBV Q430 BYRDD J48 MOL ................................................

ROCHESTER(ROC) ..............................................................
NEION Q232 STUBN GIBBE ................................................

SALT LAKE CITY(SLC) ..............................................................
GAYEL Q818 WOZEE Q395 HOCHE BAE DBQ FOD ONL
J94 OCS NORDK (RNAV)–STAR ..............................................

SAN FRANCISCO(SFO) ..............................................................
(TURBOJOET)GAYEL Q818 WOZEE Q395 HOCHE GB
GEP ABB J32 LCC LEGGS DBEA (RNAV)–STAR

SARASOTA/BRADENTON(SRQ) ..............................................................
(JETS/TURBOPROPS ONLY)RBV Q430 CQES Q75
SLOJO Q103 PUPPY KYUUL LUBBR (RNAV)–STAR

SAVANNAH(SAV) ..............................................................
WAVEY EMJAY Q167 ZJAYA Q97 SAWED GUILD Q409
SESUE SOOOP .................................................................

ST LOUIS(STL) ..............................................................
RBV Q430 AIR J110 VHP AARCH (RNAV)–STAR

SYRACUSE(SYR) ..............................................................
(JETS)NEION Q232 CORDS CFB T335 SYR
............

or

TAMPA(TPA) ..............................................................
RBV Q430 COPEQ Q75 TUEFL BAAMF DADES
(RNAV)–STAR .................................................................

or

(DEEP OCEAN)SHIPPY Q888 STERN Y493 BAHAA DULEE
DADES (RNAV)–STAR ....................................................

TORONTO(CYYZ) ..............................................................
GAYEL Q118 WOZEE LINNG (CANADIAN) (RNAV)–STAR

WASHINGTON(DCA) ..............................................................
(FL180–FL220; TURBOJOET)WAVEY EMJAY Q167 ZIZI
KNUJK ATR LAFLN DEALE (RNAV)–STAR

WASHINGTON(ADL) ..............................................................
(RNAV EQUIPPED ONLY)RBV HYPER (RNAV)–STAR

WEST PALM BEACH(PBI) ..............................................................
(DEEP OCEAN)SHIPPY Q888 STERN Y493 BAHAA DULEE
CLMNT (RNAV)–STAR ....................................................

or

NEW YORK(LGA) ..............................................................
06FA,BCT,F45,PBI ..............................................................
(JETS ONLY)WATER)WHITE Q409 CRPLR EARZ Q131
WAALT Y289 DULEE CLMNT (RNAV)–STAR

06FA,BCT,FXE,PBI,PMP ..............................................................
WHITE Q409 CRPLR PAACK Q97 KENL CPTAN
(RNAV)–STAR .................................................................

07FA,LLL,HST,HWO,MIA,OPF,TMB,X51 ..............................................................
(VL)TURBOPROP ONLY: INCL
EA50,ES50,SF50,C510,C525)WHITE Q409 CRPLR
PAACK Q97 KENL TARP (RNAV)–STAR

07FA,HST,MIA,TMB,X51 ..............................................................
WHITE Q409 CRPLR PAACK Q97 DEBRL CSTAL
(RNAV)–STAR .................................................................

or

7FL6,DAB,DED,WEB,LEE,OMN,ORL,SFB,X
50 ..............................................................
(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510,
C525)WHITE Q409 CRPLR BGBRD Q101
SKARP Y313 HOAGG BNSH (RNAV)–STAR

AKRON(CAK) ..............................................................
(RNAV TURBOJOET)NEWEL J60 PSB SOORD ZZIPS
(RNAV)–STAR .................................................................

Ne, 1 Jul 2024 to 5 Sep 2024
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<td>AUBURN/LEWISTON(LEW)</td>
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<td>AUGUSTA(AGS)</td>
<td>BIGGY Q75 GSO STWRT–STAR</td>
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<td>AUGUSTA(AUG)</td>
<td>(FL250 AND ABOVE) MERIT HFD PUT BOS MESH...</td>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM</td>
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<td>BANGOR(BGR)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM</td>
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<td>BAR HARBOR(BHB)</td>
<td>(FL250 AND ABOVE) MERIT HFD PUT BOS</td>
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<td>BINGHAMTON(BGM)</td>
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<td>or (DFW SOUTH FLOW)PARKE J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
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<td>(090–170 INCL; RNAV EQUIPPED ONLY)GAYEL Q818 WOZEE LINNG (CANADIAN) (RNAV)–STAR</td>
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<td>WASHINGTON(AD)</td>
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<td>(RNAV EQUIPPED ONLY)PARKE HYPER (RNAV)–STAR</td>
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<td>COVINGTON(CVG)</td>
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<td></td>
<td>(RNAV ONLY)PARKE J6 COLNS GAVNN (RNAV)–STAR</td>
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<td>JACKSONVILLE(JAX)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)ELVAE COL WHITE Q409 SESUE ESENT LUNNI (RNAV)–STAR</td>
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<td>YOUNGSTOWN(WARREN(YNG))</td>
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<td>EJLOT J60 PSB PSB292060</td>
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**NE, 11 JUL 2024 to 5 SEP 2024**
## PREFERRED IFR ROUTES

### New York City (NYC) SATS Only

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<th>Effective Times (UTC)</th>
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<td>MONTREAL (CYUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS CAM JASDU PBGER CART (CANADIAN) (RNAV)-STAR</td>
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<td>NEWARK (EWR)</td>
<td>06FA,BCT,F45,PBI</td>
<td>(JETS ONLY)ELVAE COL WHITE Q409 CRPLR EARZZ Q131 WAATL Y289 DULEE CLMTN (RNAV)-STAR</td>
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<td>06FA,BCT,FXE,PBI,PMP</td>
<td>ELVAE COL WHITE Q409 CRPLR PAACK Q97 KENL CPTAN (RNAV)-STAR</td>
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<td>(VLJ/TURBPROP ONLY: INCL EA50,EG50,FSF50,C510,C525)ELVAE COL WHITE Q409 CRPLR PAACK Q97 KENL TARPN (RNAV)-STAR</td>
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<td>(RNAV ONLY)LANNA J48 MOL FLASK OZZZI (RNAV)-STAR</td>
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<td>BOSTON (BOS)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
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<td>CHARLOTTE (CLT)</td>
<td>BIGGY Q75 GVE AIROW CHSLY (RNAV)-STAR</td>
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<td>CLEVELAND (CLE)</td>
<td>(RNAV TURBOJETS – RNAV 1)COATE Q436 EMMMA WYNDE (RNAV)-STAR</td>
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<td>CONCORD (CON)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
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<td>DENVER (DEN)</td>
<td>NEWEL J60 IOW DSM OBH BRWRY LAWGR (RNAV)-STAR</td>
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<td>DURHAM (DUR)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS GIGGY (RNAV)-STAR</td>
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<td>DETROIT SATS (YIP, PTK, ARB ONLY)</td>
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<td>or</td>
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<td>FORT LAUDERDALE(FLL)</td>
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<td>GREENSBORO(GSO)</td>
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<td>*(MAX ALTITUDE FL280; TURBOJETS)*NEWEL J60 DANNR RAV J64 CASIO RINTENKPT (RNAV)—STAR</td>
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<td>*(FL180–FL230; JETS ONLY)*BAYYS Seall V188 GON DEEP (RNAV)—STAR</td>
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<td>NASHUA(ASH)</td>
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<td>*(DEEP OCEAN)*ELVAE COL DIXIE Y481 OHRYN Y488 SERN Y493 WEAK CARPX Y307 HANKX (RNAV)—STAR</td>
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<td>OMAHA(OMA)</td>
<td>NEWEL J60 IOW DSM</td>
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<td>ORLANDO(MCO)</td>
<td>*(DEEP OCEAN)*ELVAE COL DIXIE Y481 OHRYN Y488 SERN Y493 BAHAA HIBAC ALYNA (RNAV)—STAR</td>
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<td>OTTAWA(CYOW)</td>
<td>*(FL 190 AND ABOVE)*BREZY V39 CMK GREKI JUDDS CAM BUGSY DEANS (CANADIAN) (RNAV)—STAR</td>
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<td>PORTLAND(PWM)</td>
<td>*(FL180–FL220)*NEWEL J60 SLOJO Q103 CYNTA SHFTY (RNAV)—STAR</td>
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<td>PORTSMOUTH(PSM)</td>
<td>*(170 AND ABOVE)*MERIT HFD FOXWD KLJNE TTERI REMOG (RNAV)—STAR</td>
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<td>RALEIGH/DURHAM(RDU)</td>
<td>*(AOB FL260)*ELVAE COL WHITE Q409 VILLS NALES Q141 HOUKY TQLNE (RNAV)—STAR</td>
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<td>ROCHESTER(ROC)</td>
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<td>ROCKLAND(RKD)</td>
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<td>RUTLAND(RUT)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
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<td>SAN FRANCISCO(SFO)</td>
<td>(TURBOJET)GAYEL Q818 WOZEE Q935 HOCKE GRB GEP ABR J32 LLC LEGGS BDEGA (RNAV)–STAR.</td>
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<td>SARANAC LAKE(SLK)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
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<td>SARASOTA/BRADENTON(SGQ)</td>
<td>(JETS/TURBPROPS ONLY)BIGGY Q75 SLOJO Q935 PUPYY KYYUU LUBBR (RNAV)–STAR.</td>
<td>1100–0300</td>
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<td>ST PETERSBURG–CLEARWATER(PERQ)</td>
<td>(TURBPROPS)COATE Q436 LAAYK CFB T335 SYR BIGGY Q75 TEUL BAAMF DADES (RNAV)–STAR.</td>
<td>1100–0300</td>
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<td>(TURBOPROPS)COATE Q436 LAAYK CFB T335 SYR</td>
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<td>TAMPA(TPA)</td>
<td>(DEEP OCEAN)ELVAE COL DIXE Y481 OHRYN Y488 STERN Y493 BAHAA DULEE CLMNT (RNAV)–STAR</td>
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<td>TORONTO(CYYZ)</td>
<td>(NON JET ACFT ONLY)COATE Q436 MTCAP ULW WOZEE VERKO (CANADIAN) (RNAV)–STAR.</td>
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<td>WASHINGTON(DCA)</td>
<td>(GPS OR DME–IRU EQUIPPED)BIGGY Q75 MXE CLIPR (RNAV)–STAR.</td>
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<td>WATERVILLE(WVL)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
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<td>WEST PALL BEACH(PBI)</td>
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<td>WINSTON SALEM(INT)</td>
<td>BIGGY Q75 GVE LYH HENBY–STAR</td>
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<td>NEWPORT NEWS(PHF)</td>
<td>(ATL EAST FLOW)COUPN BEETN JIMAR EYOBI CEELY Q172 YUTEE SWKBR SITH (RNAV)–STAR.</td>
<td>1100–0300</td>
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<td>ATLANTA(ATL)</td>
<td>(ATL WEST FLOW)COUPN BEETN JIMAR EYOBI CEELY Q172 YUTEE SWKBR JEDDI (RNAV)–STAR.</td>
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<td>(AOB FL220)COUPN CHSLY (RNAV)–STAR.</td>
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<td>NORFOLK(ORF)</td>
<td>(JETS ONLY)WATER)KOOKI PRONI WAALT Y289 DULEE CLMNT (RNAV)–STAR.</td>
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<td>06FA,BCT,F45,PBI</td>
<td>(BLK TURBPROPS ONLY: INCL EA50,E50P, SF50, C510, C525)KOOKI ELLDE Q97 DEBRL CSTAL (RNAV)–STAR.</td>
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<td>54T,ARM,AXH,BYY,EFD,GLS,HOE,HYP,IW,S,LBX,LVJ,SLR,TOO,T41,TME</td>
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<td>(ATL EAST FLOW)COUPN BEETN JIMAR EYOBI CEELY Q172 YUTEE SWKBR SITH (RNAV)–STAR.</td>
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<td>BALTIMORE(BWI)</td>
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<td>SCHOL KALDA Q133 JFK ROBUC (RNAV)–STAR.</td>
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<td>WAIKS KELLE MOL GEEFS J149 FWA PANGG (RNAV)–STAR.</td>
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<td>MXE PENSY J110 AIR CLPRR (RNAV–STAR)</td>
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<td>DETROIT SATS(DET,ARB,PTK,YIP,CYQG)</td>
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<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN)OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 JENKS MAJIK CUUDA (RNAV–STAR)</td>
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<td>HOT SPRINGS(HSP)</td>
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<td>(TURBOJETS ONLY; DME/DME/IRU OR GPS REQUIRED)OOD TEBEE HAYDO TRPOD Q409 SESUE ESSENT LUNNI (RNAV)–STAR...</td>
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<td>MEMPHIS(MEM)</td>
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<td>PORTLAND(PWM)</td>
<td>DITCH T416 JIMEE WAVEY SHIPP CCC SCOGS (RNAV)–STAR...</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)CKB COBBE DANCO Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>INDIANAPOLIS(IND)</td>
<td>DILNE AEROS RINTE SNKPT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)CKB COBBE DANCO Q103 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>CKB ROA SBV RDU</td>
<td></td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>EWC WOMBT BFD HOXIE J70 LVZ LENDY–STAR</td>
<td></td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>EWC WOMBT PIGGZ SLT WILLIAMSPORT–STAR</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING SOUTH)CKB COBBE DANCO Q103 SLOJO Q83 ROYCO Q95 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>(RNAV ONLY) JYST BQIIIJ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SOUTH</td>
<td>or JST J152 HAR V210 BUNTS</td>
<td></td>
</tr>
<tr>
<td>FLORIDA(FLL,OPF,MIA,07FA,HST,TMB,X51,HWO)</td>
<td>(VLJ/TURBP PROP ONLY: INCL) E50A5050,SF50,C510,C525)CKB COBBE DANCO Q103 SLOJO Q83 JEVED Q97 KENLL TARPN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>CKB COBBE DANCO Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(RNAV ONLY)MGW BUCKO FRDM (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(RNAV ONLY)EWC WOMBT PIGGZ RKA STELA–STAR</td>
<td></td>
</tr>
<tr>
<td>PLATTSBURGH(PBG)</td>
<td>PONCT PNL BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD TTHOR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO(SFB)</td>
<td>PONCT PNL BIZEX Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(JETS ONLY)(WATER)NUBLE (RNAV)–DP CCC Q97 KALDA Q131 WAALT Y289 DULEE CLMTN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>06FA,BCT,F45,PBI</td>
<td>NUBLE (RNAV)–DP CCC Q97 KENLL CPTAN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>07FA,HST,MIA,TMB,X51</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)NUBLE (RNAV)–DP CCC Q97 KALDA Q101 SKARP Y313 HOAGF BNFSH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>06FA,BCT,FXE,PBI,PMP</td>
<td>or NUBLE (RNAV)–DP CCC Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BWI,MTN</td>
<td>NUBLE (RNAV)–DP CCC TOPRR Q167 ZIIZI KNUKK ATR LAFLN MIDLY</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**NE, 11 JUL 2024 to 5 SEP 2024**
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 GVE AIROW CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HSKEL (RNAV)–DP CAM Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CLEVELAND (CLE)</td>
<td>(RNAV TURBOJET)HSKEL (RNAV)–DP CAM Q822 GONZ HANKK THOME TRYBE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)HSKEL (RNAV)–DP CAM Q822 GONZ JOSSL MAULL KODIE SAVVI TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW)HSKEL (RNAV)–DP CAM Q822 GONZ DONEO CUUGR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)HSKEL (RNAV)–DP CAM Q822 GONZ DONEO TPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS (RSW)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY)WATERNUBLE (RNAV)–DP CCC Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ISM, MCO</td>
<td>(MCO LANDING NORTH)NUBLE (RNAV)–DP CCC Q97 SAWED MOXXY Q85 LPEDR SNF LD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(MCO LANDING SOUTH)NUBLE (RNAV)–DP CCC Q97 SAWED MOXXY Q85 LPEDR GTOUT (RNAV)–STAR</td>
<td></td>
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<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(MCO LANDING NORTH)NUBLE (RNAV)–DP NELIE BIZEX Q75 SLOJO Q83 ROYCO Q85 LPEDR GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(MCO LANDING SOUTH)NUBLE (RNAV)–DP NELIE BIZEX Q75 SLOJO Q83 ROYCO Q85 LPEDR SNFLD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS)HSKEL (RNAV)–DP HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NEW YORK (JFK)</td>
<td>(TURBOJETS ONLY)NUBLE (RNAV)–DP JJIMY PVD TRAIT PAR CH PAR C (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK (LGA)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)–DP CAM ALB HAARP (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)–DP HANAA FLOS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>NUBLE (RNAV)–DP CCC MANTA Q439 BRIGS JIIM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>HSKEL (RNAV)–DP CAM ALB J49 HNK SLT HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH (RDU)</td>
<td>NUBLE (RNAV)–DP CCC TOPRR Q167 ZJAAY TAQLE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 PUPPY KYYU LUBBR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>NUBLE (RNAV)–DP CCC TOPRR Q167 ZIZZI KNUK KAT LAFLN DEALE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (AD)</td>
<td>(AOB 220; TURBOPROPS)CAM ALB HNK LKYM PRTZL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WHITE PLAINS (HPN)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)–DP CAM ALB VALIE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH (PSM)</td>
<td>(JETS ONLY)WATERNUBLE SCUPP FOXXO RIFLE HEADI Q97 KALDA Q131 WAALT Y289 DULEE CLMNT (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>06FA, BCT, F45, PBI</td>
<td>WEEZE SCUPP FOXXO RIFLE HEADI Q97 KENN CPTAN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>06FA, BCT, F45</td>
<td>WEEZE SCUPP FOXXO RIFLE HEADI Q97 KENN CPTAN (RNAV)–STAR</td>
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</tr>
<tr>
<td>7FL6, DAB, DED, EB, LEE, OMN, ORL, SFB, X50</td>
<td>CON CAM ALB BIZEX Q75 SLOJO Q83 ROYCO Q85 LPEDR TTHOR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CAMP SPRINGS (ADW)</td>
<td>CON CAM PONCT BIZEX Q75 MXE V378 BAL (RNAV)–STAR</td>
<td>1100–0300</td>
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Terminals Route Effective Times (UTC)

NE, 11 Jul 2024 to 5 Sep 2024
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FA54, LAL, PGO, SRQ, VNC</td>
<td>CON CAM ALB BIZEX Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)-STAR</td>
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</tr>
<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY)WEEZE SCUPP FOXBO RIFLE HEADI Q97 KALDA Q131 WALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>MCF, PIE, TPA, VDF</td>
<td>CON CAM ALB BIZEX Q75 TEUFL BAAMF DADES (RNAV)-STAR</td>
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</tr>
<tr>
<td>MYRTLE BEACH (MYR)</td>
<td>WEEZE SCUPP FOXBO RIFLE HEADI Q79 PAACK WYLMS</td>
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</tr>
<tr>
<td>RALEIGH/DURHAM (RDU)</td>
<td>WEEZE SCUPP FOXBO RIFLE Q167 ZJAAQ TAQLE (RNAV)-STAR</td>
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</tr>
<tr>
<td>PROVIDENCE (PVD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>06FA, BCT, F45, PBI</td>
<td>(JETS ONLY)WEEZE SCUPP FOXBO RIFLE HEADI Q97 KALDA Q131 WALT Y289 DULEE CLMNT (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>06FA, BCT, FXE, PBI, PMP</td>
<td>JUMPR RIFFE HEADI Q97 KENLL CPTAN (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>07FA, FLL, HST, HW0, MIA, OPF, TMB, X51</td>
<td>(VLJ/TURBPROP ONLY: INCL EA50, E50P, SF50, C510, C525)JUMPR RIFFE HEADI Q97 KENLL TARPN (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>07FA, HST, MIA, TMB, X51</td>
<td>JUMPR RIFFE HEADI Q97 DEBR CLAT (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>7FL6, DAB,DED, EVB, LEE, OMN, ORL, SFB, X50</td>
<td>JUMPR RIFFE HEADI Q97 SAWED MOXX Q85 LPERD TTHOR (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ATLANTA (ATL)</td>
<td>(RNAV ONLY)PUT BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BWI, MTN</td>
<td>JUMPR RIFFE Q167 ZIZI KNUKK ATR LAFLN MIDY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>PUT NELIE Q75 GVE AIROW CHSLY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (MDW)</td>
<td>(DME/DMERU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ Q29 JHW DJB J60 ASHEN BAGEL PANG (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>(TURBOJETS: DME/DMERU OR GNSS REQUIRED)PUT CTR CAM Q822 FNT WYNDE (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHS, JZI</td>
<td>(TURBOJETS)JUMPR RIFFE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>COVINGTON (CVG)</td>
<td>(ALL OTHERS)PUT CTR HNQ J49 PSB MAULL KOIDE SAVW TIGGR (RNAV)-STAR</td>
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</tr>
<tr>
<td>DENVER (DEN)</td>
<td>PUT CTR CAM ARNII Q816 HOCKE Q93S5 MONEE IANNA ONL PORDR AALLE (RNAV)-STAR</td>
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</tr>
<tr>
<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DMERU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ COLS GIGGY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS (YIP, PTK, ARB ONLY)</td>
<td>(DME/DMERU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ COLS KLN (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DMERU OR GPS REQUIRED)PUT CTR CAM Q822 DONEO TPGUN (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FLL, OPF</td>
<td>JUMPR RIFFE HEADI Q97 PRMUS CUDDA (RNAV)-STAR</td>
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<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)WEEZE SCUPP FOXBO RIFLE HEADI Q97 KALDA Q131 CHIEZ Y291 MAJIK CUDDA (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS (RSW)</td>
<td>PUT NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY)WEEZE SCUPP FOXBO RIFLE HEADI Q97 KALDA Q131 WALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>ISM</td>
<td>(MCO LANDING NORTH)JUMPR RIFFE HEADI Q97 SAWED MOXX Q85 LPERD SNFLD (RNAV)-STAR</td>
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</tr>
<tr>
<td>JACKSONVILLE (JAX)</td>
<td>(TURBOJETS ONLY: DME/DMERU OR GNSS REQUIRED)JUMPR RIFFE HEADI Q97 SAWED GUILD Q409 SESUE ESENT LUNNI (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS)PUT CTR CAM ARNII Q816 KELT Q812 ZOHAN IDIOM MUSCL (RNAV)-STAR</td>
<td>1000–0300</td>
</tr>
</tbody>
</table>
## Preferred IFR Routes

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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW YORK (LGA)</td>
<td>(250 KTS OR LESS)PUT BAF PWL V405 CASSH V123 HAARP</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(ABOVE 250 KTS)PUT NELIE VALRE HAARP–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>PUT NELIE FLOSI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NORFOLK (ORF)</td>
<td>JUMPR RIFLE Q167 ZJAAY CCV</td>
<td></td>
</tr>
<tr>
<td>ORLANDO (MCO)</td>
<td>(MCO LANDING SOUTH)JUMPR RIFLE HEADI Q97</td>
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<tr>
<td></td>
<td>SAWED MOXXY Q85 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>JUMPR RIFLE Q439 BRIGS JIMS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>PUT CTR HNK KONJE SLT HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH (DURHAM) (RDU)</td>
<td>JUMPR RIFLE Q167 ZJAAY TACLE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHMOND (RIC)</td>
<td>JUMPR RIFLE Q167 ZJAAY ARICE JAMIE</td>
<td></td>
</tr>
<tr>
<td>SARASOTA / BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)PUT NELIE Q75 SLOJO Q103</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PUPYY KYYUU LUBBR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ST LOUIS (STL)</td>
<td>(RNAV ONLY)PUT BAF Q480 AIR J110 VHP AARCH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST PETERSBURG–CLEARWATER (PE)</td>
<td>PUT NELIE Q75 TEUF BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>(TURBOJET)JUMPR RIFLE Q167 ZIZZI KNUKK ATR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>LAFLN DEALE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON (AD)</td>
<td>(AOB 220; TURBOPROPS)PUT BAF SAGES LAAYK MIP</td>
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</tr>
<tr>
<td></td>
<td>SEG PRTZL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY)PUT BAF HYPER (RNAV)–STAR</td>
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<tr>
<td>RICHMOND (RIC)</td>
<td>07FA, FLL, HST, HWO, MIA, OPF, TMB, X51</td>
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<tr>
<td></td>
<td>(VLJ/TURBPROP ONLY; INCL E50, E50P, SF50, C510, C525)HOUKY MAZON KHOHS Q97 KENLL TARPN (RNAV)–STAR</td>
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<tr>
<td></td>
<td>07FA, HST, MIA, TMB, X51</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES E50, E50P, SF50, C510, C525)WATER)HOUKY MAZON KHOHS SKARP Y313 HOAGG BNFSH (RNAV)–STAR</td>
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</tr>
<tr>
<td>ATLANTA (ATL)</td>
<td>KALLI (RNAV)–DP READE LYH FLASK OZZZI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BOSTON (BOS)</td>
<td>LUCYL (RNAV)–DP LUCYL HYTRA GRACIO BROSS Q19 JFK ROBUC (RNAV)–STAR</td>
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</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>(AOB FL300)KALLI (RNAV)–DP READE AIROW CHSLY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>KALLI (RNAV)–DP READE MOL GEFFS J149 ROD WATSON (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>COLUMBUS (CMH)</td>
<td>(TURBOJET KALLI (RNAV)–DP READE MOL HQV MCGNS SCRALT (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS (LCK)</td>
<td>KALLI (RNAV)–DP READE MOL J24 HQV MCGNS SCRALT (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS (OSU)</td>
<td>KALLI (RNAV)–DP READE MOL J24 HQV MCGNS SCRALT (RNAV)–STAR</td>
<td></td>
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<tr>
<td>DETROIT (DTW)</td>
<td>(DTW SOUTH FLOW)KALLI (RNAV)–DP READE MOL J24 TARC JAMOX BONZZ (RNAV)–STAR</td>
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<td>or</td>
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<td></td>
<td>(DTW NORTH FLOW)KALLI (RNAV)–DP READE MOL J24 TARC JAMOX KLYNK (RNAV)–STAR</td>
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<tr>
<td>FLL, OPF</td>
<td>(JETS ONLY, EXCLUDES E50, E50P, SF50, C510, C525)WATER)HOUKY MAZON KHOHS CHIEZ Y291 MAJIK CUUDA (RNAV)–STAR</td>
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<td>or</td>
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<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES E50, E50P, SF50, C510, C525)WATER)HOUKY MAZON KHOHS Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>KALLI (RNAV)–DP DRAIK Q75 SLOJO Q103 CYNATA SHFTY (RNAV)–STAR</td>
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<tr>
<td>HOUSTON (HOU)</td>
<td>KALLI (RNAV)–DP READE LYH PSK ALEAN Q40 AEX WAPPL (RNAV)–STAR</td>
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<tr>
<td>HOUSTON (IAH)</td>
<td>(IAH EAST FLOW)KALLI (RNAV)–DP READE LYH PSK ALEAN Q40 AEX SKNRD (RNAV)–STAR</td>
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<td>or</td>
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<td></td>
<td>(IAH WEST FLOW)KALLI (RNAV)–DP READE LYH PSK ALEAN Q40 AEX DOOBI (RNAV)–STAR</td>
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<tr>
<td>ISM, LEE, MCO, ORL, SFB</td>
<td>(JETS ONLY)WATER)HOUKY MAZON KHOHS PRONI WAALT Y289 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
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<td>MIAMI (MIA)</td>
<td>HOUKY MAZON KHOHS Q97 DEBRL CSTAL (RNAV)–STAR</td>
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<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
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<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>KALLI (RNAV)–DP READE MOL J24 HVQ FWA GUJ KAMMA KKLIR (RNAV)–STAR</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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<td>NEW YORK(JFK)</td>
<td>LUCYL (RNAV)–DP LUCYL HYTRA GARED PANZE V44 CAMRN</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>LUCYL (RNAV)–DP LUCYL HYTRA PROUD (RNAV)–STAR</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>LUCYL (RNAV)–DP LUCYL HYTRA PHLB0 (RNAV)–STAR</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING NORTH)KALLI (RNAV)–DP DRAIK Q75 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR or (MCO LANDING SOUTH)KALLI (RNAV)–DP DRAIK Q75 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR</td>
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<tr>
<td>ORLANDO(SFB)</td>
<td>KALLI (RNAV)–DP DRAIK Q75 SLOJO Q83 ROYCO Q85 LPERD THOR (RNAV)–STAR</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<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 TEUFL BAAMF DADES (RNAV)–STAR</td>
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<td>TAMPA(TPA)</td>
<td>KALLI (RNAV)–DP DRAIK Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
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<td>ROANOKE(ROA)</td>
<td>(AOB FL220)AIROW CHSLY (RNAV)–STAR</td>
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<td>CHARLOTTE(CLT)</td>
<td>GEFFS J149 ROD WATSN (RNAV)–STAR</td>
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<td>CHICAGO(ORD)</td>
<td>HVQ MCGNS SCRLT (RNAV)–STAR</td>
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<td>COLUMBUS(CMH)</td>
<td>HVQ MCGNS SCRLT (RNAV)–STAR</td>
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<td>COLUMBUS(LCK)</td>
<td>HVQ MCGNS SCRLT (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS(OSU)</td>
<td>HVQ MCGNS SCRLT (RNAV)–STAR</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW)KBW JAMOX KLYNK (RNAV)–STAR or (DME/DMM/EIRU OR GPS REQUIRED)DTW SOUTH FLOW)KBW JAMOX BONZ (RNAV)–STAR</td>
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<tr>
<td>MQS, PHL, PNE, TTN</td>
<td>LYH BBDOl PAATS (RNAV)–STAR</td>
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<td>NEW YORK(LGA)</td>
<td>GVE PROUD (RNAV)–STAR</td>
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<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS)KUBFA IZZEE TRISH (RNAV)–STAR</td>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>BEEPS PONCT JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>BURST HVQ LDNZ PARQR (RNAV)–STAR</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>GEE BURST THOME TRYBE (RNAV)–STAR</td>
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<tr>
<td>CLEVELAND(CLE)</td>
<td>(DTW NORTH FLOW)GEE DONEO CUUGR (RNAV)–STAR</td>
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<td>DETROIT(DTW)</td>
<td>(DTW SOUTH FLOW)GEE DONEO TOPGN (RNAV)–STAR</td>
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<td>NEW YORK(FLL)</td>
<td>GEE BURST EMNQ Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)BEEPS Q140 YODAA IGN KINGSTON–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>GEE BURST EMNQ Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)BEEPS Q140 YODAA IGN KINGSTON–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(TURBOJET)AUDIL RKA HAARP–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)BEEPS Q140 KODEY HNK FLOS1 (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING NORTH)ROC GEE BURST EMNQ Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR or (MCO LANDING SOUTH)GEE BURST EMNQ Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR</td>
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<td>TAMPA(TPA)</td>
<td>GEE BURST EMNQ Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
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<td>WASHINGTON(DCA)</td>
<td>(RNAV ONLY)GEE ETG PSB SKILS (RNAV)–STAR</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>GEE BURST EMNQ Q103 SLOJO Q83 JEVED Q97 KENLL CPTAN (RNAV)–STAR</td>
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<td>SALISBURY(SBY)</td>
<td>CCV COUPN CHSLY (RNAV)–STAR</td>
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<td>CHARLOTTE(CLT)</td>
<td>CCV COUPN CHSLY (RNAV)–STAR</td>
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<tr>
<td>STATE COLLEGE(UNV)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)PSB ERI SAYCH FERRL (RNAV)–STAR</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)PSB ERI SAYCH WNGNT (RNAV)–STAR</td>
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**NE, 11 JUL 2024 to 5 SEP 2024**
PREFERRED IFR ROUTES

**Terminals**

**SYRACUSE (SYR)**
- CHARLOTTE (CLT)
- CHICAGO (ORD)
- COVINGTON (CVG)
- DETROIT SATS (DET, CYQG ONLY)
- DETROIT SATS (YIP, PTK, ARB ONLY)
- FORT LAUDERDALE (FLL)
- FORT MYERS (RSW)
- NEW YORK (JK)
- ORLANDO (MCO)
- TAMPA (TPA)
- WEST PALM BEACH (PBI)

**TETERBORO (TEB)**
- 07FA, FLL, HST, HWO, MIA, OPF, TMB, XS1
- 7FL6, DAB, DED, EVB, LEE, OMN, ORL, SFB, X50
- AUGUSTA (AUG)
- AUSTIN (AUS)
- BANGOR (BGR)
- BAR HARBOR (BHB)
- BARRE/MONTPELIER (MPV)
- BURLINGTON (BTV)
- CHS, JIZ
- CONCORD (CON)
- COVINGTON (CVG)
- DETROIT SATS (DET, CYQG ONLY)
- DETROIT SATS (YIP, PTK, ARB ONLY)
- JACKSONVILLE (JAX)
- KEENE (EEN)
- LACONIA (LCI)

**Route**
- (TURBOJETS ONLY) SYR T307 STUBN PSB Q71 GEFFS HVQ LNDIZ PARQR (RNAV)–STAR
- (TURBOJETS ONLY) WOZEE COLTS GIGGY HVQ LNDIZ PARQR (RNAV)–STAR
- (DME/DME/IRU OR GPS REQUIRED) BUF COLTS OKLND (RNAV)–STAR
- (DME/DME/IRU OR GNSS REQUIRED) BUF COLTS OKLND (RNAV)–STAR
- (TURBOJETS ONLY) SYR T307 STUBN PSB Q71 EMNEM Q103 CYNTA SHFTY (RNAV)–STAR
- (MCO LANDING SOUTH) SYR PTAKI UWW PSB Q71 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR
- (FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM
- (FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM
- (FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM
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**Effective Times (UTC)**
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>LAKE PLACID (LKP)</td>
<td>(FL190 AND ABOVE; JETS ONLY) BREZY V39 CMK GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON (LEB)</td>
<td>(FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER (MHT)</td>
<td>(FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS MARTIN QUINZ ROZEE (RNAV–STAR)</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (FL190 AND ABOVE; PROPS ONLY) GREKI JUDDS MARTIN KEYNN POPPP</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL (CYUL)</td>
<td>(AT OR ABOVE FL190; DME/DME/I/RU OR GNSS REQUIRED) BREZY V39 CMK GREKI JUDDS CAM JASDU PBERG CARTR (CANADIAN) (RNAV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET (ACK)</td>
<td>(FL180–FL230 ONLY; JETS ONLY) BREZY V39 CMK BAYYS SEAL Y188 GON DEPO (RNAV–STAR)</td>
<td>1100–0300</td>
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<tr>
<td>NASHUA (ASH)</td>
<td>(FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM KEYNN MANCH</td>
<td>1100–0300</td>
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<tr>
<td>PORTLAND (PWM)</td>
<td>(FL180 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM CDOGG (RNAV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND (RKD)</td>
<td>(FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM CON</td>
<td>1100–0300</td>
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<td>or (FL250 AND ABOVE) BREZY V39 CMK MERIT HFD PUT BOS</td>
<td>1100–0300</td>
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<tr>
<td>RUTLAND (RUT)</td>
<td>(FL190 AND ABOVE) GREKI V419 JUDDS CAM</td>
<td>1100–0300</td>
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<tr>
<td>SAVANNAH (SAV)</td>
<td>(TURBOJETS) ELVAE COL WHITE Q409 SESUE SOOOP</td>
<td>1100–0300</td>
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<tr>
<td>WATERVILLE (WVL)</td>
<td>(FL250 AND ABOVE) BREZY V39 CMK MERIT HFD PUT BOS</td>
<td>1100–0300</td>
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<tr>
<td>TETERBORO (TEB, MMU, CDW)</td>
<td>(JETS ONLY) (WATER) ELVAE COL WHITE Q409 CRPLR EARZZ Q131 WAALT Y289 DULEE CLMNT (RNAV–STAR)</td>
<td>1100–0300</td>
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<td>or ELVAE COL WHITE Q409 CRPLR PAACK Q97 KENLL CPTAN (RNAV–STAR)</td>
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<td>or ELVAE COL WHITE Q409 CRPLR PAACK Q97 DEBRL CSTAL (RNAV–STAR)</td>
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<td>or (JETS ONLY) (WATER) ELVAE COL WHITE Q409 CRPLR EARZZ Q131 WAALT Y289 BAHAA HIBAC SHFTY (RNAV–STAR)</td>
<td>1100–0300</td>
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<td>or (JETS ONLY) EXCLUDES EA50, ESOF, SF50, C510, C525) (WATER) ELVAE COL WHITE Q409 CRPLR BBFRD Q101 SKARP Y313 HOAGG BNFSH (RNAV–STAR)</td>
<td>1100–0300</td>
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<td>or (JETS ONLY) WATER) ELVAE COL WHITE Q409 CRPLR BBFRD Q101 SKARP Y313 HOAGG BNFSH (RNAV–STAR)</td>
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<td>or (JETS ONLY) WATER) ELVAE COL WHITE Q409 CRPLR BBFRD Q101 SKARP Y313 HOAGG BNFSH (RNAV–STAR)</td>
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<td>or ELVAE COL WHITE Q409 CRPLR PAACK Q97 DEBRL CSTAL (RNAV–STAR)</td>
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<td>MARCO ISLAND (MKY)</td>
<td>LANNNA J48 MOL FLASK COREX SPA IRQ CYNTA SHFTY (RNAV)–STAR</td>
<td>NE, 11 Jul 2024 to 5 Sep 2024</td>
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<td>MIAMI (MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (DEEP OCEAN)ELVIA COL DIXIE Y481 OHRYN Y488 STERN Y493 JENKS HOAG BNFSH (RNAV)–STAR</td>
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<td>NAPLES (APF)</td>
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<td>BIGGY Q75 MXE CLIPR (RNAV)–STAR</td>
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<td>WEST PALM BEACH (PBI)</td>
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<td>TORONTO (CYYZ)</td>
<td>(JET ACFT ONLY)BETES (CANADIAN) (RNAV)–DP FOXEE Q145 HVQ HLLRY ONDRE (RNAV)–STAR</td>
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<td>ATLANTA (ATL)</td>
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<td>COVINGTON (CVG)</td>
<td>BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<td>FORT LAUDERDALE (FLL)</td>
<td>FORT MYERS (RSW) (JETS/TURBOPROPS ONLY)BETES (CANADIAN) (RNAV)–DP AIRRA Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>NEW YORK (JFK) (AOB FL220; TURBOJETS ONLY)SEY PARCH (RNAV)–STAR</td>
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<td>SARASOTA/BRADENTON (SRQ)</td>
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<td>TRENTON (TTN)</td>
<td>TRENTON CHS, ZI (OR) TEBEE HAYDO Q409 CRPLR DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR</td>
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<tr>
<td>VINEYARD HAVEN (MVY)</td>
<td>VINEYARD HAVEN (JETS ONLY)WATER)BUZRD Q167 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 DULIE CLMT (RNAV)–STAR</td>
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<td>06FA, BCT, F45, PBI</td>
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<td>MORRISTOWN (MMU)</td>
<td>(AOB FL220) MVY V146 BAF MOBBS T255 SAGES V499 COATE</td>
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<td>TETERBORDO (TEB)</td>
<td>(AOB FL220) MVY V146 BAF MOBBS T255 SAGES V499 COATE</td>
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<td><strong>DALLAS—FORT WORTH(DFW)</strong></td>
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<td>or (DFW SOUTH FLOW)REBLL (RNAV)—DP OTTO Q80 FAREV RAMRD Q68 LITTR FEWWW SEEVR (RNAV)—STAR</td>
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**NE, 11 JUL 2024 to 5 SEP 2024**
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<td>DETROIT SATS (DET, ARB, PTK, YIP, CYQG)</td>
<td>(TURBOJETS; DME/DME/IRU OR GPS REQUIRED)HORTO (RNAV)–DP JERES J211 HAGUD WWSHR FOREY (RNAV)–STAR</td>
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<td>FARMINGDALE (FRG)</td>
<td>(180–230)DOCTR (RNAV)–DP AGARD WNSTN Q439 SARDI CCC DPK</td>
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<td>FORT MYERS (RSW)</td>
<td>JDUBB (RNAV)–DP RRSIN GSO QTQ SLOI0 Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>INDUSTRIAL PARK (IAH)</td>
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<td>ISM, LEE, MCO, ORL, SFB</td>
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<td>NANTUCKET (ACK)</td>
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*NE, 11 JUL 2024 to 5 SEP 2024*
PREFERRED IFR ROUTES

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<td>1100–0400</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(TURBOJETS)SOOKI (RNAV)–DP SWANN PHILBO (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>ORLANDO(MCO)</td>
<td>(TURBOJETS)IMCO LANDING SOUTH)JAMEE (RNAV)–DP SCOOB MOXXY Q85 LPERD GOUT (RNAV)–STAR</td>
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<td>HORTO (RNAV)–DP JERES J227 ULY LWY ART DEANS (CANADIAN) (RNAV)–STAR</td>
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<td>(TURBOJETS)SCRAM (RNAV)–DP GLANC COLZI Q52</td>
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<td>PORTLAND(PWM)</td>
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<td>1100–0400</td>
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<tr>
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<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 CREEL ORCHA JORDN JORDN (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL260)JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J220 MICAH J227 ULY GWIBE</td>
<td>1100–0400</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 PUPPY KYUYU LUBBR (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>SAVANNAH(SAV)</td>
<td>AMEE (RNAV)–DP SCOOB GUILD Q409 SESUE SOOOP</td>
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<tr>
<td>ST LOUIS( STL)</td>
<td>REBLL (RNAV)–DP OTTO Q176 BICKS PXV BOOSH (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>SYRACUSE(SYR)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J227 STENT CFB T335 SYR</td>
<td>1100–0400</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>JDUBB (RNAV)–DP RRSIN GSO Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>TORONTO(CYYZ)</td>
<td>HORTO (RNAV)–DP JERES J220 SFL TEUFL LINING (CANADIAN) (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE LIBBE FLAPE</td>
<td>1100–0400</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 BOUNO–STAR</td>
<td>1100–0400</td>
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<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(GPS OR DME/DME/IRU EQUIPPED)SOOKI (RNAV)–DP SWANN BROSS Q419 DPK DEER PARK–STAR</td>
<td>1100–0400</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>06FA,BCT,F45,PBI</td>
<td>(PART 121 ONLY, JETS ONLY)WATER)JOBY (RNAV)–DP SCOOB EARZ Q131 WAALTL Y289 DUEEA CLMINT (RNAV)–STAR</td>
</tr>
<tr>
<td>06FA,BCT,FXE,PBI,PMP</td>
<td>(PART 121 ONLY)JOBY (RNAV)–DP SCOOB PAACK Q97 KENL CPTAN (RNAV)–STAR</td>
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<tr>
<td>07FA,FLL,HST,HWO,MIA,OPF,TMB,X51</td>
<td>(PART 121 ONLY)JOBY (RNAV)–DP SCOOB PAACK Q97 KENL TARPN (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>07FA,HST,MIA,TMB,X51</td>
<td>(PART 121 ONLY)JETS ONLY EXC EA50 ESOP SF50 C510 WATER)JOBY (RNAV)–DP SCOOB EARZ SKARP Y313 HOAGG BNSFH (RNAV)–STAR</td>
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<tr>
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<td>WOOLY (RNAV)–DP SWANN JAIKE (RNAV)–STAR</td>
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<td>ALB,SCH</td>
<td>JERES (RNAV)–DP JERES J211 JST SOORD ZZIPS (RNAV)–STAR</td>
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<tr>
<td>ASHEVILLE(AVL)</td>
<td>(TURBOJETS)PART 121 AND 129 ONLY)JOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND TRUDY V847 CANAN</td>
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<tr>
<td>ATLANA( ATL)</td>
<td>(TURBOJETS)SCLTCH (RNAV)–DP MAULS Q40 FEEDS SUG</td>
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<td>AUSTIN(AUS)</td>
<td>SCLTCH (RNAV)–DP MAULS Q40 ALEAN VXV SQS SWB LUKKN WLEEE (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(PART 121 AND 129 ONLY)JOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 FOXWD BOS</td>
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<tr>
<td>BEDFORD(BED)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 DPK MAD HFD DREAM (RNAV)–STAR</td>
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<tr>
<td>BIRMINGHAM(BHM)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 NIOLA DIOE</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>(TURBOJETS PART 121 AND 129 ONLY)JCOSBY</td>
<td>1100–0400</td>
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<tr>
<td>BUFFALO(BUF)</td>
<td>JERES (RNAV)–DP JERES J220 SPK</td>
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<td>BURLINGTON(BTV)</td>
<td>JERES (RNAV)–DP JERES J220 BIOG J91 ALB BTV</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>(AOB FL320)SCRAM (RNAV)–DP GLANCI AIROW CHSLEY (RNAV)–STAR</td>
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<tr>
<td>CHATTANOOGA(CHA)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 ALEAN VXX</td>
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<td>CHICAGO(MDW)</td>
<td>(TURBOJETS)BUNZZ (RNAV)–DP RAMAY Q72 HACKS J149 FWA PANG (RNAV)–STAR</td>
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<td>CHICAGO(ORD)</td>
<td>(TURBOJETS)BUNZZ (RNAV)–DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)–STAR</td>
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<td>CLEVELAND(CLE)</td>
<td>(PART 121 ONLY)JCOSBY (RNAV)–DP SOOB DFENC Q109 LAANA AMYLU AMYLU (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS(CMH)</td>
<td>(TURBOJETS)BUNZZ (RNAV)–DP RAMAY Q72 HACKS SCRLT SCRLT (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS(LCK)</td>
<td>BUNZZ (RNAV)–DP RAMAY Q72 HACKS SCRLT SCRLT (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS(OSU)</td>
<td>BUNZZ (RNAV)–DP RAMAY Q72 HACKS SCRLT SCRLT (RNAV)–STAR</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(TURBOJETS)RNLDI (RNAV)–DP OTTTO COLNS GAVNN (RNAV)–STAR</td>
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<tr>
<td>DALLAS(DAL)</td>
<td>RNLDI (RNAV)–DP OTTTO Q80 FAREV RAMRO Q68LITTR DIRRK HIBIL (RNAV)–STAR</td>
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<tr>
<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW SOUTH FLOW)RNLDI (RNAV)–DP OTTTO Q80 FAREV RAMRO Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
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<td>or</td>
<td>(DFW NORTH FLOW)RNLDI (RNAV)–DP OTTTO Q80 FAREV RAMRO Q68LITTR FEWWW BRDJE (RNAV)–STAR</td>
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<td>DAYTON(DAY)</td>
<td>BUNZZ (RNAV)–DP RAMAY Q72 HACKS APE</td>
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<td>DENVER(DEN)</td>
<td>RNLDI (RNAV)–DP OTTTO Q176 STL J24 OATHE CLASH (RNAV)–STAR</td>
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<td>DETROIT SATS(DET,ARB,PTK,YIP,CYQG)</td>
<td>(TURBOJETS) DME/DME/IRU OR GPS REQUIRED)JERES (RNAV)–DP JERES J211 HAGUD WWSHR FKEY (RNAV)–STAR</td>
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<td>DETROIT(DTW)</td>
<td>(DTW SOUTH FLOW)MCRAY (RNAV)–DP MCRAY Q178 KOZAR BONZZ (RNAV)–STAR</td>
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<tr>
<td>or</td>
<td>(DTW NORTH FLOW)MCRAY (RNAV)–DP MCRAY Q178 KOZAR KLYN (RNAV)–STAR</td>
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<tr>
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<td>(180–230)WOOLY (RNAV)–DP AGARD WNSTN Q439 SARDI CCC DPK</td>
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<td>FLL,OPF</td>
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<td>or</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>JDUSS (RNAV)–DP RRSIN GSO Q75 SLOQ J103 CNTYA SHFTY (RNAV)–STAR</td>
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<td>HOUSTON(HOU)</td>
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<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)(IAH EAST FLOW)CLTCH (RNAV)–DP MAULS Q40 AEX SKNDRD (RNAV)–STAR</td>
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<td>or</td>
<td>(TURBOJETS)(IAH WEST FLOW)CLTCH (RNAV)–DP MAULS Q40 AEX DOOBI (RNAV)–STAR</td>
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<td>(TURBOJETS)BUNNZ (RNAV)–DP RAMAY Q72 HACKS PLASH SNKPT (RNAV)–STAR</td>
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<tr>
<td>MINNEAPOLIS(MSP)</td>
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<td>MONTREAL(CYJL)</td>
<td>(PART 121 AND 129 ONLY)JCOCY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND CAM JASDU PBERG CART (CANADIAN) (RNAV)–STAR</td>
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<td>NANTUCKET(ACK)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE DEEPO (RNAV)–STAR</td>
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<td>(TURBOJETS)RNLDI (RNAV)–DP OTTTO Q80 DEWAK GROAT FASLY (RNAV)–STAR</td>
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<td>NEW YORK(ISP)</td>
<td>(TURBOJETS)WOOLY (RNAV)–DP AGARD SIE BRIGS Q439 SARDI CCC</td>
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<td>NEWARK(EWR)</td>
<td>(TURBOJETS, PART 121 AND 129 ONLY)JCOCY (RNAV)–DP SWANN PHLBO (RNAV)–STAR</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(PART 121 ONLY)(MCO LANDING SOUTH)JCOCY (RNAV)–DP SCOBB MOXX Q55 LPERD GTOUT (RNAV)–STAR</td>
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<tr>
<td>OTTAWA(CYOW)</td>
<td>JERES (RNAV)–DP JERES J227 ULW SYR ART IMPAC (CANADIAN)–STAR</td>
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<tr>
<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS)MCRAY (RNAV)–DP MCRAY Q178 LEJOY DEMME (RNAV)–STAR</td>
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<tr>
<td>PLATTSBURGH(PBG)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND CAM JASDU</td>
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<td>PORTLAND(PWM)</td>
<td>(PART 121 AND 129 ONLY)JCOCY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)–STAR</td>
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<tr>
<td>PORTSMOUTH(PSM)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBV Q22 FOXWD KLANE TTERI REMD</td>
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<tr>
<td>PROVIDENCE(PVD)</td>
<td>JCOCY (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 FL220; PART 121 ONLY)JCOCY (RNAV)–DP COLIN TAPPA HOUK YAGLE (RNAV)–STAR</td>
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<tr>
<td>SAVANNAH(SAV)</td>
<td>(PART 121 ONLY)JCOCY (RNAV)–DP SCOBB GUILD Q409 SESUE SOOP</td>
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SYRACUSE(SYR).................................
TAMPA(TPA) ......................................
TORONTO(CYYZ) ................................
VINEYARD HAVEN(MVY).....................
WHITE PLAINS(HPN)..........................

WINDSOR LOCKS(BDL).......................
WHITE PLAINS(HPN)
06FA,BCT,F45,PBI .............................
06FA,BCT,FXE,PBI,PMP .....................

07FA,FLL,HST,HWO,MIA,OPF,TMB,X51
07FA,HST,MIA,TMB,X51 ....................

7FL6,DAB,DED,EVB,LEE,OMN,ORL,SFB,X
50 ...................................................
APF,FMY,MKY,RSW............................
ATLANTA(ATL) ...................................
AUBURN/LEWISTON(LEW)..................
AUGUSTA(AUG) .................................

BALTIMORE(BWI)...............................
BANGOR(BGR)...................................

BAR HARBOR(BHB) ...........................

BINGHAMTON(BGM) ..........................
BOSTON(BOS)....................................
BRISTOL/JOHNSON/KINGSPORT(TRI) ..
BUFFALO(BUF) ..................................

BURLINGTON(BTV) ............................

CHARLESTON(CRW)...........................
CHARLOTTE(CLT)...............................
CHICAGO(MDW).................................
CHICAGO(ORD) ..................................

Route
RNLDI (RNAV)–DP OTTTO Q176 BICKS PXV BOOSH
(RNAV)–STAR ....................................................
(TURBOJETS)JERES (RNAV)–DP JERES J227 STENT CFB
T335 SYR .........................................................
JDUBB (RNAV)–DP RRSIN GSO Q75 TEUFL BAAMF
DADES (RNAV)–STAR.........................................
JERES (RNAV)–DP JERES J220 SFK WOZEE LINNG
(CANADIAN) (RNAV)–STAR.................................
WOOLY (RNAV)–DP SWANN BROSS Q419 RBV Q430
RIFLE LIBBE FLAPE ...........................................
WOOLY (RNAV)–DP SWANN BROSS Q419 NACYN CYN
BOUNO–STAR ...................................................
or
(AT OR ABOVE FL180; PART 121 AND 129 ONLY)JCOBY
(RNAV)–DP SWANN BROSS Q419 NACYN CYN
BOUNO–STAR ...................................................
(TURBOJETS PART 121 AND 129 ONLY)JCOBY
(RNAV)–DP SWANN BROSS Q419 DPK DEER
PARK–STAR ......................................................

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Effective
Times (UTC)

1100–0400
1100–0400

(JETS ONLY)(WATER)WHITE Q409 CRPLR EARZZ Q131
WAALT Y289 DULEE CLMNT (RNAV)–STAR.........
(WATER)WHITE Q409 CRPLR PAACK Q97 KENLL CPTAN
(RNAV)–STAR ....................................................
or
WHITE Q409 CRPLR PAACK Q97 KENLL CPTAN
(RNAV)–STAR ....................................................
(VLJ/TURBPROP ONLY: INCL
EA50,E50P,SF50,C510,C525)WHITE Q409 CRPLR
PAACK Q97 KENLL TARPN (RNAV)–STAR ...........
(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510,
C525)(WATER)WHITE Q409 CRPLR BGBRD Q101
SKARP Y313 HOAGG BNFSH (RNAV)–STAR ........
or
WHITE Q409 CRPLR PAACK Q97 DEBRL CSTAL
(RNAV)–STAR ....................................................
WHITE Q409 CRPLR Q85 LPERD TTHOR (RNAV)–STAR
(JETS ONLY)(WATER)WHITE Q409 CRPLR EARZZ Q131
WAALT Y289 BAHAA HIBAC SHFTY (RNAV)–STAR
(RNAV ONLY)LANNA J48 MOL FLASK OZZZI
(RNAV)–STAR ....................................................
(FL190 AND ABOVE)GREKI JUDDS CAM CON .........
(FL190 AND ABOVE)GREKI JUDDS CAM.................
or
(FL250 AND ABOVE)MERIT HFD PUT BOS .............
BIGGY Q75 MXE V378 NUGGY TRISH (RNAV)–STAR
(FL250 AND ABOVE)MERIT HFD PUT BOS .............
or
(FL190 AND ABOVE)GREKI JUDDS CAM.................
(FL190 AND ABOVE)GREKI JUDDS CAM.................
or
(FL250 AND ABOVE)MERIT HFD PUT BOS .............
(JETS)NEION Q232 CORDS CFB.............................
(DME/DME/IRU OR GNSS REQUIRED)MERIT ROBUC
(RNAV)–STAR ....................................................
LANNA J48 CSN FANPO Q40 ALEAN......................
(TURBOPROPS)GAYEL J95 CFB V270 ULW BENEE .
or
NEION Q232 STUBN BENEE..................................
(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS CAM
or
GREKI V419 JUDDS CAM ......................................
PARKE J6 HVQ .....................................................
BIGGY Q75 GVE AIROW CHSLY (RNAV)–STAR.........
NEWEL J60 ASHEN BAGEL PANGG (RNAV)–STAR...
(TURBOJETS – RNAV 1)COATE Q436 EMMMA WYNDE
(RNAV)–STAR ....................................................
NE, 11 JUL 2024 to 5 SEP 2024

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PREFERRED IFR ROUTES

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### SPECIAL HIGH ALTITUDE PREFERRED DIRECTION ROUTES

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**PREFERRED IFR ROUTES**

**FLIGHTS TO PONCE (TJPS)**

**TRAFFIC ENTERING ZMA FOR CARIBBEAN FLIGHTS TO PHILIPSBURG (TNCM)**

**TRAFFIC ENTERING ZMA FOR CARIBBEAN FLIGHTS TO POINT SALINES (TGPY)**

**TRAFFIC ENTERING ZMA FOR CARIBBEAN FLIGHTS TO POINTE A PITRE (TFFR)**

**FLIGHTS TO PONTE (TJPS)**

**Times (UTC)**

NE, 11 JUL 2024 to 5 SEP 2024
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**NE, 11 JUL 2024 to 5 SEP 2024**
### PREFERRED IFR ROUTES

**Traffic Entering ZMA for Caribbean Flights to St Thomas Virgin Is (TIST)**

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**Traffic Entering ZMA for Caribbean Flights to the Valley (TQPF)**

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### HIGH ALTITUDE—PREFERRED DIRECTION ROUTES

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<td>J6</td>
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<td>J48</td>
<td>POTTSTOWN, PA to MONTEBELLO, VA</td>
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<td>OMEMS, VA to FOXWD, CT</td>
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<td>Q75</td>
<td>COPLY, MA to BROS, NC</td>
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<td>Q103</td>
<td>RICCS, WV to CYNTA, GA</td>
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<td>Q133</td>
<td>KALDA, VA to NEW YORK, NY</td>
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<td>Q140</td>
<td>EXTO, NY to YODAA, NY</td>
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<td>Q406</td>
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<td>Q409</td>
<td>WHITE, NJ to GUILD, NC</td>
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<td>Q437</td>
<td>DITCH, NJ to VILLS, NJ</td>
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<td>Q439</td>
<td>BLENO, NH to DUNEE, NY</td>
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<td>Q439</td>
<td>HOWYY, DE to BRIGS, NJ</td>
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**Terminals**

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TOWER ENROUTE CONTROL (TEC)
NORtheast U.S.
(NEW ENGLAND)
(LINES CONNECTING AIRPORTS DEPICT ADJACENT APPROACH CONTROL FACILITIES)
Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "tower enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to solicit tower enroute information from FSS's and to use the route descriptions provided in this directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. Additional routes and other changes will appear in forthcoming editions as necessary. The acronym "TEC" should be included in the remarks section of the flight plan. This will advise ATC that the pilot intends to remain within approach control airspace for the entire flight. The following items should be noted before using the graphics and route descriptions:

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show general geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.
2. The route description contains four columns of information: i.e., the approach control area (listed alphabetically) within which the departure airport is located (check appropriate flight information publications), the specific route (airway, radial, etc.), the highest altitude allowed for the route, and the destination airport (listed alphabetically). Be advised, many destination airports are associated with a larger primary airport. Check the legend preceding this listing for this association.
3. The word “DIRECT” will appear as the route when radar vectors will be used or no airway exists. Also, this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival Route (STAR) may be applied by ATC.
4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC.
5. Routes beginning or ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.
6. Where more than one route is listed to the same destination, the pilot may select which route is desired. Unless otherwise stated, all routes may be flown in either direction.
7. 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.
8. All identifiers used for NAVAIDS, airports, and intersections are official identifiers.
9. Altitudes are listed in thousands of feet. ATC may require altitude changes to maintain flight within approach control airspace. ATC will provide radar monitoring and, if necessary, course guidance if the highest altitude assigned by ATC is below the Minimum Enroute Altitude (MEA).
10. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in proximity to major airports via the same routing.
11. Flight plans should be filed with a Flight Service Station (FSS).

**TOWER ENROUTE CONTROL CITY PAIRS**

1. Single Engine only.
2. Props less than 210 KT IAS.
3. Props less than 250 KT IAS.
4. Jets and Props greater than 210 KT IAS.
5. Jets and Props greater than 250 KTS IAS.

- **Boston**—NO SATS = BED/LWM/BVY/FIT/6B6/2B2
  - SO SATS = BOS/DWD/1B9/3B2
- **Bradley** = BDU/BAF/CEF/7B2
- **Bradley/Hartford** = HFD/MMK/UD/4B8
- **Bradley/Worcester** = ORH/3B0/1B6
- **Manchester** = MHT/ASH/CON/LCI
- **Manchester/Pease** = PSM/DAW/3B4
- **New York/Bridgeport** = BDR/HVN/OX/3B9
- **Philadelphia** = NO SATS = OQN/MQS/LOM/DYL/PNE/CKZ/PTW/UK7/TTN
  - SO SATS = ILG/EVY
- **Portland** = PWM/IWI/NHZ/RKD
- **Portland/Augusta** = AUG/LEW/WWL/IZQ/81B
- **Providence** = PVD/EWB/TAN/SFZ/uu/LZD
- **Providence/Groton** = GON/WST/BID/0B8

*NE, 11 JUL 2024 to 5 SEP 2024*
<table>
<thead>
<tr>
<th>Approach Control Area (Including Satellites)</th>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
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## TOWER ENROUTE CONTROL

**Approach Control Area (Including Satellites)**

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**BANGOR(BGR)**

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**BINGHAMTON(BGM)**

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**BOSTON ARTCC/KEENE(EEN)**

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*Applicable Period: NE, 11 JUL 2024 to 5 SEP 2024*
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**Approach Control Area (Including Satellites)**

- **BUFFALO(BUF)**
- **BURLINGTON(BTV)**

**Route Details**

- **Highest Altitude**: Indicates the maximum altitude allowed for aircraft in the specified route.
- **Destination**: Details the destination points along the route, which may include cities, airports, or other significant locations.

**Note:** The table provides a comprehensive list of routes and their respective details, adhering to the specified altitude and destination requirements.

**Approach Control Area**

- Includes all relevant approach control areas and satellites for the specified period, NE, 11 JUL 2024 to 5 SEP 2024.
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**Approach Control Area (Including Satellites)**
- **TOWER ENROUTE CONTROL**
- **NE, 11 JUL 2024 to 5 SEP 2024**
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**Approach Control Area (Including Satellites)**

NE, 11 JUL 2024 to 5 SEP 2024
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NE, 11 JUL 2024 to 5 SEP 2024
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<td>Approach Control Area (Including Satellites)</td>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
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<td>NE, 11 JUL 2024 to 5 SEP 2024</td>
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| SYRACUSE(SYR)                              |       |                  |             |
| LAMMS T608 SYR                             | 8000  | ELMIRA/CORNING(EL M) |
| SYR T608 LOBBY                             | 10000 | SYRACUSE(SYR) |
| SYR T335 CFB                               | 6000  | BINGHAMTON(BGM) |
| SYR T608 REVER                             | 10000 | BOSTON(BOS) |
| RKA V433 PETER V270 ATHOS V44 PWL DEEDE T705 DENNA | 10000 | BRIDGEPORT(BDR) |
| (3)RKA V433 TRESA V123 HAARP               | 10000 | DANBURY(DXR) |
| SYR T307 STUBN                             | 8000  | ELMIRA/CORNING(EL M) |
| ALB T300 STELA                             | 10000 | GROTON (NEW LONDON(GON) |
| ALB                                         | 10000 | HARTFORD(HFD) |
| ALB CTR PVD T393 GAILS                     | 10000 | HYANNIS(HYA) |
| ALB CTR PVD V405 MVY                       | 10000 | NANTUCKET(ACK) |
| SYR T608 LOBBY                             | 10000 | NORWOOD(OWD) |
| CAM CON                                    | 10000 | PORTLAND(PWM) |
| ALB CTR PVD                                | 10000 | PROVIDENCE(PVD) |
| ALB CTR PVD T393 GAILS                     | 10000 | PROVINCETOWN(PVC) |
| SYR ROC                                    | 10000 | ROCHESTER(ROC) |
| ALB CTR PVD V405 MVY                       | 10000 | VINEYARD HAVEN(MVY) |
| ALB                                         | 10000 | WINDSOR LOCKS(BDL) |
| ALB T300 STELA                             | 10000 | WORCESTER(ORH) |
| SYR T608 STUBN                             | 8000  | ELMIRA/CORNING(EL M) |
| SYR T608 LOBBY                             | 10000 | SYRACUSE(SYR) |
| CAM CON                                    | 10000 | PORTLAND(PWM) |
| ALB                                         | 10000 | PROVIDENCE(PVD) |
| ALB CTR PVD                                | 10000 | PROVINCETOWN(PVC) |
| ALB CTR PVD T393 GAILS                     | 10000 | SYR ROC |
| SYR ROC                                    | 10000 | SYR T608 LOBBY |
| ALB CTR PVD V405 MVY                       | 10000 | SYR T608 LOBBY |
| ALB                                         | 10000 | SYR T608 LOBBY |
| ALB                                         | 10000 | SYR T608 LOBBY |
| TETERBORO(TEB)                             |       |                  |             |
| BREZY V39 CMK V3 HFD T315 GDM T314 MANCH(E, /F, /G ONLY) | 10000 | PORTSMOUTH(PSM) |
| TRENTON(TTN)                               |       |                  |             |
| ARD FJC                                    | 4000  | ALLENTOWN(ABE) |
| ARD FJC                                    | 4000  | ALLENTOWN(XLL) |
| ARD T438 DIXIE T224 CYN CRESI(JETS)         | 6000  | ATLANTIC CITY(ACY) |
| ARD T438 DIXIE T224 CYN CRESI(PROPS / TURBOPROPS) | 4000  | ATLANTIC CITY(ACY) |
| MXE T456 PADRE DELRO T456 VINSE             | 8000  | BEAVER FALLS(BVI) |
| PTW V12 BOYER V170 RAV V170 SEG GRACE      | 4000  | BEAVER FALLS(BVI) |
| ARD T438 DIXIE T315 PUGGS(SINGLE-ENGINE)   | 5000  | BRIDGEPORT(BDR) |
| ARD T438 MANTA T320 RICED KEYED(MULTI-ENGINE) | 5000  | BRIDGEPORT(BDR) |
| FJC T299 HUO IGN LOVES T705            DENNA(SINGLE-ENGINE) | 4000  | BRIDGEPORT(BDR) |
| MXE T456 PADRE DELRO T456 VINSE             | 6000  | BUTLER(BTP) |
| ARD T438 DIXIE T315 PUGGS(SINGLE-ENGINE)   | 5000  | CHESTER(SNC) |
| ARD T438 MANTA T320 RICED KEYED(MULTI-ENGINE) | 5000  | CHESTER(SNC) |
| FJC T299 HUO IGN LOVES T705            DENNA(SINGLE-ENGINE) | 4000  | CHESTER(SNC) |
| MXE T456 PADRE DELRO T456 VINSE             | 8000  | BEAVER FALLS(BVI) |
| PTW V12 BOYER T356 SEG T430 PSB GRACE      | 6000  | BEAVER FALLS(BVI) |
| ARD T438 DIXIE T315 PUGGS(SINGLE-ENGINE)   | 5000  | CHESTER(SNC) |
| ARD T438 MANTA T320 RICED KEYED(MULTI-ENGINE) | 5000  | CHESTER(SNC) |
| FJC T299 HUO IGN LOVES T705            DENNA(SINGLE-ENGINE) | 4000  | CHESTER(SNC) |
| MXE T456 PADRE DELRO T456 VINSE             | 6000  | BEAVER FALLS(BVI) |
| ARD RBV T438 DIXIE T224 CYN T224 CHOPS(SINGLE-ENGINE) | 4000  | EASTON(ESN) |
| ARD RBV T438 DIXIE T224 CYN T303 LEEAH T315 CHOPS(MULTI-ENGINE) | 6000  | EASTON(ESN) |
| HOSKR T447 ENO T224 CHOPS                  | 6000  | EASTON(ESN) |
| ARD RBV T438 DIXIE T224 COLIN T291        HCM(SINGLE-ENGINE) | 4000  | ELIZABETH CITY(ECG) |
| ARD RBV T438 DIXIE T224 COLIN T291        HCM(SINGLE-ENGINE) | 6000  | ELIZABETH CITY(ECG) |

**Notes:**
- Highest Altitude is indicated in feet.
- Destination cities are listed for each route.
- Routed routes are color-coded for identification.
- Routes are provided for multiple destinations within the control area.
- The routes are designed to facilitate clear and efficient communication between air traffic control and pilots.
Approach Control Area (Including Satellites)

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<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
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<tbody>
<tr>
<td>ARD RBV T438 DIXIE T224 CYN T303 ORF(MULTI-ENGINE)</td>
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<td>ELIZABETH CITY(ECG)</td>
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<tr>
<td>MXE DQO ENO T224 SHLBK T224 COLIN T291 HCM ORF</td>
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<td>ELIZABETH CITY(ECG)</td>
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<tr>
<td>MXE T456 PADER DELRO T456 SCAPE HGR V377 ESL(GREATERTHAN 210 KTS)</td>
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<td>ELKINS(EKN)</td>
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<tr>
<td>MXE V408 VINNY TWIRK T358 MRB V166 ESL(LESS THAN 210 KTS)</td>
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<td>GEORGETOWN(GED)</td>
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<tr>
<td>ARD RBV T438 DIXIE T224 CYN T303 ATR(MULTI-ENGINE)</td>
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<td>GEORGETOWN(GED)</td>
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<tr>
<td>HOSKR T447 ENO</td>
<td>4000 / 6000</td>
<td>GEORGETOWN(GED)</td>
</tr>
<tr>
<td>ARD FJC T221 LAAYK T216 IGN CON</td>
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<tr>
<td>ARD T438 DIXIE T225 JFK T315 GDM T393 KEYNN T295 CON T395 GRUMP</td>
<td>5000 / 7000</td>
<td>MANCHESTER(MHT)</td>
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<tr>
<td>PTW LRP</td>
<td>4000 / 6000</td>
<td>MOUNTJOY/MARIETTA(N71)</td>
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<tr>
<td>ARD RBV T438 DIXIE T224 CYN T224 ENO T335 ZJAAY(SINGLE-ENGINE)</td>
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<td>NEW BEDFORD(EWB)</td>
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**NE, 11 JUL 2024 to 5 SEP 2024**
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<th>Route</th>
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<td>ARD T438 DIXIE T315 PUGGS(SINGLE-ENGINE)</td>
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<td>MANCHESTER(MHT)</td>
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Approach Control Area (Including Satellites)

Route

Highest
Altitude

Destination

557

NE, 11 JUL 2024 to 5 SEP 2024
**Approach Control Area**

- **Including Satellites**

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
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### Tower Enroute Control

**Approach Control Area (Including Satellites)**

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NE, 11 JUL 2024 to 5 SEP 2024
The objectives of the NAR System are as follows:

1. Flight plans to be filed at least one hour prior to departure.
2. Significant points should be filed for all turnpoints.
3. At an identified INF.

To expedite flight planning, flights may participate in the NRP under specific guidelines and filing requirements:

- On departure from one of the identified system airports; or
- At an identified coastal fix or oceanic entry/exit point; or
- “NRP” shall be entered in the Remarks section of the flight plan; and
- For that portion of flight within 200 NM of the departure or destination airport, flights shall be filed and operated via Standard Routes to operate at or above FL 290.

Provided the flight originates and terminates within conterminous U.S. and Canada; or,

- To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and
- To minimize the time spent in the route clearance delivery function.

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.

The routes are prefixed by the abbreviation “N” with the numbering for the common portions oriented geographically from south to north. The ODD numbers have eastbound applications while the EVEN numbers apply to westbound. Following a one–to three–digit number, an alpha character indicates the validation codes and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non–common route portions.

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.

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).

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.

General

a. The objectives of the NAR System are as follows:
   1. To expedite flight planning.
   2. To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and
   3. To minimize the time spent in the route clearance delivery function.

b. The NAR System is designed to accommodate major airports in North America where the volume of North Atlantic (NAT) traffic and route complexity dictate a need to meet the above objectives. It is for the use of traffic entering/exiting the NAT and consists of a series of pre–planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:
   1. Common Portion: That portion of the route between a specified coastal fix or an oceanic entry/exit point and a specified inland navigation fix (INF). Some routes have a common portion only (N598A-N700A); and
   2. Non–common Portion: That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.

c. The routes are prefixed by the abbreviation “N” with the numbering for the common portions oriented geographically from south to north. The ODD numbers have eastbound applications while the EVEN numbers apply to westbound. Following a one–to three–digit number, an alpha character indicates the validation codes and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non–common route portions.

d. Since a primary function of the NAR system is to complement 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 Shawwick 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;

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 the specified oceanic route point. After this point conform with the relevant State procedures/regulations.

For those cases not described above, a detailed routing is required.

For operators who elect not to use the NAR system, the rules of the NRP apply.

ROUTE CLEARANCES

a. For aircraft operating within the NAT 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 NAT 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 NAT 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 NAT system:
   1. The current publications of NAV CANADA Canadian Flight Supplement; or Federal Aviation Administration Airport/Facility Directory Northeast U.S. (AFDNE); or another product which provides the current NAR; and
   2. the information in the current NAT/OTS message.
   b. Changes to the NAR routes are advertised in the monthly publication Notices to Airmen Publication (NTAP).

COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE

a. The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede state procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure.
   1. If so equipped, the pilot of an aircraft experiencing a two-way radio communications failure shall:
      i. operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C; and
      ii. attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

b. Communications failure prior to entering NAT oceanic airspace

1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.
2. If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

c. Communications failure prior to exiting NAT oceanic airspace

1. Cleared on flight plan route

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

2. Cleared on other than flight plan route

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After this point conform with the relevant State procedures/regulations.
The Boston ARTCC North Atlantic Advisory is published daily 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 200 QUBIS/TAFFY/MILS/TOPPS/EBONY/ALLEX
2. Via RBV Q430 ACK TUSKY/BRADD/KANNI/WHALE/VITOL
3. Via Q167 RIFLE ACK TUSKY/BRADD/KANNI/WHALE/VITOL

4. When the tracks are ALLEX and North, users may file to the most southern INF published on the daily track message
   a. Via RBV Q430 ACK (then direct to the most southern published INF)
   b. Via Q167 RIFLE ACK (then direct to the southernmost published INF)

The Boston ARTCC North Atlantic Advisory is effective between the hours of 2100–0500 UTC.

For questions, contact Boston ARTCC Traffic Management: 1-603-879-6666

ROUTE NOTICE OF FLIGHT PLANNING REQUIREMENTS OF EASTBOUND NORTH ATLANTIC TRAFFIC VIA EITHER NANSO/RAFIN/LOMPI/JAROM/TALGO/CARAC/JEBBY/DOVEY/420000N0600000W/430000N0500000W/440000N0500000W/450000N0500000W THROUGH BOSTON ARTCC AIRSPACE:

Eastbound North Atlantic Traffic transitioning Boston ARTCC airspace and are planning to file NANSO, RAFIN, or 450000N0500000W must file a route from either via INF VITOL or any INF North of VITOL then to NANSO RAFIN 450000N0500000W.

Eastbound North Atlantic Traffic transitioning Boston ARTCC airspace and are planning to file LOMPI, JAROM, TALGO, or 440000N0500000W must file a route from either via INF VITOL or any INF North of VITOL then to LOMPI JAROM TALGO 440000N0500000W.

Aircraft may also transit Boston ARTCC airspace into New York ARTCC Oceanic Airspace via DOVEY 420000N0600000W 440000N0500000W

Eastbound North Atlantic Traffic transitioning Boston ARTCC airspace and are planning to file CARAC, JEBBY, OR 430000N0500000W must file a route from either via INF VITOL or any INF North of VITOL then to CARAC JEBBY 430000N0500000W.

Aircraft may also transit Boston ARTCC airspace into New York ARTCC Oceanic Airspace via DOVEY 420000N0600000W 430000N0500000W.

Please refer to all NOTAMS including the daily North Atlantic Track NOTAM, and the daily NATOTS_RQD route advisory for additional eastbound North Atlantic Traffic flight planning requirements.

For questions, contact Boston ARTCC Traffic Management: 1-603-879-6666
Office of Primary Responsibility (OPR): Boston ARTCC Traffic Management Unit
Contact Information: 603-879-6033
Original: August 2023
Office of Primary Responsibility (OPR): Boston ARTCC Traffic Management Unit
Contact Information: 603-879-6033
Original: August 2023

NE, 11 JUL 2024 to 5 SEP 2024
Office of Primary Responsibility (OPR): Boston ARTCC Traffic Management Unit
Contact Information: 603-879-6033
Original: August 2023

NE, 11 JUL 2024 to 5 SEP 2024
KZBW TO Q448/J48

Office of Primary Responsibility (OPR): Boston ARTCC Traffic Management Unit
Contact Information: 603-879-6033
Original: August 2023

NE, 11 JUL 2024 to 5 SEP 2024
The following listing divides the NAR Route descriptions into two sections according to the direction of flight (eastbound or westbound). Each section is subdivided according to the route portion (Common or Non-common). The Common portion describes the NAR route between the Coastal Fix and the Inland Navigational Facility/Fix. The Non-common portion describes the route between the NAR route system airport being used and the Inland Navigational Facility/Fix.

### COMMON PORTION (EASTBOUND)

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**NORTH AMERICAN ROUTES**

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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:**
- CYR666: N458A, N460A, N500B, N542B

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NE, 11 JUL 2024 to 5 SEP 2024
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*NOTE:*  
St. Louis route usable only for aircraft at or above FL350.
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<td>CHARLESTON</td>
<td>WEST VIRGINIA INTL YEAGER</td>
<td>CRW</td>
</tr>
</tbody>
</table>

MINIMUM OPERATIONAL NETWORK (MON) AIRPORT LISTING

NE, 11 JUL 2024 to 5 SEP 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 🔴, 🔴, 🔴.

KEY MIKE

<table>
<thead>
<tr>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
</tr>
<tr>
<td>3 times within 5 seconds</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 Orig 31DEC09 Procedure Amendment
Amendment Number Amdt 2B 12MAR09 Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet), Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/heading/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neatly lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
LEGEND

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Closed Runway
- Non-Movement Construction
- Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

unidirectional 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 (PCNI)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D-1120

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 TDZE elevation

Runway Slope

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 ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A [ ] symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

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 FLP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

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.

NE, 11 JUL 2024 to 5 SEP 2024
**HOT SPOTS**

An “Airport surface hot spot” is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A “hot spot” is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>DBURY</td>
<td>HS 1</td>
<td>Maint vigilance confusing twy configuration. Pilots unfamiliar should ask for progressives.</td>
</tr>
<tr>
<td>HS 2</td>
<td>Area not visible from the twr.</td>
<td></td>
</tr>
<tr>
<td>HS 3</td>
<td>Active ramp adjacent to twy.</td>
<td></td>
</tr>
<tr>
<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>
<td></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>HS 2</td>
<td>When ldg Rwy 15–33 and exit on Twy J, you immediately enter the parallel Twy B.</td>
<td></td>
</tr>
<tr>
<td>HARTFORD</td>
<td>HS 1</td>
<td>Helipad is in close proximity to the intersection of Twy A and Twy H.</td>
</tr>
<tr>
<td>WINDSOR LOCKS</td>
<td>HS 1</td>
<td>Acft on Twy S missing Twy C may enter Rwy 24.</td>
</tr>
<tr>
<td>HS 2</td>
<td>Acft on Twy D missing Twy S may enter Rwy 33.</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>HS 2</td>
<td>Rwy 01–19 btn Twy B and Twy E has had an increased No of rwy incursions.</td>
<td></td>
</tr>
<tr>
<td>HS 3</td>
<td>Rwy 14–32 btn C Twy has had an increased No of rwy incursions.</td>
<td></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>Washington</td>
<td>HS 1</td>
<td>Twy N, Twy K, Twy L, and Twy J complex int in close proximity of the rwy.</td>
</tr>
<tr>
<td>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>
<td></td>
</tr>
<tr>
<td>HS 3</td>
<td>Acft joining Twy J inadvertently cont onto Twy G or Twy M and enter Rwy 01–19 wo clnc.</td>
<td></td>
</tr>
<tr>
<td>MAINE</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>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>
<td></td>
</tr>
</tbody>
</table>
EASTON
EASTON/NEWNAM FLD (ESN)
HS 1  Act taxiing southbound on Twy A to Rwy 33 inadvertently miss the turn onto Twy B and enter Rwy 33 without a clearance, Twy A and Twy B intersection in close proximity to the rwy.

FREDERICK
FREDERICK MUNI (FDK)
HS 1  Northbound tfc on Twy A must remain alert as to not miss Twy B when taxiing to Rwy 30 and Southeast bound tfc on Twy B as not to miss Twy A when taxiing to Rwy 23.
HS 2  Northbound tfc on Twy A need to be alert as to not miss Twy B and inadvertently taxi onto Rwy 30.
HS 3  Southeast bound tfc on Twy B need to be alert as to not miss Twy A and inadvertently taxi onto Rwy 23.

HAGERSTOWN
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)
HS 1  Maint vigilance congestion area and close proximity to rwys

BEDFORD
LAURENCE G HANSCOM FLD (BED)
HS 1  Pilots become confused with the wide expanse of pavement and convergence of numerous twys.

BEVERLY
BEVERLY RGNL (BVY)
HS 1  Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp.
HS 2  Acft taxiing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.

BOSTON
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
HS 1  Maintain vigilance approaching Rwy 15L–33R.
HS 2  Twy N and Rwy 15R–33L.
HS 3  Maintain vigilance on Twy E and Twy K when approaching Rwy 09–27.
HS 4  Maintain vigilance on Twy C when approaching Rwy 09–27. Maintain vigilance on Twy D when approaching Rwy 15R–33L.

LAWRENCE
LAWRENCE MUNI (LWM)
HS 1  Maintain vigilance approaching Rwy 05–23 hold lines.
HS 2  Maintain vigilance on Twy A; hold line to Rwy 14–32 appears quickly.

NANTUCKET
NANTUCKET MEML (ACK)
HS 1  Maintain vigilance while taxiing. High tfc area.
HS 2  Maintain vigilance while taxiing. High tfc area.
HS 3  Maintain vigilance while taxiing. High tfc area.
HS 4  Maintain vigilance Twy H and Twy E. High tfc area.

WESTFIELD/SPRINGFIELD
WESTFIELD–BARNES RGNL (BAF)
HS 1  Maintain vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwys.
HS 2  Unusual lctn for rwy hold posn marking on Twy A for Rwy 15.

LEBANON
LEBANON MUNI (LEB)
HS 1  Rwy hold position marking for Rwy 25 on Twy B is further down the twy than most pilots would expect. When taxiing to Rwy 25 on Twy B the hold line will appear before you expect it.
HS 3  Act routinely back taxi on Rwy 18–36.

NEW HAMPSHIRE
<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>ATLANTIC CITY INTL (ACY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CALDWELL</td>
<td>HS 1</td>
<td>Pilots taxiing to Rwy 28 northbound on Twy P should exercise caution at intersection of Twy P and Twy N due to close proximity to Rwy 28.</td>
</tr>
<tr>
<td>ESSEX CO (CDW)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEWARK</td>
<td>HS 1</td>
<td>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></td>
<td></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 taxiing to Rwy 01 on Twy A, pilots fail to make a right on Twy B and enter Rwy 01/19.</td>
</tr>
<tr>
<td>REPUBLIC (FRG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW YORK</td>
<td>HS 1</td>
<td>Maintain 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 rwy and Twy G, Twy P, Twy R, Twy S. 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>LAGUARDIA (LGA)</td>
<td>HS 2</td>
<td></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 tcf on Twy C sometimes encounter tcf on Twy A.</td>
</tr>
<tr>
<td>NEW YORK STEWART INTL (SWF)</td>
<td>HS 2</td>
<td>Be alert of hold line lctn on twy 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>NIAGARA FALLS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>POUGHKEEPSIE</td>
<td>HS 1</td>
<td>Hold line further back on Twy A. ATC non–viz area btw Twy A6 and Rwy 06.</td>
</tr>
<tr>
<td>HUDSON VALLEY RGNL (POU)</td>
<td>HS 2</td>
<td>Be alert of hold line lctn on Twy A5 for Rwy 06–24.</td>
</tr>
<tr>
<td>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>
<td>----------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>HARRISBURG CAPITAL</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>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</td>
<td>HS 1</td>
<td>Act taxing westbound on Twy G inadvertently miss the turn onto Twy A and enter Rwy 13–31 wo authorization. Twy A and Twy G int in close proximity to the rwy.</td>
</tr>
<tr>
<td>HARRISBURG INTL (MDT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>HS 1</td>
<td>Tfc taxiing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 09R–27L.</td>
</tr>
<tr>
<td>PHILADELPHIA INTL (PHL)</td>
<td></td>
<td>Maintain vigilance Twy K and Twy D close int to Rwy 35 and 27R.</td>
</tr>
<tr>
<td>PITTSBURGH ALLEGHENY</td>
<td>HS 1</td>
<td>Wide pavement int multiple rwys.</td>
</tr>
<tr>
<td>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</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>SPAATZ FLD (RDG)</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>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</td>
<td>HS 2</td>
<td>Maintain vigilance confusing twy configuration near adj ramp.</td>
</tr>
<tr>
<td>(IPT)</td>
<td>HS 3</td>
<td>Maintain vigilance dep northwest ramp. Twy S is immed adj to NW ramp. Acft could inadvertently enter Rwy 16–34.</td>
</tr>
<tr>
<td>PROVIDENCE RHODE</td>
<td>HS 4</td>
<td>Maintain vigilance hold short for Rwy 34 not where expected.</td>
</tr>
<tr>
<td>ISLAND TF GREEN INTL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(PVD)</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</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>BURLINGTON INTL (BTV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maintain 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>Maintain vigilance approaching Rwy 01–19 on Twy C from Twy A. Observe elevated rwy guard lights.</td>
</tr>
</tbody>
</table>

NE, 11 JUL 2024 to 5 SEP 2024
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEWPORT NEWS/WILLIAMSBURG INTL (PHF)</td>
<td>HS 1</td>
<td>Maintain vigilance. Due to the large pavement area at the int of Rwy 07–25 and Rwy 02–20, pilots can easily become disoriented through the int.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 07 or Rwy 02 may mistakenly depart the adjacent rwy due to the close proximity of the thlds.</td>
</tr>
<tr>
<td>RICHMOND (RIC)</td>
<td>HS 1</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 20 or Rwy 16 mistakenly depart the adjacent rwy due to close proximity of thlds. Actl ldg Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 02 to clear the rwy.</td>
</tr>
<tr>
<td>HUNTINGTON (HTS)</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

NE, 11 JUL 2024 to 5 SEP 2024

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
24193
AIRPORT DIAGRAM

AIRPORT DIAGRAM

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

ATIS
127.75
BANGOR TOWER
120.7 233.7
GND CON
121.9 348.6
CLNC DEL
135.9 348.6

FIELD ELEV 192
1000 X 200

WHISKEY APRON
ANG APRON

FIRE STATION
TWR 322

COMMERCIAL APRON

INTL TERMINAL
DOMESTIC TERMINAL
AASF APRON
GENERAL AVIATION TERMINAL

RWY 16-34
PCN 120 R/A/W/T
S-100, D-210, 2D-400

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

BANGOR, MAINE
BANGOR INTL (BGR)

NE, 11 JUL 2024 to 5 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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RWY 06-24
S-57, D-80, 25-135

RWY 11-29
S-30, D-108, 25-137
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READEX OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 01-19
PCN 23 F/A/X/T
S-30, D-40, 2D-60

RWY 15-33
PCN 39 F/A/X/T
S-100, D-175, 2D-355
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
EASTON/NEWMAN FLD (ESN)
EASTON, MARYLAND

ATIS
124.475
EASTON TOWER*
118.525
GND CON
119.075
CUNC DEL
119.075

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

RWYS 04-22,
S-40, D-60, 2D-100
RWYS 15-33
S-40, D-60, 2D-100

NE, 11 JUL 2024 to 5 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

ATIS
124.875
FREDERICK TOWER
132.4
GND CON
127.425
CLNC DEL
127.425
(When Tower Closed) 126.9

NE, 11 JUL 2024 to 5 SEP 2024
AIRPORT DIAGRAM

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HG) MARYLAND

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

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HG) MARYLAND

NE 11 JUL 2024 TO 5 SEP 2024

AIRPORT DIAGRAM

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HG) MARYLAND

650

AIRPORT DIAGRAM

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HG) MARYLAND

271.0°

ELEV
686
AIRPORT DIAGRAM

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

AIR TRAFFIC SERVICE (ATIS)
- 118.8
- HARRISBURG INTL TOWER
- 124.8 269.35
- GND CON
- 121.7 348.6

FIELD ELEV 310

FIRE STATION
TWR 450
FBO
CARGO
AIR NATIONAL GUARD
RESTRICTED AREA

ELEV 310

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 11 JUL 2024 to 5 SEP 2024
AIRPORT DIAGRAM

ATIS 126.45
BRAINARD TOWER* 119.6 248.2
GND CON 121.6
CLNC DEL 121.6

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

CAPE COD GATEWAY (HY A)

HYANNIS, MASSACHUSETTS

ATIS
123.8
HYANNIS TOWER *
119.5 257.8
GND CON
118.45
CINC DEL
125.15

D

FIELD
ELEV 34

HANGARS

TERMINAL
TWR 118

CENTRAL DE-ICE PAD
EMAS

ELEV 44

ELEV 42

FBO RAMP

EMAS

FIRE STATION

Rwy 06-24
PCN 384 F/A/ X/T
S-30, D-108

Rwy 15-33
PCN 355 F/A/ X/T
S-30, D-108

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

HYANNIS, MASSACHUSETTS

CAPE COD GATEWAY (HY A)

NE, 11 JUL 2024 to 5 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Airfield Diagram

ATIS 118.375
PALMER TOWER 125.0
GND CON 121.8

Field Elev 1199

ELEV 1135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 11 JUL 2024 to 5 SEP 2024
AIRPORT DIAGRAM

24081

LAWRENCE MUNI (LWM)
LAWRENCE, MASSACHUSETTS

ELEV 122
136.2°
0.7% UP

ELEV 135
501 X 100

3654 X 100

316.2°

134

42°43.0'N

71°07.0'W

0.1° E

JANUARY 2020
ANNUAL RATE OF CHANGE

FIELD ELEV 148

TWR 233

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HRL Rwy 5-23
MIRL Rwy 14-32
REIL Rwy 32, 5 and 23

HS 1

HS 2

RWY 05-23
S-45, D-62, 2D-110
RWY 14-32
S-30, D-34, 2D-53

126.75
LAWRENCE TOWER [*]
119.25 [CTAF] [1]
GND CON
124.3
CLNC DEL
126.15 (WHEN LWM TWR CLSD)

AIRPORT DIAGRAM

24081

LAWRENCE MUNI (LWM)
LAWRENCE, MASSACHUSETTS

ELEV 122
136.2°
0.7% UP

ELEV 135
501 X 100

3654 X 100

316.2°

134

42°43.0'N

71°07.0'W

0.1° E

JANUARY 2020
ANNUAL RATE OF CHANGE

FIELD ELEV 148

TWR 233

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HRL Rwy 5-23
MIRL Rwy 14-32
REIL Rwy 32, 5 and 23

HS 1

HS 2

RWY 05-23
S-45, D-62, 2D-110
RWY 14-32
S-30, D-34, 2D-53

126.75
LAWRENCE TOWER [*]
119.25 [CTAF] [1]
GND CON
124.3
CLNC DEL
126.15 (WHEN LWM TWR CLSD)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

FBO/AIRPORT ADMINISTRATION/
TERMINAL/US CUSTOMS

AIRCRAFT MAINTENANCE

TRANSIENT AND
US CUSTOMS PARKING

FIELD ELEV
390

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

ATIS 124.25
MORRISTOWN TOWER 118.1, 133.9
GND CON 134.2
CLNC DEL 128.6

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0°E

FIELD ELEV 187
ELEV 183

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
AL-5785 (FAA)
OXFORD, CONNECTICUT

WATERBURY-OXFORD (OXC)

ATIS
132.975
OXFORD TOWER *
118.475
GND CON
121.65
CINC DEL
121.65
135.1 (When Tower Closed)

FIELD
ELEV
730

NORTHEAST RAMP

HANGAR

HANGARS

NORTHWEST RAMP
GENERAL AVIATION PARKING

TRANSIENT PARKING

TWR/BCN

HANGARS

SOUTH RAMP
GENERAL AVIATION PARKING

ILS HOLD

RWY 18-36
S-50, D-85, 2S-107, 2D-145

EMAS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 11 JUL 2024 to 5 SEP 2024
AIRPORT DIAGRAM

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE

21336

AIRPORT DIAGRAM

ATIS 132.05 273.5
PORTSMOUTH TOWER 128.4 269.0
GND CON 120.95 275.8
CLNC DEL 335.8

NE, 11 JUL 2024 to 5 SEP 2024

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

D-ATIS
124.2
PROVIDENCE TOWER*
120.7 257.8
GND CON
121.9 348.6
CLNC DEL
126.65 348.6
PDC
D

R0WY 05-23
PCN 75 F/A/W/T
S-120, D-250,
2D-500, 2D/2D2-1120
R0WY 16-34
PCN 75 F/A/W/T
S-120, D-250,
2D-423, 2D/2D2-1093

ASDE-X in use. Operate transponders
with altitude reporting mode and ADS-B
(if equipped) enabled on all airport surfaces.

NORTHEAST AND
TRANSIENT RAMP
GENERAL Aviation
PARKING AND CARGO

FIRE STATION

TERMINAL

AIRLINE TERMINAL
RAMP

FIELD ELEV 54

JANUARY 2020
ANNUAL RATE OF CHANGE
D.1° E

EMAS

ELEV 53

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

PROVIDENCE, RHODE ISLAND
RHODE ISLAND TF GREEN INTL (PVD)

NE, 11 JUL 2024 to 5 SEP 2024
AIRPORT DIAGRAM

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FBO / GENERAL AVIATION PARKING
FSDD
1000 X 150
ELEV 165
ELEV 167
ELEV 167
EAST RAMP 1
FIRE STATION
FIELD ELEV 168
NORTH AIR CARRIER RAMP
MAIN TERMINAL U.S. CUSTOMS
AIR FREIGHT RAMP PARKING
CARGO RAMP
FBO / GENERAL AVIATION PARKING

RUTY 02-20
PCN 70 F/C/W/T
S-125, D-200, 2D-340
RWY 16-34
PCN 92 F/B/W/T
S-125, D-200, 2D-340

ATIS
119.15 263.025
RICHMOND TOWER
121.1 257.8
GND CON
121.9 348.6
CLNC DEL
127.55 348.6

AIRPORT DIAGRAM
23222
RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0º W

NE, 11 JUL 2024 to 5 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK

AWOS-3
119.275
SCHENECTADY TOWER*
121.3 321.1
GND CON
121.9

R W Y  04-22
PCN 49 F/C/X/T
S-95, D-175, 2D-348,
2D/2D-850
R W Y  10-28
PCN 36 F/C/X/T
S-55, D-134, 2D-218,
2D/2D-541

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

FIELD ELEV 378

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

42°52.0'N
42°51.5'N
42°51.0'N

281.2° 320
ELEV 320

ELEV 325

101.2° 4850 X 150

ELEV 318

ANG RAMP

ANG OPS

TWR 389

D D

K

O

2001 X 150

NE, 11 JUL 2024 to 5 SEP 2024
AIRPORT DIAGRAM
TRENTON MERCER (T'TN)
TRENTON, NEW JERSEY

ATIS 126.775
TRENTON TOWER 120.7 (CTAF) 257.8
GND CON 121.9 257.8
CINC DEL 121.9 257.8

FIELD ELEV 213

EMAS

EAST HANGARS

ILS HOLD

EMAS

ELEV 192

General Parking

Terminal Building Ramp

Corporate Aviation Hangars

Terminal

Fire Station

ILS Hold

ELEV 160

EMAS

HRL Rws 16-34 and 6-24
REL Rws 16, 34 and 24

January 2020 Annual Rate of Change 0.0° E

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

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

NE, 11 JUL 2024 to 5 SEP 2024

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Submitting Pilot Weather Reports (PIREPs)

1. UA - Routine PIREP / UUA - Urgent PIREP
2. /OV - Location: Use Airport or NAVAID identifiers only.
   • Location can be reported as a single fix, radial DME, or a route segment (Fix- Fix)
   Examples: /OV LAX, /OV LAX-SL120005, /OV PDZ-PSP.
3. /TM – Time: When conditions occurred or were encountered.
   • Use 4 digits in UTC.
   Examples: /TM 1645, /TM 0915
4. /FL - Altitude/Flight Level
   • Use 3 digits for hundreds of feet. If not known, use UNKN.
   Examples: /FL095, /FL310, /FLUNKN
5. /TP - Type aircraft: Required if reporting Turbulence or Icing
   • No more than 4 characters, use UNKN if the type is not known.
   Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN
6. /SK – Sky Condition/Cloud layers:
   • Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   • Report bases in hundreds of feet: BKN005, SCT015, OVC200
   • If bases are unknown, use UNKN
   • Report cloud tops in hundreds of feet: TOP120
   Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC
7. /WX - Weather: Flight visibility is always reported first. Append FV reported with SM.
   • Report visibility using 2 digits: FV01SM, FV10SM
   • Unrestricted visibility use FV99SM.
   • Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +
   Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.
8. /TA - Air temperature (Celsius): Required when reporting icing
   • 2 digits, unless below zero, then prefix digits with M.
   Examples: /TA 15, /TA 04 /TA M06
9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.
   Examples: /WV 270045KT, /WV 080110KT
10. /TB - Turbulence:
    • Report intensity using LGT, MOD, SEV, or EXTRM
    • Report duration using INTMT, OCNL or CONS when reported by pilot.
    • Report type using CAT or CHOP when reported by pilot.
    • Include altitude only if different from /FL.
    • Use ABV or BLO when limits are not defined.
    • Use NEG if turbulence is not encountered.
    Examples: /TB OCNL MOD, /TB LGT CHOP, /LG T060, /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

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP
UA /OV DHT3600015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG
UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAJON PASS

NE, 11 JUL 2024 to 5 SEP 2024
PIREP FORM

3 or 4 letter Identifier

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**1.** Routine | Urgent

2. /OV | Location

3. /TM | Time

4. /FL | Altitude/Flight Level

5. /TP | Aircraft Type

Items 1 through 5 are mandatory for all PIREPs

6. /SK | Sky Condition

7. /WX | Flight Visibility & Weather

8. /TA | Temperature (Celsius)

9. /WV | Wind

10. /TB | Turbulence

11. /IC | Icing

12. /RM | Remarks

FAA Form 7110-2 (W/19) Supersedes Previous Edition

NE, 11 JUL 2024 to 5 SEP 2024