Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/
Warning: Refer to current foreign charts and flight information publications for information within foreign airspace
Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by: Department of Defense • Federal Aviation Administration
This Chart Supplement is a Civil Flight Information Publication updated every eight weeks by the U.S. Department of Transportation, Federal Aviation Administration, Aeronautical Information Services, http://www.faa.gov/go/ais. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

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

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

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

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

FOR COMMENTS OR CORRECTIONS: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/
FAA, Aeronautical Information Services
1305 East West Highway
SSMC-4 Suite 4400
Silver Spring, MD 20910-3281
Telephone 1–800–638–8972

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

<table>
<thead>
<tr>
<th>Effective Date</th>
<th>Airport Information Cut–off date</th>
<th>Airspace Information* Cut–off date</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 Jun 21</td>
<td>5 May 21</td>
<td>20 Apr 21</td>
</tr>
<tr>
<td>12 Aug 21</td>
<td>30 Jun 21</td>
<td>15 Jun 21</td>
</tr>
<tr>
<td>7 Oct 21</td>
<td>25 Aug 21</td>
<td>10 Aug 21</td>
</tr>
<tr>
<td>2 Dec 21</td>
<td>20 Oct 21</td>
<td>5 Oct 21</td>
</tr>
<tr>
<td>27 Jan 22</td>
<td>15 Dec 21</td>
<td>30 Nov 21</td>
</tr>
<tr>
<td>24 Mar 22</td>
<td>9 Feb 22</td>
<td>25 Jan 22</td>
</tr>
</tbody>
</table>

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

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

THIS PUBLICATION COMPRISES PART OF THE FOLLOWING SECTIONS OF THE UNITED STATES AERONAUTICAL INFORMATION PUBLICATION (AIP): GEN, ENR AND AD.
<table>
<thead>
<tr>
<th>TABLE OF CONTENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>GENERAL INFORMATION.......................................................................................... Inside Front Cover</td>
</tr>
<tr>
<td>City/Military Airport Cross Reference ......................................................................................................................... 2</td>
</tr>
<tr>
<td>Seaplane Landing Areas .................................................................................................................................................. 3</td>
</tr>
<tr>
<td>Abbreviations ................................................................................................................................................................. 4</td>
</tr>
<tr>
<td>SECTION 1: AIRPORT/FACILITY DIRECTORY LEGEND ........................................................................................................ 12</td>
</tr>
<tr>
<td>SECTION 2: AIRPORT/FACILITY DIRECTORY</td>
</tr>
<tr>
<td>Idaho ................................................................................................................................. 30</td>
</tr>
<tr>
<td>Montana .............................................................................................................................. 75</td>
</tr>
<tr>
<td>Oregon ............................................................................................................................................................. 130</td>
</tr>
<tr>
<td>Washington ............................................................................................................................. 175</td>
</tr>
<tr>
<td>Wyoming ...................................................................................................................................................... 238</td>
</tr>
<tr>
<td>SECTION 3: NOTICES</td>
</tr>
<tr>
<td>Special Notices ....................................................................................................................... 261</td>
</tr>
<tr>
<td>Regulatory Notices .................................................................................................................. 271</td>
</tr>
<tr>
<td>SECTION 4: ASSOCIATED DATA</td>
</tr>
<tr>
<td>FAA Telephone Numbers and National Weather Service ............................................................... 273</td>
</tr>
<tr>
<td>NWS Upper Air Observing Stations ................................................................................................. 278</td>
</tr>
<tr>
<td>Air Route Traffic Control Centers ......................................................................................... 279</td>
</tr>
<tr>
<td>Flight Service Station Communication Frequencies .............................................................. 282</td>
</tr>
<tr>
<td>VOR Receiver Checkpoints and VOR Test Facilities .............................................................. 285</td>
</tr>
<tr>
<td>Parachute Jumping Areas .......................................................................................................... 288</td>
</tr>
<tr>
<td>Supplemental Communication Reference ................................................................................. 290</td>
</tr>
<tr>
<td>Preferred IFR Routes ................................................................................................................. 296</td>
</tr>
<tr>
<td>Minimum Operational Network (MON) Airport Listing ............................................................ 301</td>
</tr>
<tr>
<td>SECTION 5: AIRPORT DIAGRAMS</td>
</tr>
<tr>
<td>Airport Diagrams Legend ........................................................................................................ 302</td>
</tr>
<tr>
<td>Airport Hot Spots ..................................................................................................................... 304</td>
</tr>
<tr>
<td>Airport Diagrams ...................................................................................................................... 307</td>
</tr>
<tr>
<td>PIREP Form ............................................................................................................................. 370</td>
</tr>
</tbody>
</table>
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 airports published in this directory.

<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY NAME</th>
<th>AIRPORT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>ID</td>
<td>MOUNTAIN HOME</td>
<td>MOUNTAIN HOME AFB</td>
</tr>
<tr>
<td>MT</td>
<td>GREAT FALLS</td>
<td>MALMSTROM AFB</td>
</tr>
<tr>
<td>WA</td>
<td>SPOKANE</td>
<td>FAIRCHILD AFB</td>
</tr>
<tr>
<td>WA</td>
<td>FORT LEWIS</td>
<td>GRAY AAF (JOINT BASE LEWIS-MCCHORD)</td>
</tr>
<tr>
<td>WA</td>
<td>TACOMA</td>
<td>MCCORD FIELD (JOINT BASE LEWIS-MCCHORD)</td>
</tr>
<tr>
<td>WA</td>
<td>PORT ANGELES</td>
<td>PORT ANGELES CGAS</td>
</tr>
<tr>
<td>WA</td>
<td>OAK HARBOR</td>
<td>WHIDBEY ISLAND NAS (AULT FLD)</td>
</tr>
<tr>
<td>WY</td>
<td>GUERNSEY</td>
<td>CAMP GUERNSEY</td>
</tr>
</tbody>
</table>
SEAPLANE LANDING AREAS

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

<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY NAME</th>
<th>FACILITY NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>ID</td>
<td>CAVANAUGH BAY</td>
<td>TANGLEFOOT</td>
</tr>
<tr>
<td>ID</td>
<td>COEUR D'ALENE</td>
<td>BROOKS</td>
</tr>
<tr>
<td>ID</td>
<td>LEWISTON</td>
<td>SNAKE RIVER</td>
</tr>
<tr>
<td>MT</td>
<td>POLSON</td>
<td>POLSON</td>
</tr>
<tr>
<td>MT</td>
<td>SEELEY LAKE</td>
<td>LINDEY'S LANDING WEST</td>
</tr>
<tr>
<td>MT</td>
<td>WEST YELLOWSTONE</td>
<td>YELLOWSTONE</td>
</tr>
<tr>
<td>OR</td>
<td>FLORENCE</td>
<td>LAKE WOAINK</td>
</tr>
<tr>
<td>WA</td>
<td>ANACORTES</td>
<td>SKYLINE</td>
</tr>
<tr>
<td>WA</td>
<td>BELLINGHAM</td>
<td>FLOATHAVEN</td>
</tr>
<tr>
<td>WA</td>
<td>FRIDAY HABOR</td>
<td>FRIDAY HARBOR</td>
</tr>
<tr>
<td>WA</td>
<td>KENMORE</td>
<td>KENMORE AIR HARBOR INC</td>
</tr>
<tr>
<td>WA</td>
<td>LAKEDALE</td>
<td>AMERICAN LAKE</td>
</tr>
<tr>
<td>WA</td>
<td>LOPEZ</td>
<td>FISHERMANS BAY</td>
</tr>
<tr>
<td>WA</td>
<td>PORT ANGELES</td>
<td>PORT ANGELES</td>
</tr>
<tr>
<td>WA</td>
<td>POULSBO</td>
<td>PORT OF POULSBO MARINA MOORAGE</td>
</tr>
<tr>
<td>WA</td>
<td>RENTON</td>
<td>WILL ROGERS WILEY POST MEML</td>
</tr>
<tr>
<td>WA</td>
<td>ROCHE HARBOR</td>
<td>ROCHE HARBOR</td>
</tr>
<tr>
<td>WA</td>
<td>ROSARIO</td>
<td>ROSARIO</td>
</tr>
<tr>
<td>WA</td>
<td>SEATTLE</td>
<td>KENMORE AIR HARBOR</td>
</tr>
<tr>
<td>WA</td>
<td>SEATTLE</td>
<td>SEATTLE SEAPLANES</td>
</tr>
<tr>
<td>WA</td>
<td>SPOKANE</td>
<td>FELTS FLD</td>
</tr>
</tbody>
</table>
**GENERAL INFORMATION**

**ABBREVIATIONS**

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

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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/G</td>
<td>air/ground</td>
</tr>
<tr>
<td>AAF</td>
<td>Army Air Field</td>
</tr>
<tr>
<td>AAS</td>
<td>Airport Advisory Service</td>
</tr>
<tr>
<td>AB</td>
<td>Airbase</td>
</tr>
<tr>
<td>abm</td>
<td>abeam</td>
</tr>
<tr>
<td>ABn</td>
<td>Aerodrome Beacon</td>
</tr>
<tr>
<td>abv</td>
<td>above</td>
</tr>
<tr>
<td>ACC</td>
<td>Air Combat Command Area Control Center</td>
</tr>
<tr>
<td>acft</td>
<td>aircraft</td>
</tr>
<tr>
<td>ACLS</td>
<td>Automatic Carrier Landing System</td>
</tr>
<tr>
<td>act</td>
<td>activity</td>
</tr>
<tr>
<td>ACWS</td>
<td>Aircraft Control and Warning Squadron</td>
</tr>
<tr>
<td>ADA</td>
<td>Advisory Area</td>
</tr>
<tr>
<td>ADCC</td>
<td>Air Defense Control Center</td>
</tr>
<tr>
<td>ADCUS</td>
<td>Advise Customs</td>
</tr>
<tr>
<td>addn</td>
<td>addition</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>adj</td>
<td>adjacent</td>
</tr>
<tr>
<td>admin</td>
<td>administration</td>
</tr>
<tr>
<td>ADR</td>
<td>Advisory Route</td>
</tr>
<tr>
<td>adv</td>
<td>advise</td>
</tr>
<tr>
<td>advy</td>
<td>advisory</td>
</tr>
<tr>
<td>AEIS</td>
<td>Aeronautical Enroute Information Service</td>
</tr>
<tr>
<td>AER</td>
<td>approach end rwy</td>
</tr>
<tr>
<td>AFA</td>
<td>Army Flight Activity</td>
</tr>
<tr>
<td>AFB</td>
<td>Air Force Base</td>
</tr>
<tr>
<td>afct</td>
<td>affect</td>
</tr>
<tr>
<td>AFFF</td>
<td>Aqueous Film Forming Foam</td>
</tr>
<tr>
<td>AFHP</td>
<td>Air Force Heliport</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>afld</td>
<td>airfield</td>
</tr>
<tr>
<td>AFOD</td>
<td>Army Flight Operations Detachment</td>
</tr>
<tr>
<td>AFR</td>
<td>Air Force Regulation</td>
</tr>
<tr>
<td>AFRC</td>
<td>Armed Forces Reserve Center/Air Force Reserve Command</td>
</tr>
<tr>
<td>AFRS</td>
<td>American Forces Radio Stations</td>
</tr>
<tr>
<td>AFS</td>
<td>Air Force Station</td>
</tr>
<tr>
<td>AFTN</td>
<td>Aeronautical Fixed Telecommunication Network</td>
</tr>
<tr>
<td>AG</td>
<td>Agriculture</td>
</tr>
<tr>
<td>A–G, A–GEAR</td>
<td>Arresting Gear</td>
</tr>
<tr>
<td>agcy</td>
<td>Agency</td>
</tr>
<tr>
<td>AGL</td>
<td>above ground level</td>
</tr>
<tr>
<td>AHP</td>
<td>Army heliport</td>
</tr>
<tr>
<td>AID</td>
<td>Airport Information Desk</td>
</tr>
<tr>
<td>AIS</td>
<td>Aeronautical Information Services</td>
</tr>
<tr>
<td>AL</td>
<td>Approach and Landing Chart</td>
</tr>
<tr>
<td>ALF</td>
<td>Auxiliary Landing Field</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF–1</td>
<td>High Intensity ALS Category I configuration with sequenced Flashers (code)</td>
</tr>
<tr>
<td>ALSF–2</td>
<td>High Intensity ALS Category II configuration with sequenced Flashers (code)</td>
</tr>
<tr>
<td>alt</td>
<td>altitude</td>
</tr>
<tr>
<td>altn</td>
<td>alternate</td>
</tr>
<tr>
<td>altn</td>
<td>alternate</td>
</tr>
<tr>
<td>altv</td>
<td>alternate</td>
</tr>
<tr>
<td>altv</td>
<td>alternate</td>
</tr>
<tr>
<td>AM</td>
<td>Amplitude Modulation, midnight til noon</td>
</tr>
<tr>
<td>AMC</td>
<td>Air Mobility Command</td>
</tr>
<tr>
<td>amdt</td>
<td>amendment</td>
</tr>
<tr>
<td>AMSL</td>
<td>Above Mean Sea Level</td>
</tr>
<tr>
<td>ANGS</td>
<td>Air National Guard Station</td>
</tr>
<tr>
<td>ant</td>
<td>antenna</td>
</tr>
<tr>
<td>AOE</td>
<td>Airport/Aerodrome of Entry</td>
</tr>
<tr>
<td>AP</td>
<td>Area Planning</td>
</tr>
<tr>
<td>APAPI</td>
<td>Abbreviated Precision Approach Path Indicator</td>
</tr>
<tr>
<td>apch</td>
<td>approach</td>
</tr>
<tr>
<td>apn</td>
<td>apron</td>
</tr>
<tr>
<td>APP</td>
<td>Approach Control</td>
</tr>
<tr>
<td>Apr</td>
<td>April</td>
</tr>
<tr>
<td>apx</td>
<td>approximate</td>
</tr>
<tr>
<td>APU</td>
<td>Auxiliary Power Unit</td>
</tr>
<tr>
<td>apv, avpl</td>
<td>approve, approval</td>
</tr>
<tr>
<td>ARB</td>
<td>Air Reserve Base</td>
</tr>
<tr>
<td>ARCAL (CANADA)</td>
<td>Aircraft Radio Control of Aerodrome Lighting</td>
</tr>
<tr>
<td>ARFF</td>
<td>Aircraft Rescue and Fire Fighting</td>
</tr>
<tr>
<td>ARINC</td>
<td>Aeronautical Radio Inc</td>
</tr>
<tr>
<td>arng</td>
<td>arrange</td>
</tr>
<tr>
<td>arpt</td>
<td>airport</td>
</tr>
<tr>
<td>arr</td>
<td>arrive</td>
</tr>
<tr>
<td>ARS</td>
<td>Air Reserve Station</td>
</tr>
<tr>
<td>ARSA</td>
<td>Airport Radar Service Area</td>
</tr>
<tr>
<td>ARSR</td>
<td>Air Route Surveillance Radar</td>
</tr>
<tr>
<td>ARTCC</td>
<td>Air Route Traffic Control Center</td>
</tr>
<tr>
<td>AS</td>
<td>Air Station</td>
</tr>
<tr>
<td>ASAP</td>
<td>as soon as possible</td>
</tr>
<tr>
<td>ASDA</td>
<td>Accelerate–Stop Distance Available</td>
</tr>
<tr>
<td>ASDE</td>
<td>Airport Surface Detection</td>
</tr>
<tr>
<td>ASDE–X</td>
<td>Airport Surface Detection</td>
</tr>
<tr>
<td>ARW</td>
<td>Aircraft Radar Way</td>
</tr>
<tr>
<td>ASP</td>
<td>Airport Surveillance Path</td>
</tr>
<tr>
<td>ASR</td>
<td>Air Reserve Station</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Capability</td>
</tr>
<tr>
<td>ASU</td>
<td>Aircraft Starting Unit</td>
</tr>
<tr>
<td>ATA</td>
<td>Actual Time of Arrival</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>ATCC</td>
<td>Air Traffic Control Center</td>
</tr>
<tr>
<td>ATCT</td>
<td>Airport Traffic Control Tower</td>
</tr>
<tr>
<td>ATD</td>
<td>Actual Time of Departure Along Track Distance</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automatic Terminal Information Service</td>
</tr>
<tr>
<td>ATS</td>
<td>Air Traffic Service</td>
</tr>
<tr>
<td>attn</td>
<td>attention</td>
</tr>
<tr>
<td>Aug</td>
<td>August</td>
</tr>
<tr>
<td>auth</td>
<td>authority</td>
</tr>
<tr>
<td>auto</td>
<td>automatic</td>
</tr>
<tr>
<td>AUW</td>
<td>All Up Weight (gross weight)</td>
</tr>
<tr>
<td>aux</td>
<td>auxiliary</td>
</tr>
<tr>
<td>AVASI</td>
<td>abbreviated VASI</td>
</tr>
<tr>
<td>avbl</td>
<td>available</td>
</tr>
<tr>
<td>AvGas</td>
<td>Aviation gasoline</td>
</tr>
<tr>
<td>avn</td>
<td>aviation</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>AvOil</td>
<td>Aviation Oil</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automatic Weather Observing System</td>
</tr>
<tr>
<td>AWSS</td>
<td>Automated Weather Sensor System</td>
</tr>
<tr>
<td>awt</td>
<td>await</td>
</tr>
<tr>
<td>awy</td>
<td>airway</td>
</tr>
<tr>
<td>az</td>
<td>azimuth</td>
</tr>
<tr>
<td>BA</td>
<td>braking action</td>
</tr>
<tr>
<td>BASH</td>
<td>Bird Aircraft Strike Hazard</td>
</tr>
<tr>
<td>BC</td>
<td>back course</td>
</tr>
<tr>
<td>bcn</td>
<td>beacon</td>
</tr>
<tr>
<td>bcst</td>
<td>broadcast</td>
</tr>
<tr>
<td>bdry</td>
<td>boundary</td>
</tr>
<tr>
<td>bldg</td>
<td>building</td>
</tr>
<tr>
<td>blkd</td>
<td>blocked</td>
</tr>
<tr>
<td>blo, blw</td>
<td>below</td>
</tr>
<tr>
<td>BOQ</td>
<td>Bachelor Officers Quarters</td>
</tr>
<tr>
<td>brg</td>
<td>bearing</td>
</tr>
<tr>
<td>bti</td>
<td>between</td>
</tr>
<tr>
<td>bus</td>
<td>business</td>
</tr>
<tr>
<td>byd</td>
<td>beyond</td>
</tr>
<tr>
<td>C</td>
<td>Commercial Circuit (Telephone)</td>
</tr>
<tr>
<td>CAC</td>
<td>Centralized Approach Control</td>
</tr>
<tr>
<td>Cap</td>
<td>capacity</td>
</tr>
<tr>
<td>cat</td>
<td>category</td>
</tr>
<tr>
<td>CAT</td>
<td>Clear Air Turbulence</td>
</tr>
<tr>
<td>CCW or cntclkw</td>
<td>counterclockwise</td>
</tr>
<tr>
<td>cell</td>
<td>ceiling</td>
</tr>
<tr>
<td>CERAP</td>
<td>Center Radar Approach Control</td>
</tr>
<tr>
<td>CG</td>
<td>Coast Guard</td>
</tr>
<tr>
<td>CGAF</td>
<td>Coast Guard Air Facility</td>
</tr>
<tr>
<td>CGAS</td>
<td>Coast Guard Air Station</td>
</tr>
<tr>
<td>CH, chan</td>
<td>channel</td>
</tr>
<tr>
<td>CHAPI</td>
<td>Chase Helicopter Approach Path Indicator</td>
</tr>
<tr>
<td>chg</td>
<td>change</td>
</tr>
<tr>
<td>chl</td>
<td>chart</td>
</tr>
<tr>
<td>cir</td>
<td>circle, circling</td>
</tr>
<tr>
<td>CIV, civ</td>
<td>Civil, civil, civilian</td>
</tr>
<tr>
<td>ck</td>
<td>check</td>
</tr>
<tr>
<td>CL</td>
<td>Centerline Lighting System</td>
</tr>
<tr>
<td>cl</td>
<td>class</td>
</tr>
<tr>
<td>cinc</td>
<td>clearance</td>
</tr>
<tr>
<td>cispd</td>
<td>closed</td>
</tr>
<tr>
<td>CNATRA</td>
<td>Chief of Naval Air Training</td>
</tr>
<tr>
<td>cni</td>
<td>cancel</td>
</tr>
<tr>
<td>cntr</td>
<td>center</td>
</tr>
<tr>
<td>cntrln</td>
<td>centerline</td>
</tr>
<tr>
<td>Co</td>
<td>Company, County</td>
</tr>
<tr>
<td>CO</td>
<td>Commanding Officer</td>
</tr>
<tr>
<td>com</td>
<td>communication</td>
</tr>
<tr>
<td>comd</td>
<td>command</td>
</tr>
<tr>
<td>Comdr</td>
<td>Commander</td>
</tr>
<tr>
<td>coml</td>
<td>commercial</td>
</tr>
<tr>
<td>compul</td>
<td>compulsory</td>
</tr>
<tr>
<td>comsn</td>
<td>commission</td>
</tr>
<tr>
<td>conc</td>
<td>concrete</td>
</tr>
<tr>
<td>cond</td>
<td>condition</td>
</tr>
<tr>
<td>const</td>
<td>construction</td>
</tr>
<tr>
<td>cont</td>
<td>continue</td>
</tr>
<tr>
<td>CONUS</td>
<td>Continental United States</td>
</tr>
<tr>
<td>convl</td>
<td>conventional</td>
</tr>
<tr>
<td>coord</td>
<td>coordinate</td>
</tr>
<tr>
<td>copter</td>
<td>helicopter</td>
</tr>
<tr>
<td>corr</td>
<td>correct</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
</tr>
<tr>
<td>crdr</td>
<td>corridor</td>
</tr>
<tr>
<td>cross</td>
<td>cross</td>
</tr>
<tr>
<td>CRP</td>
<td>Compulsory Reporting Point</td>
</tr>
<tr>
<td>crs</td>
<td>course</td>
</tr>
<tr>
<td>CS</td>
<td>call sign</td>
</tr>
<tr>
<td>CSTMS</td>
<td>Customs</td>
</tr>
<tr>
<td>CTA</td>
<td>Control Area</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
</tr>
<tr>
<td>ctc</td>
<td>contact</td>
</tr>
<tr>
<td>ctL</td>
<td>control</td>
</tr>
<tr>
<td>CTLZ</td>
<td>Control Zone</td>
</tr>
<tr>
<td>CVFR</td>
<td>Controlled Visual Flight Rules Areas</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise, Continuous Wave, Carrier Wave</td>
</tr>
<tr>
<td>dalgt</td>
<td>daylight</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital Automatic Terminal Information Service</td>
</tr>
<tr>
<td>daylt</td>
<td>daylight</td>
</tr>
<tr>
<td>db</td>
<td>decibel</td>
</tr>
<tr>
<td>DCL</td>
<td>Departure Clearance</td>
</tr>
<tr>
<td>Dec</td>
<td>December</td>
</tr>
<tr>
<td>decom</td>
<td>decommission</td>
</tr>
<tr>
<td>deg</td>
<td>degree</td>
</tr>
<tr>
<td>del</td>
<td>delivery</td>
</tr>
<tr>
<td>dep</td>
<td>depart</td>
</tr>
<tr>
<td>DEP</td>
<td>Departure Control</td>
</tr>
<tr>
<td>destn</td>
<td>destination</td>
</tr>
<tr>
<td>det</td>
<td>detachment</td>
</tr>
<tr>
<td>DF</td>
<td>Direction Finder</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DIAP</td>
<td>DoD Instrument Approach Procedure</td>
</tr>
<tr>
<td>direc</td>
<td>directional</td>
</tr>
<tr>
<td>disem</td>
<td>disseminate</td>
</tr>
<tr>
<td>displ</td>
<td>displace</td>
</tr>
<tr>
<td>dist</td>
<td>district, distance</td>
</tr>
<tr>
<td>div</td>
<td>division</td>
</tr>
<tr>
<td>DL</td>
<td>Direct Line to FSS</td>
</tr>
<tr>
<td>dlt</td>
<td>delete</td>
</tr>
<tr>
<td>dly</td>
<td>daily</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment (UHF standard, TACAN compatible)</td>
</tr>
<tr>
<td>DNVT</td>
<td>Digital Non-Secure Voice Telephone</td>
</tr>
<tr>
<td>DoD</td>
<td>Department of Defense</td>
</tr>
<tr>
<td>drtc</td>
<td>direct</td>
</tr>
<tr>
<td>DSN</td>
<td>Defense Switching Network (Telephone)</td>
</tr>
<tr>
<td>DSN</td>
<td>Defense Switching Network</td>
</tr>
<tr>
<td>dspldc</td>
<td>displaced</td>
</tr>
<tr>
<td>DT</td>
<td>Daylight Savings Time</td>
</tr>
<tr>
<td>dur</td>
<td>during</td>
</tr>
<tr>
<td>dum</td>
<td>duration</td>
</tr>
<tr>
<td>DV</td>
<td>Distinguished Visitor</td>
</tr>
<tr>
<td>E</td>
<td>East</td>
</tr>
<tr>
<td>ea</td>
<td>each</td>
</tr>
<tr>
<td>EAT</td>
<td>Expected Approach Time</td>
</tr>
<tr>
<td>ECN</td>
<td>Enroute Change Notice</td>
</tr>
<tr>
<td>eff</td>
<td>effective, effect</td>
</tr>
<tr>
<td>E-HA</td>
<td>Enroute High Altitude</td>
</tr>
<tr>
<td>E-LA</td>
<td>Enroute Low Altitude</td>
</tr>
<tr>
<td>elev</td>
<td>elevation</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
</tbody>
</table>
## GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
</tr>
<tr>
<td>emerg</td>
<td>emergency</td>
</tr>
<tr>
<td>eng</td>
<td>engine</td>
</tr>
<tr>
<td>EOR</td>
<td>End of Runway</td>
</tr>
<tr>
<td>eqpt</td>
<td>equipment</td>
</tr>
<tr>
<td>ERDA</td>
<td>Energy Research and Development Administration</td>
</tr>
<tr>
<td>E-S</td>
<td>Enroute Supplement</td>
</tr>
<tr>
<td>est</td>
<td>estimate</td>
</tr>
<tr>
<td>estab</td>
<td>establish</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>Estimated Time of Departure</td>
</tr>
<tr>
<td>ETE</td>
<td>Estimated Time Enroute</td>
</tr>
<tr>
<td>ETS</td>
<td>European Telephone System</td>
</tr>
<tr>
<td>EUR</td>
<td>European (ICAO Region)</td>
</tr>
<tr>
<td>ev</td>
<td>every</td>
</tr>
<tr>
<td>evac</td>
<td>evacuate</td>
</tr>
<tr>
<td>exc</td>
<td>except</td>
</tr>
<tr>
<td>excld</td>
<td>exclude</td>
</tr>
<tr>
<td>exer</td>
<td>exercise</td>
</tr>
<tr>
<td>exem</td>
<td>exempt</td>
</tr>
<tr>
<td>exp</td>
<td>expect</td>
</tr>
<tr>
<td>extd</td>
<td>extend</td>
</tr>
<tr>
<td>extr</td>
<td>extension</td>
</tr>
<tr>
<td>extv</td>
<td>extensive</td>
</tr>
<tr>
<td>F/W</td>
<td>Fixed Wing</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>fac</td>
<td>facility</td>
</tr>
<tr>
<td>FAWS</td>
<td>Flight Advisory Weather Service</td>
</tr>
<tr>
<td>fax</td>
<td>facsimile</td>
</tr>
<tr>
<td>FBO</td>
<td>Fixed Base Operator</td>
</tr>
<tr>
<td>FCC</td>
<td>Flight Control Center</td>
</tr>
<tr>
<td>FCG</td>
<td>Foreign Clearance Guide</td>
</tr>
<tr>
<td>FCLP</td>
<td>field carrier landing practice</td>
</tr>
<tr>
<td>fcst</td>
<td>forecast</td>
</tr>
<tr>
<td>Feb</td>
<td>February</td>
</tr>
<tr>
<td>FIC</td>
<td>Flight Information Center</td>
</tr>
<tr>
<td>FIH</td>
<td>Flight Information Handbook</td>
</tr>
<tr>
<td>FIR</td>
<td>Flight Information Region</td>
</tr>
<tr>
<td>FIS</td>
<td>Flight Information Service</td>
</tr>
<tr>
<td>FL</td>
<td>flight level</td>
</tr>
<tr>
<td>fld</td>
<td>field</td>
</tr>
<tr>
<td>flg</td>
<td>flashing</td>
</tr>
<tr>
<td>FLIP</td>
<td>Flight Information Publication</td>
</tr>
<tr>
<td>flt</td>
<td>flight</td>
</tr>
<tr>
<td>f/w</td>
<td>follow</td>
</tr>
<tr>
<td>FM</td>
<td>Fan Marker, Frequency Modulation</td>
</tr>
<tr>
<td>FOC</td>
<td>Flight Operations Center</td>
</tr>
<tr>
<td>FOD</td>
<td>Foreign Object Damage</td>
</tr>
<tr>
<td>fone</td>
<td>telephone</td>
</tr>
<tr>
<td>FPL</td>
<td>Flight Plan</td>
</tr>
<tr>
<td>fpm</td>
<td>feet per minute</td>
</tr>
<tr>
<td>fr</td>
<td>from</td>
</tr>
<tr>
<td>freq</td>
<td>frequency, frequent</td>
</tr>
<tr>
<td>Fri</td>
<td>Friday</td>
</tr>
<tr>
<td>frmg</td>
<td>firing</td>
</tr>
<tr>
<td>FSS</td>
<td>Flight Service Station</td>
</tr>
<tr>
<td>ft</td>
<td>foot</td>
</tr>
<tr>
<td>ftr</td>
<td>fighter</td>
</tr>
<tr>
<td>GA</td>
<td>Glide Angle</td>
</tr>
<tr>
<td>gal</td>
<td>gallon</td>
</tr>
<tr>
<td>GAT</td>
<td>General Air Traffic (Europe–Asia)</td>
</tr>
<tr>
<td>GCA</td>
<td>Ground Control Approach</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communication Outlet</td>
</tr>
<tr>
<td>gldr</td>
<td>glider</td>
</tr>
<tr>
<td>GND</td>
<td>Ground Control</td>
</tr>
<tr>
<td>gnd</td>
<td>ground</td>
</tr>
<tr>
<td>govt</td>
<td>government</td>
</tr>
<tr>
<td>GP</td>
<td>Glide Path</td>
</tr>
<tr>
<td>Gp</td>
<td>Group</td>
</tr>
<tr>
<td>GPI</td>
<td>Ground Point of Intercept</td>
</tr>
<tr>
<td>grad</td>
<td>gradient</td>
</tr>
<tr>
<td>grd</td>
<td>guard</td>
</tr>
<tr>
<td>GS</td>
<td>glide slope</td>
</tr>
<tr>
<td>GWT</td>
<td>gross weight</td>
</tr>
<tr>
<td>H</td>
<td>Enroute High Altitude Chart (followed by identification)</td>
</tr>
<tr>
<td>H+</td>
<td>Hours or hours plus...minutes past the hour</td>
</tr>
<tr>
<td>H24</td>
<td>continuous operation</td>
</tr>
<tr>
<td>HAA</td>
<td>Height Above Airport/Aerodrome</td>
</tr>
<tr>
<td>HAL</td>
<td>Height Above Landing Area</td>
</tr>
<tr>
<td>HAR</td>
<td>Height Above Runway</td>
</tr>
<tr>
<td>HAT</td>
<td>Height Above Touchdown</td>
</tr>
<tr>
<td>haz</td>
<td>hazard</td>
</tr>
<tr>
<td>hdg</td>
<td>heading</td>
</tr>
<tr>
<td>HDTA</td>
<td>High Density Traffic Airport/Aerodrome</td>
</tr>
<tr>
<td>HF</td>
<td>High Frequency (3000 to 30,000 KHz)</td>
</tr>
<tr>
<td>hgr</td>
<td>hangar</td>
</tr>
<tr>
<td>hgt</td>
<td>height</td>
</tr>
<tr>
<td>hi</td>
<td>high</td>
</tr>
<tr>
<td>HiRL</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>HO</td>
<td>Service available to meet operational requirements</td>
</tr>
<tr>
<td>hol</td>
<td>holiday</td>
</tr>
<tr>
<td>HOLF</td>
<td>Helicopter Outlying Field</td>
</tr>
<tr>
<td>hosp</td>
<td>hospital</td>
</tr>
<tr>
<td>HQ</td>
<td>Headquarters</td>
</tr>
<tr>
<td>hr</td>
<td>hour</td>
</tr>
<tr>
<td>HS</td>
<td>Service available during hours of scheduled operations</td>
</tr>
<tr>
<td>hsg</td>
<td>housing</td>
</tr>
<tr>
<td>hwy</td>
<td>heavy</td>
</tr>
<tr>
<td>HW</td>
<td>Heavy Weight</td>
</tr>
<tr>
<td>hwy</td>
<td>highway</td>
</tr>
<tr>
<td>HX</td>
<td>station having no specific working hours</td>
</tr>
<tr>
<td>Hz</td>
<td>Hertz (cycles per second)</td>
</tr>
<tr>
<td>I</td>
<td>Island</td>
</tr>
<tr>
<td>IAP</td>
<td>Instrument Approach Procedure</td>
</tr>
<tr>
<td>IAS</td>
<td>Indicated Air Speed</td>
</tr>
<tr>
<td>IAW</td>
<td>in accordance with</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>ident</td>
<td>identification</td>
</tr>
<tr>
<td>IFF</td>
<td>Identification, Friend or Foe</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>IFR-S</td>
<td>FLIP IFR Supplement</td>
</tr>
<tr>
<td>ILS</td>
<td>Instrument Landing System</td>
</tr>
<tr>
<td>IM</td>
<td>Inner Marker</td>
</tr>
<tr>
<td>IMC</td>
<td>Instrument Meteorological Conditions</td>
</tr>
<tr>
<td>IMG</td>
<td>Immigration</td>
</tr>
<tr>
<td>immed</td>
<td>immediate</td>
</tr>
<tr>
<td>inbd</td>
<td>inbound</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Inc.</td>
<td>Incorporated</td>
</tr>
<tr>
<td>incl.</td>
<td>include</td>
</tr>
<tr>
<td>incr.</td>
<td>increase</td>
</tr>
<tr>
<td>indef</td>
<td>indefinite</td>
</tr>
<tr>
<td>info</td>
<td>information</td>
</tr>
<tr>
<td>inop</td>
<td>inoperative</td>
</tr>
<tr>
<td>inst.</td>
<td>instrument</td>
</tr>
<tr>
<td>instl.</td>
<td>install</td>
</tr>
<tr>
<td>instr.</td>
<td>instruction</td>
</tr>
<tr>
<td>int.</td>
<td>intersection</td>
</tr>
<tr>
<td>intcntl.</td>
<td>intercontinental</td>
</tr>
<tr>
<td>intcntp.</td>
<td>intercept</td>
</tr>
<tr>
<td>intl.</td>
<td>international</td>
</tr>
<tr>
<td>intmt.</td>
<td>intermittent</td>
</tr>
<tr>
<td>ints.</td>
<td>intense, intensity</td>
</tr>
<tr>
<td>invof.</td>
<td>in the vicinity of</td>
</tr>
<tr>
<td>irreg.</td>
<td>Irregularly</td>
</tr>
<tr>
<td>Jan.</td>
<td>January</td>
</tr>
<tr>
<td>JASU</td>
<td>Jet Aircraft Starting Unit</td>
</tr>
<tr>
<td>JATO</td>
<td>Jet Assisted Take-Off</td>
</tr>
<tr>
<td>JOAP</td>
<td>Joint Oil Analysis Program</td>
</tr>
<tr>
<td>JOSAC</td>
<td>Joint Operational Support Airlift Center</td>
</tr>
<tr>
<td>JRB</td>
<td>Joint Reserve Base</td>
</tr>
<tr>
<td>Jul.</td>
<td>July</td>
</tr>
<tr>
<td>Jun.</td>
<td>June</td>
</tr>
<tr>
<td>K or Kl</td>
<td>Knots</td>
</tr>
<tr>
<td>kHz</td>
<td>kilohertz</td>
</tr>
<tr>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
</tr>
<tr>
<td>km</td>
<td>Kilometer</td>
</tr>
<tr>
<td>kw</td>
<td>kilowatt</td>
</tr>
<tr>
<td>L</td>
<td>Compass locator (Component of ILS system) under 25 Watts, 15 NM, Enroute Low Altitude Chart (followed by identification)</td>
</tr>
<tr>
<td>L</td>
<td>Local Time</td>
</tr>
<tr>
<td>LAHSO</td>
<td>Land and Hold–Short Operations</td>
</tr>
<tr>
<td>L–AOE</td>
<td>Limited Airport of Entry</td>
</tr>
<tr>
<td>LAWRS</td>
<td>Limited Aviation Weather Reporting Station</td>
</tr>
<tr>
<td>lb, lbs</td>
<td>pound (weight)</td>
</tr>
<tr>
<td>LC</td>
<td>local call</td>
</tr>
<tr>
<td>lcl</td>
<td>local</td>
</tr>
<tr>
<td>LCP</td>
<td>French Peripheral Classification Line</td>
</tr>
<tr>
<td>lctd</td>
<td>located</td>
</tr>
<tr>
<td>lctn</td>
<td>location</td>
</tr>
<tr>
<td>lctr</td>
<td>locator</td>
</tr>
<tr>
<td>LCVASI</td>
<td>Low Cost Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>LMM</td>
<td>Compass locator at Middle Marker ILS</td>
</tr>
<tr>
<td>M</td>
<td>Meters, magnetic (after a bearing), Military Circuit (Telephone)</td>
</tr>
<tr>
<td>MACC</td>
<td>Military Area Control Center</td>
</tr>
<tr>
<td>mag</td>
<td>magnetic</td>
</tr>
<tr>
<td>maint</td>
<td>maintain, maintenance</td>
</tr>
<tr>
<td>maj</td>
<td>major</td>
</tr>
<tr>
<td>MALS</td>
<td>Medium Intensity Approach Lighting System</td>
</tr>
<tr>
<td>MALSF</td>
<td>MALS with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSRO</td>
<td>MALS with Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>MARE</td>
<td>Military Activity Restricted Area</td>
</tr>
<tr>
<td>MATO</td>
<td>Military Air Traffic Operations</td>
</tr>
<tr>
<td>MATZ</td>
<td>Military Aerodrome Traffic Zone</td>
</tr>
<tr>
<td>max</td>
<td>maximum</td>
</tr>
<tr>
<td>mb</td>
<td>millibars</td>
</tr>
<tr>
<td>MCAC</td>
<td>Military Common Area Control</td>
</tr>
<tr>
<td>MCAF</td>
<td>Marine Corps Air Facility</td>
</tr>
<tr>
<td>MCALF</td>
<td>Marine Corps Auxiliary Landing Field</td>
</tr>
<tr>
<td>MCAS</td>
<td>Marine Corps Air Station</td>
</tr>
<tr>
<td>MCB</td>
<td>Marine Corps Base</td>
</tr>
<tr>
<td>MCC</td>
<td>Military Climb Corridor</td>
</tr>
<tr>
<td>MCOLF</td>
<td>Marine Corps Outlying Field</td>
</tr>
<tr>
<td>MDA</td>
<td>Minimum Descent Altitude</td>
</tr>
<tr>
<td>MEA</td>
<td>Minimum Enroute Altitude</td>
</tr>
<tr>
<td>med</td>
<td>medium</td>
</tr>
<tr>
<td>MEHT</td>
<td>Minimum Eye Height over Threshold</td>
</tr>
<tr>
<td>mem</td>
<td>memorial</td>
</tr>
<tr>
<td>MET</td>
<td>Meteorological, Meteorology</td>
</tr>
<tr>
<td>METAR</td>
<td>Aviation Routine Weather Report (in international MET figure code)</td>
</tr>
<tr>
<td>METRO</td>
<td>Pilot–to–Metro voice cell</td>
</tr>
<tr>
<td>MF</td>
<td>Medium Frequency (300 to 3000 KHZ), Mandatory Frequency (Canada)</td>
</tr>
<tr>
<td>MFA</td>
<td>Minimum Flight Altitude</td>
</tr>
<tr>
<td>mgmt</td>
<td>Management</td>
</tr>
<tr>
<td>mgr</td>
<td>manager</td>
</tr>
<tr>
<td>MHz</td>
<td>Megahertz</td>
</tr>
<tr>
<td>mi</td>
<td>mile</td>
</tr>
<tr>
<td>MID/ASIA</td>
<td>Middle East/Asia (ICAO Region)</td>
</tr>
<tr>
<td>MJU</td>
<td>Meaconing, Intrusion, Jamming, and Interference</td>
</tr>
<tr>
<td>Mil, mil</td>
<td>military</td>
</tr>
<tr>
<td>min</td>
<td>minimum, minute</td>
</tr>
<tr>
<td>MIRL</td>
<td>Medium Intensity Runway Lights</td>
</tr>
<tr>
<td>misl</td>
<td>missile</td>
</tr>
<tr>
<td>mkr</td>
<td>marker (beacon)</td>
</tr>
<tr>
<td>MM</td>
<td>Middle Marker of ILS</td>
</tr>
<tr>
<td>mnt</td>
<td>monitor</td>
</tr>
<tr>
<td>MOA</td>
<td>Military Operations Area</td>
</tr>
</tbody>
</table>
Abbreviation .......... Description
MOCA ............... Minimum Obstruction Clearance
mod ............... modify
MOG ............... Maximum (aircraft) on the Ground
MON ............... Minimum Operational Network
Mon ............... Monday
MP ............... Maintenance Period
MR ............... Medium Range
MRA ............... Minimum Reception Altitude
mrk ............... mark, marker
MSAW ............... minimum safe altitude warning
msg ............... message
MSL ............... Mean Sea Level
msn ............... Mission
mt ............... mount, mountain
MTAF ............... Mandatory Traffic Advisory Frequency
MTCA ............... Military Terminal Control Area
mthly ............... monthly
MUAC ............... Military Upper Area Control
muni ............... municipal
MWARA ............... Major World Air Route Area
N ............... North
N/A ............... not applicable
NA ............... not authorized (For Instrument Approach Procedure take–off and alternate MINIMA only)
NAAS ............... Naval Auxiliary Air Station
NADC ............... Naval Air Development Center
NADP ............... Naval Air Depot
NAEC ............... Naval Air Engineering Center
NAES ............... Naval Air Engineering Station
NAF ............... Naval Air Facility
NALCO ............... Naval Air Logistics Control Office
NALF ............... Naval Auxiliary Landing Field
NALO ............... Navy Air Logistics Office
NAS ............... Naval Air Station
NAT ............... North Atlantic (ICAO Region)
natl ............... national
nav ............... navigation
navaid ............... navigation aid
NAVMTO ............... Navy Material Transportation Office
NAWC ............... Naval Air Warfare Center
NAWS ............... Naval Air Weapons Station
NCRP ............... Non–Compulsory Reporting Point
NDB ............... Non–Directional Radio Beacon
NE ............... Northeast
 nec ............... necessary
NEW ............... Net Explosives Weight
nft ............... night
NM ............... nautical miles
nml ............... normal
NMR ............... nautical mile radius
No or Nr ............... number
NOLF ............... Naval Outlying Field
NORDO ............... Lost communications or no radio installed/available in aircraft
NOTAM ............... Notice to Airmen
Nov ............... November
np ............... non precision instrument
nr ............... number
NS ............... Naval Station
NS ABMT ............... Noise Abatement
NSA ............... Naval Support Activity
NSF ............... Naval Support Facility
NSTD, nstd ............... nonstandard
Abbreviation .......... Description
ntc ............... notice
NVD ............... Night Vision Devices
NVG ............... Night Vision Goggles
NW ............... Northwest
NWC ............... Naval Weapons Center
O/A ............... On or about
O/S ............... out of service
O/R ............... On Request
OAT ............... Operational Air Traffic
obs ............... observation
obst ............... obstruction
OCA ............... Oceanic Control Area
ocnl ............... occasional
Oct ............... October
ODALS ............... Omnidirectional Approach Lighting System
ODO ............... Operations Duty Officer
offl ............... official
OIC ............... Officer In Charge
OLF ............... Outlying Field
OLS ............... Optical Landing System
OM ............... Outer Marker, ILS
opr ............... operate, operator, operational
OPS, ops ............... operations
orig ............... original
OROCA ............... Off Route Obstruction Clearance
Altitude
ORTCA ............... Off Route Terrain Clearance Altitude
OT ............... other times
OTS ............... out of service
outbd ............... outbound
ovft ............... overflight
ovrn ............... overrun
OX ............... oxygen
P/L ............... plain language
PAC ............... Pacific (ICAO Region)
PAEW ............... personnel and equipment working
PALS ............... Precision Approach and Landing System (NAVY)
PAPI ............... Precision Approach Path Indicator
PAR ............... Precision Approach Radar
para ............... paragraph
parl ............... parallel
pat ............... pattern
PAX ............... Passenger
PCL ............... pilot controlled lighting
PDC ............... Pre–Departure Clearance
pent ............... penetrate
perm ............... permanent
perms ............... permission
pers ............... personnel
PFC ............... Porous Friction Courses
PJE ............... Parachuting Activities/Exercises
p-line ............... power line
PM ............... Post meridian, noon till midnight
PMRF ............... Pacific Missile Range Facility
PMSV ............... Pilot–to–Metro Service
PN ............... prior notice
POB ............... persons on board
POL ............... Petrol, Oils and Lubricants
posn ............... position
PPR ............... prior permission required
prcht ............... parachute
pref ............... prefer
prev ............... previous
NW, 17 Jun 2021 to 12 Aug 2021
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>prim</td>
<td>primary</td>
</tr>
<tr>
<td>prk</td>
<td>park</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>pro</td>
<td>procedure</td>
</tr>
<tr>
<td>proh</td>
<td>prohibited</td>
</tr>
<tr>
<td>pt</td>
<td>point</td>
</tr>
<tr>
<td>PTD</td>
<td>Pilot to Dispatcher</td>
</tr>
<tr>
<td>pub</td>
<td>publication</td>
</tr>
<tr>
<td>publ</td>
<td>publish</td>
</tr>
<tr>
<td>PVASI</td>
<td>Pulsating Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>pvt</td>
<td>private</td>
</tr>
<tr>
<td>pwr</td>
<td>power</td>
</tr>
<tr>
<td>QFE</td>
<td>Altimeter Setting above station</td>
</tr>
<tr>
<td>QNE</td>
<td>Altimeter Setting of 29.92 inches which provides height above standard datum plane</td>
</tr>
<tr>
<td>QNH</td>
<td>Altimeter Setting which provides height above mean sea level</td>
</tr>
<tr>
<td>qtrs</td>
<td>quarters</td>
</tr>
<tr>
<td>quad</td>
<td>quadrant</td>
</tr>
<tr>
<td>R/T</td>
<td>Radiotelephony</td>
</tr>
<tr>
<td>R/W</td>
<td>Rotary/Wing</td>
</tr>
<tr>
<td>RACON</td>
<td>Radar Beacon</td>
</tr>
<tr>
<td>rad</td>
<td>radius, radial</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RAMCC</td>
<td>Regional Air Movement Control Center</td>
</tr>
<tr>
<td>R–AOE</td>
<td>Regular Airport of Entry</td>
</tr>
<tr>
<td>RAPCORN</td>
<td>Radar Approach Control (USAF)</td>
</tr>
<tr>
<td>RATCF</td>
<td>Radar Air Traffic Control Facility (Navy)</td>
</tr>
<tr>
<td>RCAG</td>
<td>Remote Center Air to Ground Facility</td>
</tr>
<tr>
<td>RCAGL</td>
<td>Remote Center Air to Ground Facility Long Range</td>
</tr>
<tr>
<td>RCL</td>
<td>runway centerline</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>RCO</td>
<td>Remote Communications Outlet</td>
</tr>
<tr>
<td>rctp</td>
<td>reception</td>
</tr>
<tr>
<td>RCR</td>
<td>Runway Condition Reading</td>
</tr>
<tr>
<td>rcv</td>
<td>receive</td>
</tr>
<tr>
<td>rcvr</td>
<td>receiver</td>
</tr>
<tr>
<td>rdo</td>
<td>radio</td>
</tr>
<tr>
<td>reconst</td>
<td>reconstruct</td>
</tr>
<tr>
<td>reful</td>
<td>refueling</td>
</tr>
<tr>
<td>reg</td>
<td>regulation, regular</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>rel</td>
<td>reliable</td>
</tr>
<tr>
<td>relctd</td>
<td>relocated</td>
</tr>
<tr>
<td>REP</td>
<td>Reporting Point</td>
</tr>
<tr>
<td>req</td>
<td>request</td>
</tr>
<tr>
<td>RETIL</td>
<td>Rapid Exit Taxiway Indicator Light</td>
</tr>
<tr>
<td>Rgn</td>
<td>Region</td>
</tr>
<tr>
<td>Rgnl</td>
<td>Regional</td>
</tr>
<tr>
<td>rg</td>
<td>right</td>
</tr>
<tr>
<td>rgt tfc</td>
<td>right traffic</td>
</tr>
<tr>
<td>rgd</td>
<td>realigned</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>rmk</td>
<td>remark</td>
</tr>
<tr>
<td>rng</td>
<td>range, radio range</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Navigation Performance</td>
</tr>
<tr>
<td>RON</td>
<td>Remain Overnight</td>
</tr>
<tr>
<td>Rot Ltt Bcn</td>
<td>Rotating Light or Beacon</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept</td>
</tr>
<tr>
<td>rpt</td>
<td>report</td>
</tr>
<tr>
<td>rqr</td>
<td>require</td>
</tr>
</tbody>
</table>

### GENERAL INFORMATION

**Abbreviation** | **Description**
---|---
RR | Railroad
RRP | Runway Reference Point
RSC | Runway Surface Condition
RSDU | Radar Storm Detection Unit
RSE | Runway Starter Extension/Startar Strip
RSRS | Reduced Same Runway Separation
rstd | restricted
rte | route
ruf | rough
RVR | Runway Visual Range
RVSM | Reduced Vertical Separation Minima
rwy | runway
S | South
S/D | Seadrome
SALS | Short Approach Lighting System
SAR | Search and Rescue
Sat | Saturday
SAVASI | Simplified Abbreviated Visual Approach Slope Indicator
SAWRS | Supplement Aviation Weather Reporting Station
sby | standby
Sched | scheduled services
scr | sector
SDF | Simplified Directional Facility
SE | Southeast
sec | second, section
secd | secondary
SELCAL | Selective Calling System
SELF | Strategic Expeditionary Landing Field
SEng | Single Engine
Sep | September
SFA | Single Frequency Approach
sfc | surface
SFL | Sequence Flashing Lights
SFRA | Special Flight Rules Area
SID | Standard Instrument Departure
SIDA | Secure Identification Display Area
SIF | Selective Identification Feature
sked | schedule
SM | statute miles
SOAP | Spectrometric Oil Analysis Program
SOF | Supervisor of Flying
SPB | Seaplane Base
SR | sunrise
SRE | Surveillance Radar Element of GCA
(Special Flight Rules System only)
SS | sunset
SSALS/R | Simplified Short Approach Lighting System with RAIL
SSB | Single Sideband
SSR | Secondary Surveillance Radar
STA | Straight-in Approach
std | standard
sn | station
stor | storage
str-in | Straight-in
stu | student
subj | subject
sum | summer
Sun | Sunday
sur | surround
surv | survival, surveillance
suspd | suspended
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>svc</td>
<td>service</td>
</tr>
<tr>
<td>svcg</td>
<td>servicing</td>
</tr>
<tr>
<td>SW</td>
<td>Southwest</td>
</tr>
<tr>
<td>sys</td>
<td>system</td>
</tr>
<tr>
<td>TA</td>
<td>Transition Altitude</td>
</tr>
<tr>
<td>TAC</td>
<td>Tactical Air Command</td>
</tr>
<tr>
<td>TAF</td>
<td>Aerodrome (terminal or alternate) forecast in abbreviated form</td>
</tr>
<tr>
<td>TALCE</td>
<td>Tanker Aircraft Control Element</td>
</tr>
<tr>
<td>TCA</td>
<td>Terminal Control Area</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height</td>
</tr>
<tr>
<td>TCTA</td>
<td>Transcontinental Control Area</td>
</tr>
<tr>
<td>TD</td>
<td>Touchdown</td>
</tr>
<tr>
<td>TDWR</td>
<td>Terminal Doppler Weather Radar</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>tlc</td>
<td>traffic</td>
</tr>
<tr>
<td>thld</td>
<td>threshold</td>
</tr>
<tr>
<td>thou</td>
<td>thousand</td>
</tr>
<tr>
<td>thr</td>
<td>through</td>
</tr>
<tr>
<td>Thu</td>
<td>Thursday</td>
</tr>
<tr>
<td>till</td>
<td>until</td>
</tr>
<tr>
<td>tkf, tkof</td>
<td>take–off</td>
</tr>
<tr>
<td>TLv</td>
<td>Transition Level</td>
</tr>
<tr>
<td>tmpry</td>
<td>temporary</td>
</tr>
<tr>
<td>TDOA</td>
<td>Take–Off Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Take–Off Run Available</td>
</tr>
<tr>
<td>TP</td>
<td>Tire Pressure</td>
</tr>
<tr>
<td>TPA</td>
<td>Traffic Pattern Altitude</td>
</tr>
<tr>
<td>TRACON</td>
<td>Terminal Radar Approach Control (FAA)</td>
</tr>
<tr>
<td>tran</td>
<td>transient</td>
</tr>
<tr>
<td>trans</td>
<td>transmit</td>
</tr>
<tr>
<td>tmrl</td>
<td>terminal</td>
</tr>
<tr>
<td>trng</td>
<td>training</td>
</tr>
<tr>
<td>trms</td>
<td>transition</td>
</tr>
<tr>
<td>TRSA</td>
<td>Terminal Radar Service Area</td>
</tr>
<tr>
<td>Tue</td>
<td>Tuesday</td>
</tr>
<tr>
<td>TV</td>
<td>Television</td>
</tr>
<tr>
<td>twr</td>
<td>tower</td>
</tr>
<tr>
<td>twy</td>
<td>taxiway</td>
</tr>
<tr>
<td>UACC</td>
<td>Upper Area Control Center (used outside US)</td>
</tr>
<tr>
<td>UAS</td>
<td>Unmanned Aerial Systems</td>
</tr>
<tr>
<td>UC</td>
<td>Under Construction</td>
</tr>
<tr>
<td>UCN</td>
<td>Urgent Change Notice</td>
</tr>
<tr>
<td>UDA</td>
<td>Upper Advisory Area</td>
</tr>
<tr>
<td>UDF</td>
<td>Ultra High Frequency Direction Finder</td>
</tr>
<tr>
<td>UFN</td>
<td>until further notice</td>
</tr>
<tr>
<td>UHF</td>
<td>Ultra High Frequency (300 to 3000 MHz)</td>
</tr>
<tr>
<td>UIR</td>
<td>Upper Flight Information Region</td>
</tr>
<tr>
<td>una</td>
<td>unable</td>
</tr>
<tr>
<td>unauth</td>
<td>unauthorized</td>
</tr>
<tr>
<td>unavbl</td>
<td>unavailable</td>
</tr>
<tr>
<td>unctl</td>
<td>uncontrolled</td>
</tr>
<tr>
<td>unk</td>
<td>unknown</td>
</tr>
<tr>
<td>unlgtd</td>
<td>unlighted</td>
</tr>
<tr>
<td>unltd</td>
<td>unlimited</td>
</tr>
<tr>
<td>unmrk</td>
<td>unmarked</td>
</tr>
<tr>
<td>unmnto</td>
<td>unmonitored</td>
</tr>
<tr>
<td>unrel</td>
<td>unreliable</td>
</tr>
<tr>
<td>unstd</td>
<td>unrestricted</td>
</tr>
<tr>
<td>unsatfy</td>
<td>unsatisfactory</td>
</tr>
<tr>
<td>unsked</td>
<td>unscheduled</td>
</tr>
<tr>
<td>unsvc</td>
<td>unserviceable</td>
</tr>
<tr>
<td>unuse, unusbl</td>
<td>unusable</td>
</tr>
<tr>
<td>USA</td>
<td>United States Army</td>
</tr>
<tr>
<td>USAF</td>
<td>United States Air Force</td>
</tr>
<tr>
<td>USB</td>
<td>Upper Side Band</td>
</tr>
<tr>
<td>USCG</td>
<td>United States Coast Guard</td>
</tr>
<tr>
<td>USMC</td>
<td>United States Marine Corps</td>
</tr>
<tr>
<td>USN</td>
<td>United States Navy</td>
</tr>
<tr>
<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 aircraft</td>
</tr>
<tr>
<td>VAL</td>
<td>Visiting Aircraft Line</td>
</tr>
<tr>
<td>var</td>
<td>variation (magnetic variation)</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>vcnry</td>
<td>vicinity</td>
</tr>
<tr>
<td>VDF</td>
<td>Very High Frequency Direction Finder</td>
</tr>
<tr>
<td>veh</td>
<td>vehicle</td>
</tr>
<tr>
<td>vert</td>
<td>vertical</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VFR–S</td>
<td>FLIP VFR Supplement</td>
</tr>
<tr>
<td>VHF</td>
<td>Very High Frequency (30 to 300 MHz)</td>
</tr>
<tr>
<td>VIP</td>
<td>Very Important Person</td>
</tr>
<tr>
<td>vis</td>
<td>visibility</td>
</tr>
<tr>
<td>VMCC</td>
<td>Visual Meteorological Conditions</td>
</tr>
<tr>
<td>VOIP</td>
<td>Voice Over Internet Protocol</td>
</tr>
<tr>
<td>VOT</td>
<td>VOR Receiver Testing Facility</td>
</tr>
<tr>
<td>W</td>
<td>Warning Area (followed by identification), Watts, West, White</td>
</tr>
<tr>
<td>WCH</td>
<td>Wheel Crossing Height</td>
</tr>
<tr>
<td>Wed</td>
<td>Wednesday</td>
</tr>
<tr>
<td>Wg</td>
<td>Wing</td>
</tr>
<tr>
<td>WIE</td>
<td>with immediate effect</td>
</tr>
<tr>
<td>win</td>
<td>winter</td>
</tr>
<tr>
<td>WIP</td>
<td>work in progress</td>
</tr>
<tr>
<td>WSO</td>
<td>Weather Service Office</td>
</tr>
<tr>
<td>WSFO</td>
<td>Weather Service Forecast Office</td>
</tr>
<tr>
<td>wk</td>
<td>week</td>
</tr>
<tr>
<td>wkd</td>
<td>weekday</td>
</tr>
<tr>
<td>wkl</td>
<td>weekly</td>
</tr>
<tr>
<td>wng</td>
<td>warning</td>
</tr>
<tr>
<td>wo</td>
<td>without</td>
</tr>
<tr>
<td>WSP</td>
<td>Weather System Processor</td>
</tr>
<tr>
<td>wt</td>
<td>weight</td>
</tr>
<tr>
<td>wx</td>
<td>weather</td>
</tr>
<tr>
<td>yd</td>
<td>yard</td>
</tr>
<tr>
<td>yr</td>
<td>year</td>
</tr>
<tr>
<td>Z</td>
<td>Greenwich Mean Time (time groups only)</td>
</tr>
</tbody>
</table>
INTENTIONALLY
LEFT
BLANK
AIRPORT/FACILITY DIRECTORY LEGEND

SAMPLE

CITY NAME

AIRPORT NAME (ALTERNATE NAME) LTS(KLTS) CIV/MIL

3 N UTC–6(–5DT) N34º41.93´ W99º20.20´

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

RWY 18–36: H12004X200 (ASPH–CONC–GRVD)

S–90, D–160, 2D–300 PCN 80 R/B/W/T HIRL CL

RWY 18: RLLS. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0º TCH 36´.

RWY 36: ASF1. 0.4% down.

RWY 09–27: H6000X150 (ASPH–PFC) AUW PCN 59 F/A/W/T

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT DIST

RWY 18 09–27 6500

RWY 36 09–27 5400

RWY 18:

TORA–12004 TODA–12004 ASDA–11704 LDA–11504

RWY 36:

TORA–12004 TODA–12004 ASDA–12004 LDA–11704

ARRESTING GEAR/SYSTEM

RWY 18

HOOK E5 (65´ OVRN) BAK–14 BAK–12B (1087´) HOOK E5 (74´ OVRN)

RWY 36

SERVICE:

FUEL

100LL, JET A

OX

1, 3

LGT

ACTIVATE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11–29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17–35—CTAF.

MILITARY

—

A–GEAR E–5 connected on dep end, disconnected on apch end.

JASU 3(A332A–60) 2(A/M32A–86)

FUEL J8(Mil)(NC–100, A)

FLUID W SP PRESAIR LOX

OIL O–128

MAINT S1 Mon–Fri 1000–2200Z‡

TRAN ALERT Avbl 1300–0200Z‡ svc limited weekends.

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

AIRPORT REMARKS:


Deer involve arpt. Heavy jumbo jet training surface to 9000´.

Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

MILITARY REMARKS:


AIRPORT MANAGER: (580) 481–5739

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

COMMUNICATIONS:

SFA CTAF 122.8

ATIS 127.25 273.5 (202) 426–8003

PTD 372.2

NAME RCO 112.2T 112.1R (NAME RADIO)

NAME APP/DEP CON 128.35 255.725 (1200–0400Z‡)

TOWER 119.65 255.6 (1200–0400Z‡)

GND CON 121.7

GCO 135.075 (ORLANDO CLNC)

CLNC DEL 125.55

CPDLC D–HZWXR, D–TAXI, DCL (LOGON KMEM)

PDC

NAME COMD POST (GERONIMO) 311.0 321.4 6761

PMVS METRO 239.8

NAME OPS 257.5

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT): 116.7

RADAR AIDS TO NAVIGATION:

NOTAM FILE ORL. VHF/DF ctc FSS.

(V) VORTAC 112.2 MCO Chan 59 N28º32.55´ W81º21.12´ at fld. 1110/8E.

(T) TACAN Chan 29 CBU (109.2) N28º32.65´ W81º21.12´ at fld. 1115/8E.

HERNY NDB 221. OR N28º37.40´ W81º21.05´ 177º 5.4 NM to fld.

ILS/DME 108.5 I–ORL Chan 22 Rwy 18. Class IE. LOM HERNY NDB.

ASR/1200–0400Z‡

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

HELIPAD H1: H100X75 (ASPH)

HELIPAD H2: H60XX60 (ASPH)

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

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

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

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

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

NW, 17 JUN 2021 to 12 AUG 2021
SKETCH LEGEND

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

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

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

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

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

Runway Centerline Lighting

A Approach Lighting System ALSF-2
A Approach Lighting System ALSF-1
SALS/SALSF
Simplified Short Approach Lighting System (SSALS) with RAIL
Medium Intensity Approach Lighting System (MAFS and MALS/F/SSALS and SSALS)
Medium Intensity Approach Lighting System (MAFSR) and RAIL
Omnidirectional Approach Lighting System (ODALS)
Navy Parallel Row and Cross Bar
Air Force Overrun
Visual Approach Slope Indicator with Standard Threshold Clearance provided
Pulsating Visual Approach Slope Indicator (PVASI)
Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
Tri-color Visual Approach Slope Indicator (TRCV)
Approach Path Alignment Panel (APAP)
Precision Approach Path Indicator (PAPI)
This directory is a listing of data on record with the FAA on public–use airports, military airports and selected private–use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Civil airports and joint Civil/Military airports which are open to the public are listed alphabetically by state, associated city and airport name and cross–referenced by airport name. Military airports and private–use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name and cross–referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

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

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

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

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

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

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

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

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

6 TIME CONVERSION
Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as “Z” time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5(–4DT). The symbol † indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (–4DT) and † will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. All U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no † symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

NW, 17 JUN 2021 to 12 AUG 2021
AIRPORT/FACILITY DIRECTORY LEGEND

GEORGIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)
Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

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

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

AIRPORT SKETCH
The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. 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.

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

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

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

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

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

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

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

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

| Northeast Sector (New England and Atlantic States—ME to MD) | 407–975–1740 |
| Southeast Sector (Atlantic States—DC, WV, VA to FL) | 407–975–1780 |
| Central Sector (Interior of the US, including Gulf states—MS, AL, LA) | 407–975–1760 |
| Southwest East Sector (OK and eastern TX) | 407–975–1840 |
| Southwest West Sector (Western TX, NM and AZ) | 407–975–1820 |
| Pacific Sector (WA, OR, CA, HI and AK) | 407–975–1800 |

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

<table>
<thead>
<tr>
<th>Type of Air Carrier Operation</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
<th>Class IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
### AIRPORT/FACILITY DIRECTORY LEGEND

**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 1</td>
<td>1</td>
<td>&lt;90’, ≥1</td>
<td>500#DC or HALON 1211 or 450#DC + 100 gal H2O</td>
<td></td>
</tr>
<tr>
<td>B 1 or 2</td>
<td>≥90’, &lt;126’</td>
<td>≥5</td>
<td>Index A + 1500 gal H2O</td>
<td></td>
</tr>
<tr>
<td></td>
<td>≥126’, &lt;159’</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>≥126’, &lt;159’</td>
<td>&lt;5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 2 or 3</td>
<td>≥126’, &lt;159’</td>
<td>≥5</td>
<td>Index A + 3000 gal H2O</td>
<td></td>
</tr>
<tr>
<td></td>
<td>≥126’, &lt;159’</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>≥159’, &lt;200’</td>
<td>&lt;5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D 3</td>
<td>≥159’, &lt;200’</td>
<td>≥5</td>
<td>Index A + 4000 gal H2O</td>
<td></td>
</tr>
<tr>
<td></td>
<td>≥200’</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 3</td>
<td>≥200’</td>
<td>≥5</td>
<td>Index A + 6000 gal H2O</td>
<td></td>
</tr>
</tbody>
</table>

**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 online from the Federal NOTAM System (FNS) NOTAM Search website https://notams.aim.faa.gov/notamSearch/, private vendors, or on request from Flight Service. 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 FNS or DINS can obtain assistance from Flight Service.

**FAA INSPECTION**

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

**MINIMUM OPERATIONAL NETWORK (MON) AIRPORT DESIGNATION**

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

**RUNWAY DATA**

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

**RUNWAY DESIGNATION**

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

**RUNWAY DIMENSIONS**

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

**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
(GRVL)—Gravel, or cinders
(SAND)—Sand

---

NW, 17 JUN 2021 to 12 AUG 2021
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:

**CURRENT** | **NEW** | **NEW DESCRIPTION**
---|---|---
S | S | Single wheel type landing gear (DC3), (C47), (F15), etc.
D | D | Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T | D | Dual wheel type landing gear (P3, C9).
ST | 2S | Two single wheels in tandem type landing gear (C130).
TRT | 2T | Two triple wheels in tandem type landing gear (C17), etc.
DT | 2D | Two dual wheels in tandem type landing gear (B707), etc.
TT | 2D | Two dual wheels in tandem type landing gear (B757, KC135).
SBTT | 2D/D1 | Two dual wheels in tandem/dual wheel body type landing gear (KC10).
None | 2D/2D1 | Two dual wheels in tandem/two dual wheels in tandem body type landing gear (A340–600).
DDT | 2D/2D2 | Two dual wheels in tandem/two dual wheels in double tandem body type landing gear (B747, E4).
TTT | 3D | Three dual wheels in tandem type landing gear (B777), etc.
TT | D2 | Dual wheel gear two struts per side main gear type landing gear (B52).
TDT | C5 | Complex dual wheel and quadruple wheel combination landing gear (C5).

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:** Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

1. **The PCN NUMBER**—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
2. **The type of pavement:**
   - R — Rigid
   - F — Flexible
3. **The pavement subgrade category:**
   - A — High
   - B — Medium
   - C — Low
   - D — Ultra–low
4. **The maximum tire pressure authorized for the pavement:**
   - W — Unlimited, no pressure limit
   - X — High, limited to 254 psi (1.75 MPa)
   - Y — Medium, limited to 181 psi (1.25MPa)
   - Z — Low, limited to 73 psi (0.50 MPa)
5. **Pavement evaluation method:**
   - T — Technical evaluation
   - U — By experience of aircraft using the pavement
RUNWAY LIGHTING

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

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.

PAPI—Precision Approach Path Indicator

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

SAVIS—Simplified Abbreviated Visual Approach Slope Indicator

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

VASI—Visual Approach Slope Indicator

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

PILOT CONTROL OF AIRPORT LIGHTING

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: Pole. Rgt tlc. 0.4% down.

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

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

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

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

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

**BLI–DIRECTIONAL CABLE (B)**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK–9</td>
<td>Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12A</td>
<td>Standard BAK–12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12B</td>
<td>Extended BAK–12 with 1200 foot run, 1¾ inch Cable and 50,000 pounds weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>E28</td>
<td>Rotary Hydraulic (Water Brake),</td>
</tr>
<tr>
<td>M21</td>
<td>Rotary Hydraulic (Water Brake) Mobile.</td>
</tr>
</tbody>
</table>

The following device is used in conjunction with some aircraft arresting systems:

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

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

**UNI–DIRECTIONAL CABLE**

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

**FOREIGN CABLE**

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

**UNI–DIRECTIONAL BARRIER**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</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).</td>
</tr>
</tbody>
</table>

Designed for wing engagement.

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

NW, 17 JUN 2021 to 12 AUG 2021
threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

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

## SERVICE

### SERVICING—CIVIL

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

### FUEL

- **Code**: Fluid type code (e.g., B, J, A, U)
- **Code**: Fuel type code (e.g., FS-II, FP)
- **Code**: Temperature limit (e.g., +100, -40)

#### CODE FUEL

- **80** Grade 80 gasoline (Red)
- **100** Grade 100 gasoline (Green)
- **100LL** 100LL gasoline (low lead) (Blue)
- **115** Grade 115 gasoline (115/145 military specification) (Purple)
- **A** Jet A, Kerosene, without FS-II*, FP** minus 40º C.
- **A+** Jet A, Kerosene, with FS-II*, FP** minus 40º C.
- **A++** Jet A, Kerosene, with FS-II*, CI/Li#, SDA##, FP** minus 40º C.
- **A++100** Jet A, Kerosene, with FS-II*, CI/Li#, SDA##, FP** minus 40º C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.
- **A1** Jet A–1, Kerosene, without FS-II*, FP** minus 47º C.
- **A1+** Jet A–1, Kerosene with FS-II*, FP** minus 47º C.

**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.

### SERVICING—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:

- **A/M32A–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

**NW, 17 JUN 2021 to 12 AUG 2021**
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
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 @ 40 psig @ 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.

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

NC–10A/A1/B/C
DC: 750 amp constant, 1000 amp intermittent, 28v;
AC: 90 kva, 115/200v, 3 phase, 400 Hz.

AIR STARTING UNITS:
GTC–85/GTE–85
120 lbs/min @ 45 psi.
MSU–200NAV/AV47A–5
204 lbs/min @ 56 psia.
WELLS AIR START
180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

SYSTEM
NCPP–105/RCPT
180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

ARMY JASU
59B2–1B
28v, 7.5 kw, 280 amp.

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

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

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

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

AIR STARTING UNITS (OTHER):
A4 40 psi/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 Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into–Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at [https://cis.energy.dla.mil/ip_cis/](https://cis.energy.dla.mil/ip_cis/). See legend item 14 for fuel code and description.

**SUPPORTING FLUIDS AND SYSTEMS—MILITARY**

<table>
<thead>
<tr>
<th>CODE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADI</td>
<td>Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.</td>
</tr>
<tr>
<td>W</td>
<td>Water Thrust Augmentation—Jet Aircraft.</td>
</tr>
<tr>
<td>WAI</td>
<td>Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.</td>
</tr>
<tr>
<td>SP</td>
<td>Single Point Refueling.</td>
</tr>
<tr>
<td>PRESAIR</td>
<td>Air Compressors rated 3,000 PSI or more.</td>
</tr>
</tbody>
</table>

**OXYGEN:**

<table>
<thead>
<tr>
<th>CODE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPOX</td>
<td>Low pressure oxygen servicing.</td>
</tr>
<tr>
<td>HPOX</td>
<td>High pressure oxygen servicing.</td>
</tr>
<tr>
<td>LHOX</td>
<td>Low and high pressure oxygen servicing.</td>
</tr>
<tr>
<td>LOX</td>
<td>Liquid oxygen servicing.</td>
</tr>
<tr>
<td>OXRB</td>
<td>Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)</td>
</tr>
</tbody>
</table>

**NITROGEN:**

<table>
<thead>
<tr>
<th>CODE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPNIT</td>
<td>— Low pressure nitrogen servicing.</td>
</tr>
<tr>
<td>HPNIT</td>
<td>— High pressure nitrogen servicing.</td>
</tr>
<tr>
<td>LHNIT</td>
<td>— Low and high pressure nitrogen servicing.</td>
</tr>
</tbody>
</table>

**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, 0–117 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 Turboshaft Engines</td>
</tr>
<tr>
<td>JOAP/SOAP</td>
<td>Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)</td>
</tr>
</tbody>
</table>

**TRANSIENT ALERT (TRAN ALERT)—MILITARY**

Tran Alert service is considered to include all services required for normal aircraft turn–around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation.

NW, 17 JUN 2021 to 12 AUG 2021
Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

**NOISE**

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

**AIRPORT REMARKS**

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

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

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

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

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

**MILITARY REMARKS**

Joint Civil/Military airports contain both Airport Remarks and Military Remarks. Military Remarks published for these airports are applicable only to the military. Military and joint Military/Civil airports contain only Military Remarks. Remarks contained in this section may not be applicable to civil users. When both sets of remarks exist, the first set is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc.

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

Type of restrictions:

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

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

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

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

**AIRPORT MANAGER**

The phone number of the airport manager.
WEATHER DATA SOURCES

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

ASOS—Automated Surface Observing System. Reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence;

AWOS—Automated Weather Observing System
  AWOS–A—reports altimeter setting (all other information is advisory only).
  AWOS–AV—reports altimeter and visibility.
  AWOS–1—reports altimeter setting, wind data and usually temperature, dew point and density altitude.
  AWOS–2—reports the same as AWOS–1 plus visibility.
  AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.
  AWOS–3P reports the same as the AWOS–3 system, plus a precipitation identification sensor.
  AWOS–3PT reports the same as the AWOS–3 system, plus precipitation identification sensor and a thunderstorm/lightning reporting capability.
  AWOS–4 reports the same as AWOS–3 system, plus precipitation occurrence, type and accumulation, freezing rain, thunderstorm and runway surface sensors.

LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.

SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

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

COMMUNICATIONS

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

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

Frequencies available for Flight Service Station (FSS) facilities 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. In Alaska, Airport Advisory Service (AAS) is provided on the CTAF by FSS 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 90–66B, “Non-Towered Airport Flight Operations.”)

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

a. 122.2 is assigned as a common en route frequency.
b. In Alaska, 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 FSSs are assigned 50 kHz frequencies in the 122–126 MHz band (e.g., 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at FSSs in Alaska, 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.

**UNICOM**—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.

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

**PTD**—Pilot to Dispatcher.

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

**TOWER**—Control tower.

**GCA**—Ground Control Approach System.

**GND CON**—Ground Control.

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

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

**CLNC DEL**—Clearance Delivery.

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

**PRE TAXI CLNC**—Pre taxi clearance.

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

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

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

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

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

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

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

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

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

or

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

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

AIRSPACE: CLASS C svc “times” ctc APP CON other times CLASS E 700’ (or 1200’) AGL & abv:

or

AIRSPACE: CLASS D svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv:

or

AIRSPACE: CLASS E svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv.

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)

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

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

**NAME (L) ABVORTAC** 117.55 ABE Chan 122(Y) N40°43.60’ W75°27.30’ 180º 4.1 NM to fld. 1110/8E AWOS

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

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

**RADIO CLASS DESIGNATIONS**

**SSV Class**  
<table>
<thead>
<tr>
<th>Altitudes</th>
<th>Distance (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T) Terminal</td>
<td>1000’ to 12,000’</td>
</tr>
<tr>
<td>(L) Low Altitude</td>
<td>1000’ to 18,000’</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>14,500’ to 18,000’</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
</tr>
</tbody>
</table>

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

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.

### Class Frequency Identifier & Restriction

- **AB** Automated Weather Broadcast.
- **DF** Direction Finding Service.
- **DME** UHF standard (TACAN compatible) distance measuring equipment.
- **DME(Y)** UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the “Y” mode to receive DME.
- **GS** Glide slope.
- **H** Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
- **HH** Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
- **H–SAB** Non-directional radio beacons providing automatic transcribed weather service.
- **ILS** Instrument Landing System (voice, where available, on localizer channel).
- **IM** Inner marker.
- **LDA** Localizer Directional Aid.
- **LMM** Compass locator station when installed at middle marker site (15 NM at all altitudes).
- **LOM** Compass locator station when installed at outer marker site (15 NM at all altitudes).
- **MH** Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
- **MM** Middle marker.
- **OM** Outer marker.
- **S** Simultaneous range homing signal and/or voice.
- **SABH** Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
- **SDF** Simplified Direction Facility.
- **TACAN** UHF navigational facility–omnidirectional course and distance information.
- **VOR** VHF navigational facility–omnidirectional course only.
- **VOR/DME** Collocated VOR navigational facility and UHF standard distance measuring equipment.
- **VORTAC** Collocated VOR and TACAN navigational facilities.
- **W** Without voice on radio facility frequency.
- **Z** VHF station location marker at a LF radio facility.
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 stop end of runway.

ILS information is tabulated as indicated in the following sample:

| ILS/DME | 108.5 | I–ORL | Chan 22 | Rwy 18 | Class IIE | LOM HERNY NDB |

### FREQUENCY PAIRING TABLE

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels:

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2X</td>
<td>134.5</td>
<td>25X</td>
<td>108.80</td>
<td>36X</td>
<td>109.90</td>
<td>47X</td>
<td>111.00</td>
</tr>
<tr>
<td>2Y</td>
<td>134.55</td>
<td>25Y</td>
<td>108.85</td>
<td>36Y</td>
<td>109.95</td>
<td>47Y</td>
<td>111.05</td>
</tr>
<tr>
<td>11X</td>
<td>135.4</td>
<td>26X</td>
<td>108.90</td>
<td>37X</td>
<td>110.00</td>
<td>48X</td>
<td>111.10</td>
</tr>
<tr>
<td>11Y</td>
<td>135.45</td>
<td>26Y</td>
<td>108.95</td>
<td>37Y</td>
<td>110.05</td>
<td>48Y</td>
<td>111.15</td>
</tr>
<tr>
<td>12X</td>
<td>135.5</td>
<td>27X</td>
<td>109.00</td>
<td>38X</td>
<td>110.10</td>
<td>49X</td>
<td>111.20</td>
</tr>
<tr>
<td>12Y</td>
<td>135.55</td>
<td>27Y</td>
<td>109.05</td>
<td>38Y</td>
<td>110.15</td>
<td>49Y</td>
<td>111.25</td>
</tr>
<tr>
<td>17X</td>
<td>108.00</td>
<td>28X</td>
<td>109.10</td>
<td>39X</td>
<td>110.20</td>
<td>50X</td>
<td>111.30</td>
</tr>
<tr>
<td>17Y</td>
<td>108.05</td>
<td>28Y</td>
<td>109.15</td>
<td>39Y</td>
<td>110.25</td>
<td>50Y</td>
<td>111.35</td>
</tr>
<tr>
<td>18X</td>
<td>108.10</td>
<td>29X</td>
<td>109.20</td>
<td>40X</td>
<td>110.30</td>
<td>51X</td>
<td>111.40</td>
</tr>
<tr>
<td>18Y</td>
<td>108.15</td>
<td>29Y</td>
<td>109.25</td>
<td>40Y</td>
<td>110.35</td>
<td>51Y</td>
<td>111.45</td>
</tr>
<tr>
<td>19X</td>
<td>108.20</td>
<td>30X</td>
<td>109.30</td>
<td>41X</td>
<td>110.40</td>
<td>52X</td>
<td>111.50</td>
</tr>
<tr>
<td>19Y</td>
<td>108.25</td>
<td>30Y</td>
<td>109.35</td>
<td>41Y</td>
<td>110.45</td>
<td>52Y</td>
<td>111.55</td>
</tr>
<tr>
<td>20X</td>
<td>108.30</td>
<td>31X</td>
<td>109.40</td>
<td>42X</td>
<td>110.50</td>
<td>53X</td>
<td>111.60</td>
</tr>
<tr>
<td>20Y</td>
<td>108.35</td>
<td>31Y</td>
<td>109.45</td>
<td>42Y</td>
<td>110.55</td>
<td>53Y</td>
<td>111.65</td>
</tr>
<tr>
<td>21X</td>
<td>108.40</td>
<td>32X</td>
<td>109.50</td>
<td>43X</td>
<td>110.60</td>
<td>54X</td>
<td>111.70</td>
</tr>
<tr>
<td>21Y</td>
<td>108.45</td>
<td>32Y</td>
<td>109.55</td>
<td>43Y</td>
<td>110.65</td>
<td>54Y</td>
<td>111.75</td>
</tr>
<tr>
<td>22X</td>
<td>108.50</td>
<td>33X</td>
<td>109.60</td>
<td>44X</td>
<td>110.70</td>
<td>55X</td>
<td>111.80</td>
</tr>
<tr>
<td>22Y</td>
<td>108.55</td>
<td>33Y</td>
<td>109.65</td>
<td>44Y</td>
<td>110.75</td>
<td>55Y</td>
<td>111.85</td>
</tr>
<tr>
<td>23X</td>
<td>108.60</td>
<td>34X</td>
<td>109.70</td>
<td>45X</td>
<td>110.80</td>
<td>56X</td>
<td>111.90</td>
</tr>
<tr>
<td>23Y</td>
<td>108.65</td>
<td>34Y</td>
<td>109.75</td>
<td>45Y</td>
<td>110.85</td>
<td>56Y</td>
<td>111.95</td>
</tr>
<tr>
<td>24X</td>
<td>108.70</td>
<td>35X</td>
<td>109.80</td>
<td>46X</td>
<td>110.90</td>
<td>57X</td>
<td>112.00</td>
</tr>
<tr>
<td>24Y</td>
<td>108.75</td>
<td>35Y</td>
<td>109.85</td>
<td>46Y</td>
<td>110.95</td>
<td>57Y</td>
<td>112.05</td>
</tr>
</tbody>
</table>

**NW, 17 JUN 2021 to 12 AUG 2021**
COMM/NAV/WEATHER REMARKS: These remarks consist of pertinent information affecting the current status of communications, NAVAIDs, weather, and in the absence of air-ground radio outlets identified in the Communications section some approach control facilities will have a clearance delivery phone number listed here.
ABERDEEN MUNI  (U36)  2 SW  UTC–7(–6DT)  N42º55.27’ W112º52.85’
4474 B  NOTAM FILE BOI
RWY 07–25  H3690X50 (ASPH)  MIRL  0.8% up W
  RWY 07: Thld dsplcd 142’. Road.
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 07: TORA–3690  TODA–3690  ASDA–3466  LDA–3324
SERVICE: LGT ACTIVATE MIRL Rwy 07–25—CTAF.
+30˚ sprinkler and terrain at 230˚ from southwest end of rwy may be in position
AIRPORT MANAGER: 208-221-2211
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.
  POCATELLO (H) VOR/W/DME 112.6  PIH  Chan 73  N42º52.22’
  W112º39.13’  270º  10.5 NM to fld. 4433/17E.
  VOR unusable:
    060º–130º byd 25 NM bio 13,500’
  DME unusable:
    060º–130º byd 25 NM bio 17,000’
    160º–175º byd 25 NM bio 13,000’

ALLEN H TIGERT  (See SODA SPRINGS on page 70)

AMERICAN FALLS  (U01)  2 NE  UTC–7(–6DT)  N42º47.84’ W112º49.51’
4419 B  NOTAM FILE BOI
RWY 03–21  H4900X50 (ASPH)  MIRL
  RWY 03: Fence.
  RWY 21: TRCV(TRL) —GA 3.5º TCH 50˚. Hill.
SERVICE: FUEL  100LL  LGT ACTIVATE MIRL Rwy 03–21 and TRCV Rwy 21—CTAF.
AIRPORT REMARKS: Attended 1500–0100Z‡. Frequent helicopter ops year around. No line of sight between rwy ends. Irregular snow removal.
AIRPORT MANAGER: (208) 242-9906
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.
  POCATELLO (H) VOR/W/DME 112.6  PIH  Chan 73  N42º52.22’
  W112º39.13’  223º  8.8 NM to fld. 4433/17E.
  VOR unusable:
    060º–130º byd 25 NM bio 13,500’
  DME unusable:
    060º–130º byd 25 NM bio 17,000’
    160º–175º byd 25 NM bio 13,000’

ANTELOPE VALLEY  (See MOORE on page 57)
IDAHO

ARCO–BUTTE CO (AOC)(KAOC) 3 SW UTC–7(–6DT) N43°36.21′ W113°20.06′

5335  B  NOTAM FILE BOI

RWY 06–24: H6610X75 (ASPH) S–300 MIRL

RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 40 ′. MIRL

RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40 ′. P–line.

SERVICE: FUEL 100LL LGT PAPI Rwy 06 & 24 OTS indef. ACTIVATE

AIRPORT REMARKS: Attended 1500–0300Z‡. Fuel 100LL only avail when attended. Please call mgr on duty; phone number listed on the door of the office. All incoming and departing traffic should use a left hand (LH) traffic pattern; pattern altitude is 1000′ AGL.

AIRPORT MANAGER: (208) 227-4646

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION:

POCATELLO (H) VOR/DME 112.6 PIH Chan 73 N42°52.22′

VOR unusable:

060º–130º byd 25 NM blo 13,500 ′

DME unusable:

160º–175º byd 25 NM blo 13,000 ′

ASHTON

N44°33.75′ W111°26.68′

RCO 122.2 (BOISE RADIO)

ATLANTA

ATLANTA (55H) 1 NW UTC–7(–6DT) N43°48.81′ W115°08.10′

5500  NOTAM FILE BOI

RWY 16–34: 2460X75 (TURF–DIRT)

RWY 16: Tree.

RWY 34: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. No winter maintenance. Rcmd for use by mt proficient pilots using proper, high per acft. Arpt is ltd in mtus area; high timbered ridges all arnd arpt lmt mnvrg area. Ldg Rwy 34, dep Rwy 16. Apc hgt fmyt the SE (valley/city) making RB and final for Rwy 16. Be aware of nrby pvt Greene arpt (0.7 mi to the E) and chk for tfc. Depart with rgt turnout down Boise River. Announce Intentions on 122.9. No go–around due to rising terrain and trees. Rwy 16–34 edges and Rwy 34 thld marked with white rocks. Rwy 16 thld not defined. Ground vehicle tfc has access to rwy. No telephone avbl at arpt.

AIRPORT MANAGER: (208) 334-8775

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

GRAHAM USFS (U45) 11 NW UTC–7(–6DT) N43°57.31′ W115°16.36′

5726  NOTAM FILE BOI

RWY 18–36: 2900X50 (TURF)

RWY 18: Trees.

RWY 36: Road.

AIRPORT REMARKS: Unattended. Big game animals on and invof arpt. No winter maintenance. Recommend ldg Rwy 36, tkt Rwy 18 when wind conditions allow. No line of sight between rwy ends. Rwy end 18–first 300 ′ of rwy is soft and unusable during early spring. Rwy 18–36 thld marked with white painted rocks. No telephone avbl at arpt.

AIRPORT MANAGER: (208) 392-6681

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
<table>
<thead>
<tr>
<th>Airport</th>
<th>Location</th>
<th>Type</th>
<th>Remarks</th>
<th>Contact Information</th>
<th>Communications</th>
<th>Clearance Delivery Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEATHERBY USFS</td>
<td>9 NW</td>
<td>OT–7(–6DT)</td>
<td>Not available. Arpt located in narrow river canyon subject to local turbulence caused by the terrain configuration. Recommended ldg Rwy 03, ltf Rwy 21 when wind conditions allow. Rwy 03–21 thlds and edges marked with painted rocks. No telephone avbl at arpt.</td>
<td>AIRPORT MANAGER: 208 392 6681</td>
<td>CTAF 122.9</td>
<td>Salt Lake ARTCC at 801-320-2568.</td>
</tr>
<tr>
<td>BIG SOUTHERN BUTTE</td>
<td>10 W</td>
<td>OT–7(–6DT)</td>
<td>Not available. Livestock on and invof arpt. Rwy 01–19 sfc may be poor due to damage by livestock, ground vehicles and rodents. Rwy 01–19 +1.5´ berm and –1´ ditch adjacent to entire perimeter of rwy. Rwy 01–19 edges and thlds marked with white rock.</td>
<td>AIRPORT MANAGER: 208-334-8775</td>
<td>CTAF 122.9</td>
<td>Salt Lake ARTCC at 801-320-2568.</td>
</tr>
<tr>
<td>COXS WELL</td>
<td>23 SW</td>
<td>OT–7(–6DT)</td>
<td>Not available. First 1500 ft of Rwy 02 is dirt mixed with crushed–red lava rock; remainder of rwy is grvl. Rwy 02–20 edges and thlds marked with white rocks.</td>
<td>AIRPORT MANAGER: 208-334-8775</td>
<td>CTAF 122.9</td>
<td>Salt Lake ARTCC at 801-320-2568.</td>
</tr>
<tr>
<td>MIDWAY</td>
<td>1 NE</td>
<td>OT–7(–6DT)</td>
<td>Not available. Ctn: Unmarked turf xwnd ldg area lctd SE adj to Rwy 25. No winter maintenance.</td>
<td>AIRPORT MANAGER: (208) 221-9522</td>
<td>CTAF 122.9</td>
<td>Salt Lake ARTCC at 801-320-2568.</td>
</tr>
<tr>
<td>BANCROFT MUNI</td>
<td>1 E</td>
<td>OT–7(–6DT)</td>
<td>Not available.</td>
<td>AIRPORT MANAGER: (208) 221-9522</td>
<td>CTAF 122.9</td>
<td>Salt Lake ARTCC at 801-320-2568.</td>
</tr>
</tbody>
</table>

**BEAR LAKE CO** (See PARIS on page 62)

**BEAR TRAP** (See MINIDOKA on page 57)
IDAHO

BERNARD USFS (US4) 0 NE UTC–7(–6DT) N44°58.78´ W114°44.09´

3626 NOTAM FILE BOI

RWY 17–35: 1900X150 (TURF–DIRT)

RWY 17: Tree.

RWY 35: Hill.

AIRPORT REMARKS: Unattended. No winter maintenance. No telephone avbl at arpt. Recommend land Rwy 35 and tkf Rwy 17; no touch and go ldg or stop and go ldgs; go arounds not recommended due to steep rising terrain off north end of Rwy 17. Rwy 17–35 middle portion of rwy rough and uneven entire length. Rwy 17–35 NSTD, rwy edges and thlds marked with white rock markers. Flying B pvt arpt lctd 1/2 mile upstream.

AIRPORT MANAGER: 208-756-5554

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

BIG BAR USFS (See LUCILE on page 54)

BIG CREEK (U60) 0 NE UTC–7(–6DT) N45°07.99´ W115°19.31´

5743 NOTAM FILE BOI

RWY 01–19: 3550X110 (TURF)

RWY 01: Road.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. Big game animals on and invof arpt. Open to ski equipped acft in winter; acft use sides of rwy dur ski ops. Recommend land to south, tkf to north when conditions allow. No winter maintenance. Be alert for sprinklers on rwy. Rwy 01–19 edges and thlds marked with white rock. No telephone avbl at arpt.

AIRPORT MANAGER: 208-334-8775

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

BIG CREEK RANGER STATION

CABIN CREEK USFS (I08) 17 E UTC–7(–6DT) N45°08.61´ W114°55.74´

4289 NOTAM FILE BOI

RWY 02–20: 1750X40 (TURF–DIRT)

RWY 02: Tree.

RWY 20: Hill.

AIRPORT REMARKS: Unattended. Big game animals and livestock on and invof rwy. Land Rwy 02, tkf Rwy 20. Go around not possible due to high terrain at end of Rwy 20. Rwy 02–20 actual usbl rwy dimensions are: 1600 ft len x 15 ft wid; first 150 ft of Rwy end 02 is very ruf, overgrown wi weeds and unusbl. Not a straight rwy–slgt curve to the NE. Rwy 02–20 15 ft wide bare dirt strip down center of rwy. No telephone avbl at arpt. Rubber water bar strips on rwy.

AIRPORT MANAGER: 208-634-0600

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

BIG SOUTHERN BUTTE (See ATOMIC CITY on page 32)
BLACKFOOT

MCCARLEY FLD (U02) 1 N UTC–7(–6DT) N43º12.55´ W112º20.98´ 4492 B NOTAM FILE BOI

RWY 01–19: H4314X7X5 (ASPH) S–12.5 MIRL
    RWY 01: PAP(P2L)—GA 3.0º TCH 39´. Fence.

SERVICE: S6 FUEL 100L


AIRPORT MANAGER: (208) 709-9719

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

SERVICE: S6 FUEL 100LL


AIRPORT MANAGER: (208) 709-9719

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADAR AIDS TO NAVIGATION: NOTAM FILE PIH.

POCATELLO (H) VOR/DME 112.6 PIH Chan 73 N42º52.22´ W112º39.13´ 016º 24.3 NM to fld. 4433/17E.

VOR unusable: 060º–130º byd 25 NM blo 13,500´

DME unusable: 060º–130º byd 25 NM blo 17,000´

160º–175º byd 25 NM blo 13,000´

IDAHO FALLS (H) VOR/DME 113.85 IDA Chan 85(Y) N43º31.14´ W112º03.13´ 199º 22.4 NM to fld. 4731/15E. NOTAM FILE IDA.

BLISS

N42º54.99´ W114º47.05´ RCD 122.4 (BOISE RADIO)

BOISE AIR TRML/GOWEN FLD (BOI)(KBOI) P (ANG ARNG) 3 S UTC–7(–6DT) N43º33.86´ SALT LAKE CITY L–1IC

W116º13.37´

2872 B AOE Class I, ARFF Index C NOTAM FILE BOI

RWY 10L–28R: H10000X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–446, 2D/2D2–947 PCN 105F/CWT HIRL

RWY 10L: REIL. PAPI(P4R)—GA 3.0º TCH 53´. Antenna. 0.5% up.

RWY 28R: PAPI(P4L)—GA 3.0º TCH 70´. Rgt tfc. 0.3% down.

RWY 10R–28L: H9763X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–430, 2D/2D2–994 PCN 76 F/B/W/T HIRL CL

RWY 10R: ALSF2. TDZL. VASI(V4L)—GA 3.0º TCH 64´. RVR–TMR Rgt tfc. 0.5% up.

RWY 28L: MALSR. TDZL. VASI(V4L)—GA 3.0º TCH 50´. RVR–TMR CL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10L: TODA–10000 ASDA–10000 LDA–10000

RWY 10R: TODA–9763 ASDA–9763 LDA–9763

RWY 28L: TODA–9763 ASDA–9763 LDA–9763

RWY 28R: TODA–10000 ASDA–10000 LDA–10000

SERVICE: S4 FUEL 100L, JET A+ OX 1, 2, 3, 4 LGT Arpt lgt sched dusk to dawn. MILITARY— JASU 1(MC–1M) 6(AM32A–60)

4(A/M32A–86) FUEL A++ (Mil), A, A+ (1300–060021Mon–Fri; 1300–0300Z21 Sat–Sun and hol, call C208–338–1833, 25 min PN rqr, $90 fee.) (NC–100LL) FLUID PRESAIR OIL 0–133–148(Mil) SOAP

AIRPORT REMARKS: Attended continuously. Extv helicopter ops sfc to 3500´ within 1 NM east and west and 5 NM south of Rwy 10R–28L. Moderate migratory bird activity within 5 NM of the arpt Oct–Mar. Security rqs PPR with FBO due to locked gates and fencing bth hrs 0500–1400Z for ingress/egress to arpt. Aerodrome off bus only for all mil acft. Mandatory PPR required for all mil acft arr at KBOI—regardless of where acft is parking—prior to arr, rlt 72 hr if parking on ANG ramp at http://www.124thfighterwng.ang.af.mil/. Strictly enforced. PPR valid +=– 30 min. Tran acft rtd to sit-in full stop only. In event of go-around or missed–apch exp rt ttc. All twys clsd to act with wingspan over 1071´, exc with 1 hr PPR 208–972–8420. The arpt req flight crews parking on he coml ramp ctc gnd cl on 121.7 MHz prior to pushback. Twy A5 clsd to act with wingspan over 55 ft, exc with 24 hr PPR (208–972–8420). Twy B east of Twy C clsd to act with wingspan over 118´ when east arm/dearm pad is in use. Twy J north of Twy F clsd to act with wingspan over 94´ when west arm/dearm pad is in use. Twy S clsd to act with wingspan over 95 ft. Portions of Twy K and the southwest ramp not visible to twr. Flight Notification Service (ADCUS) avbl Mon–Fri 1500–0000Z‡, weekends if notified by Thur 0000Z‡.

CONTINUED ON NEXT PAGE

NW, 17 JUN 2021 to 12 AUG 2021
AIRPORT MANAGER: (208) 972-8420
WEATHER DATA SOURCES: ASOS (208) 388–4640
COMMUNICATIONS: D–ATIS 123.9 UNICOM 122.95
RCO 122.6 (BOISE RADIO)
① BIG SKY APP/DEP CON 119.6 (More than 15NM from BOI) 126.9 (Within 15NM of BOI)
TOWER 118.1 119.0 GND CON 121.7 CLNC DEL 125.9
PDC
AIRSPACE: CLASS C svc ctc APP CON.
VOR TEST FACILITY (VOT) 116.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

② VORTACW 113.3 BOI Chan 80 N43º33.17´ W116º11.53´ 280º 1.5 NM to fld. 2877/17E.
VOR portion unusable:
001º–044º byd 22 NM blo 11,000´
001º–044º byd 32 NM blo 14,500´
045º–071º byd 32 NM blo 12,500´
072º–084º byd 32 NM blo 10,500´
TACAN AZIMUTH & DME portion unusable:
010º–060º byd 12 NM blo 13,000´
010º–060º byd 27 NM blo 15,500´
113º–155º byd 30 NM blo 7,000´
348º–010º byd 20 NM blo 13,000´
348º–010º byd 27 NM blo 15,500´
ILS/DME 111.1 I–BOI Chan 48 Rwy 10R. Class IIIE. DME unusable byd 33º right of LOC course.
ILS/DME 110.15 I–AAD Chan 38(Y) Rwy 28R. Class IE. DME unusable byd 12 NM blo 6,000’, Gildeslope unusable byd 06 NM blo 4,700’. LOC unusable byd 12 NM blo 6,000’.

BONNERS FERRY
BOUNDARY CO (65S) 2 NE UTC–B(–7DT) N48º43.56´ W116º17.71´
2337 B NOTAM FILE BOI
RWY 02–20: H4002X75 (ASPH) S–25 MIRL 0.5% up NE
RWY 02: PAPI(P2L)—GA 3.5º TCH 37º.
RWY 20: Road.
SERVICE: S3 FUEL 100LL, JET A 0X 4 LGT ACTIVATE MIRL Rwy 02–20—CTAF. VASI Rwy 20 opr continuously.
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡, Sat 1600–0000Z‡. Cold temperature airport. Altitude correction required at or below –7C.
AIRPORT MANAGER: (208) 267-3711
COMMUNICATIONS: CTAF/UNICOM 123.0
① SEATTLE CENTER APP/DEP CON 123.95
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VOR/DME 117.8 MLP Chan 125 N47º27.41´ W115º38.76´ 326º 80.5 NM to fld. 6100/15E.
VOR portion unusable:
060º–090º byd 20 NM blo 9,500´

GREAT FALLS
L–13B
IAP
NW, 17 JUN 2021 to 12 AUG 2021
BUHL MUNI (U03) 2 W UTC–7(–6DT) N42º35.84´ W114º48.04´
3663 B NOTAM FILE BOI
RWY 09–27: H3898X60 (ASPH) S–12.5 MIRL 1.4% up E
RWY 09: P–line.
RWY 27: Pole.
SERVICE: S4 FUEL 100LL, MOGAS LGT ACTIVATE MIRL Rwy 09–27—CTAF.
AIRPORT REMARKS: Attended Tue–Sat 1530–0000Z‡. Phone 208–731–3791 for svc when arpt unattended.
AIRPORT MANAGER: 208-961-6539
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Twin Falls Apch at 208-734-7160, when Apch clsd ctc Salt Lake ARTCC at 801-320-2568.

TWIN FALLS (L) VORTAC 
115.8 TWF Chan 105 N42º28.79´ W114º29.37´ 279º 15.5 NM to fld. 4140/18E.
VOR portion unusable: 115º–160º byd 30 NM blo 11,000´
115º–160º byd 33 NM blo 12,000´
TACAN AZIMUTH & DME unusable: 105º–160º byd 20 NM blo 15,000´

BURLEY MUNI (BYI)(KBYI) 1 NE UTC–7(–6DT) N42º32.56´ W113º46.29´
4154 B NOTAM FILE BYI
RWY 02–20: H4092X80 (ASPH) S–43, D–60 MIRL 0.3% up SW
RWY 02: VAS(V4L)—GA 3.5º TCH 46´. Thld dsplcd 626´. Road.
RWY 20: REIL. VAS(V2R)—GA 3.0º TCH 37´. Thld dsplcd 305´. Stack.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MIRL Rwy 02–20 and Rwy 06–24—CTAF (3 clicks to turn on). VASI Rwy 02 and Rwy 24 opr consly.
AIRPORT MANAGER: 208-678-0372
WEATHER DATA SOURCES: ASOS 135.575 (208) 677–3604.
COMMUNICATIONS: CTAF 122.9
CONNOR RCO 122.05 (BOISE RADIO)
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Twin Falls Apch at 208-734-7160, when Apch clsd ctc Salt Lake ARTCC at 801-320-2568.
AIRSPACE: CLASS E
RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.
(L) VOR/DME 114.1 BYI Chan 88 N42º34.81´ W113º51.95´ 100º 4.8 NM to fld. 4226/18E.
DME unusable: 125º–135º byd 35NM blo 15,000´

BURLEY N42º34.81´ W113º51.95´ NOTAM FILE BYI.
(L) VOR/DME 114.1 BYI Chan 88 100º 4.8 NM to Burley Muni. 4226/18E.
DME unusable: 125º–135º byd 35NM blo 15,000´

CABIN CREEK USFS (See BIG CREEK RANGER STATION on page 33)
Caldwell Industrial (Eul)(Keul) 3 Se utc–7(–6dt) N43°38.51’ W116°38.15’

RWY 12–30: H5500X100 (Asph) S–72, D–86, 2S–109 Mirl

RWY 12: Papi(P4L)—Ga 3.0º Tch 42’. Road.

RWY 30: Papi(P4L)—Ga 3.0º Tch 45’. Rgt tfc.

Service: S4 Fuel 100ll, Jet A Lgt Activate Mirl Rwy 12–30—ctaf. Papi Rwy 12 and Rwy 30 opr continuously.


Airport Manager: 208-459-9779

Weather Data Sources: AWOS–3pt 135.075 (208) 454–3953.

Communications: CTAF/Unicom 122.7

Big Sky App/Dep Con 119.6

Clearance Delivery Phone: For CD ctc Big Sky Apch at 208-364-5860/5861.


Boise (H) Vortacw 113.3 Boi Chan 80 N43°33.17’ W116°11.53’ 269° 20.1 NM to fld. 2877/17E.

VOR portion unusable:
001°–044° byd 22 NM bly 11,000’
001°–045° byd 32 NM bly 14,500’
045°–071° byd 32 NM bly 12,500’
072°–084° byd 32 NM bly 10,500’

TACAN Azimuth & DME portion unusable:
010°–060° byd 12 NM bly 13,000’
010°–060° byd 27 NM bly 15,500’
113°–155° byd 30 NM bly 7,000’
348°–010° byd 20 NM bly 13,000’
348°–010° byd 27 NM bly 15,500’

Camas Co (See Fairfield on page 46)

Cary (U65) 0 E utc–7(–6dt) N43°18.53’ W113°56.16’

4789 Notam File Boi

Rwy 08–26: 2650x170 (Turf) 0.3% up W

Rwy 08: Fence.

Rwy 26: Fence.

Airport Remarks: Unattended. Recommend land Rwy 26; TKOF Rwy 08 when wind cond permit. Be alert for sprinklers on rwy. Rwy 08–26 edges and thlds marked with conc markers. 30 ft hngr & nmrs 30 to 80 ft trees at 900 ft to 1200 ft frm EOR 08.

Airport Manager: 208-309-0319

Communications: CTAF 122.9

Clearance Delivery Phone: For CD ctc Salt Lake ARTCC at 801-320-2568.

Hollow Top (QU7) 18 E utc–7(–6dt) N43°19.43’ W113°35.43’

5359 Notam File Boi

Rwy 05–23: 2500x140 (Turf) 1.1% up NE

Rwy 23: Road.

Airport Remarks: Unattended. No winter maintenance. Animals on and invof arpt. No line of sight btn rwy ends. Rwy 05–23 sfc may be poor due to damage by livestock, gnd vehicles and rodents. +3’ sagebrush adjacent to both edges of rwy. Rwy 05–23 edges and thlds marked with white rocks.

Airport Manager: 208-334-8775

Communications: CTAF 122.9

Clearance Delivery Phone: For CD ctc Salt Lake ARTCC at 801-320-2568.
CASCADE (U70)  2 SE UTC–7(–6DT)  N44º29.54´ W116º00.89´  
4748  B  NOTAM FILE BOI
RWY 12–30: H4300X60 (ASPH)  S–12.5  MIRL
RWY 30: Rgt tlc
SERVICE: S4  FUEL  100LL, JET A  OX 4  LGT ACTIVATE MIRL Rwy 12–30 and windsock lgts—CTAF.
AIRPORT REMARKS: Attended Dec–Apr 1600–0000Z‡, May–Nov 1500–0100Z‡. To avoid apch/dep over town, land Rwy 30 and depart Rwy 12 when wind cond permit. Retro reflective reflectors on twys and ramp edges. Rwy 12 +300 ft timbered rdg at 1.25 mis on cntrln.
AIRPORT MANAGER: 208-382-4844
COMMUNICATIONS: CTAF 122.9
RCO 122.35 (BOISE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.
DONNELLY (H) VOR/W/DME 116.2  DNJ Chan 109  N44º46.03´ W116º12.38´ 134º 18.4 NM to fld. 7332/19E.

CAVANAUGH BAY
TANGLEFOOT SPB (D28)  1 NW UTC–8(–7DT)  N48º32.33´ W116º49.93´
2438  NOTAM FILE BOI
WATERWAY 15W–33W: 10000X2000 (WATER)
WATERWAY 15W: Rgt tlc
AIRPORT MANAGER: 208-650-2589
COMMUNICATIONS: CTAF 122.9
CLEANANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

CAVANAUGH BAY (See COOLIN on page 42)

CAYUSE CREEK USFS (C64)  0 N UTC–7(–6DT)  N46º40.00´ W115º04.39´
3505  NOTAM FILE BOI
RWY 04–22: 1800X75 (TURF)
RWY 04: Tree.
RWY 22: Trees.
AIRPORT REMARKS: Unattended. Trees on apch both ends. Recommended ldg Rwy 22 and Rwy 04 if wx allows. Rwy 04 thlds marked with conc bar. Rwy 22 thlds marked with conc T. Recommended for use only to experienced pilots with early morning and late evening ops dur summer months. Big game animals and stock on and invof rwy. Arpt lctd 4 miles south of Old Kelly Creek Ranger Station. No winter maint.
AIRPORT MANAGER: 208-476-4541
COMMUNICATIONS: CTAF 122.9
CLEANANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

SALT LAKE CITY
L–13B
NW, 17 JUN 2021 to 12 AUG 2021
CHALLIS (LLJ)(KLJ) 1 NE UTC–7(–6DT) N44º31.42’W114º13.08’
5076 B NOTAM FILE LLJ
RWY 17–35: H4599X60 (ASPH) S–30 MIRL 1.6% up S
RWY 17: PAPI(P2L). Fence.
RWY 35: P–line.
SERVICE: 54 FUEL 100, JET A
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. Deer on and invof
arpt. Be alert helicopter ops adj southeast end of arpt. Rwy 17–35
recommend land Rwy 17, tkf Rwy 35 when wind cond permit.
AIRPORT MANAGER: (208) 833-4617
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:
SALMON (H) VOR/DME 113.5 LKT Chan 82 N45º01.28’
W114º30.4’ 178º 30.4 NM to fld. 9260/13E.

COUGAR RANCH (D47) 33 NW UTC–7(–6DT) N44º44.47’
W114º55.12’
4277 NOTAM FILE BOI
RWY 02–20: 1400X20 (DIRT) 0.7% up S
RWY 02: Berm.
RWY 20: Ground.
AIRPORT REMARKS: No wint maint. Rcmd for use only by experienced pilots. Ery mrng and late eve ops durg summer months.
Rcmd ldg Rwy 20 and tkf Rwy 02 if wnd conds allow. Be aware of inbd and obnd tfc to the W at neighboring Mahoney Creek USFS airport (0U3). Big game animals and stock on and invof rwy. Rwy end has a 150 ft ovm fm the rndry mkrks and trmts with an abrupt 100 ft drop off to the river. Rwy 02–20 has a fair sfc cond, and the last 200 ft (Rwy end 02) has a dog leg twd the river. Rwy 02–20 thr edges mkd with W rock bndry mkrks.
AIRPORT MANAGER: 208 756 2271
COMMUNICATIONS: CTAF

LOWER LOON CREEK (C53) 30 SW UTC–7(–6DT) N44º48.52’ W114º48.52’
4200 NOTAM FILE BOI
RWY 16–34: 1200X25 (TURF–DIRT) 1.2% up S
RWY 16: Fence.
RWY 34: Brush.
AIRPORT MANAGER: 208-756-2271
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

MARBLE CREEK (ID8) 36 WNW UTC–7(–6DT) N44º46.41’W114º59.12’
4685 NOTAM FILE BOI
RWY 04–22: 1160X20 (TURF–DIRT) 0.7% up S
RWY 04: Hill.
RWY 22: Trees.
AIRPORT REMARKS: No winter MAINT. Use at own risk; RWAY is very SHRT and very challenging. RWAY is not MKD. Trees & TRRN on APCH to both RWAY ends. Big game animals & stock on and in VCNTY of RWAY. RWAY is a very SHRT & challenging strip due to HI RSG TRRN & trees; Rcmd for use only by experienced & properly TRND backcountry pilots with the right EQPT suitable for this environment. Due to HI density ALT, ERY MRMG & late EVE OPS is Rcmd DURG summer months. APT LCTD in DP canyon & is SRND by HI, timbered, MTOUS TRRN. RWAY end 04 SFC COND is dominated by soft sandy soil for the first 350 FT–400 FT.
AIRPORT MANAGER: 208-756-2271
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 1-801-320-2568.
UPPER LOON CREEK USFS (U72)  26 NW  UTC–7(–6DT)  N44°35.49´ W114°49.39´  GREAT FALLS
5500  NOTAM FILE BOI
RWY 04–22: 2500X75 (TURF–DIRT)
  RWY 04: Tree.
  RWY 22: Trees.
AIRPORT REMARKS: Unattended. Recommend land Rwy 22, tkl Rwy 04 when wind cond permit. Trees and high terrain on both ends of Rwy 04–22, requires a steep approach. Rwy 04–22 numerous additional obstructions on apch to both rwy ends. No winter maint. Recommended for experienced mountain pilots only. Rwy 04–22 edges and thlds marked with white rocks.
AIRPORT MANAGER: 208-879-4101
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

CHAMBERLAIN GUARD STATION
CHAMBERLAIN USFS (U79)  0 E  UTC–7(–6DT)  N45°22.74´ W115°11.81´  GREAT FALLS
5765  NOTAM FILE BOI
RWY 07–25: 4100X200 (TURF–DIRT)
  RWY 07: Trees.
  RWY 25: Tree.
RWY 15–33: 2700X140 (TURF)
  RWY 15: Trees.
  RWY 33: Trees.
AIRPORT MANAGER: 208-634-0600
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

CHAMBERLAIN USFS (See CHAMBERLAIN GUARD STATION on page 40)

COEUR D'ALENE
COEUR D'ALENE
BROOKS SPB (S76)  0 SW  UTC–7(–7DT)  N47°40.33´ W116°47.16´  GREAT FALLS
2125  NOTAM FILE BOI
WATERWAY 11W–29W: 15000X2000 (WATER)
  WATERWAY 11W: Rgt tfc.
  WATERWAY 15W–33W: 15000X2000 (WATER)
  WATERWAY 15W: Rgt tfc.
SERVICE:  FUEL  100LL
SEAPLANE REMARKS: Attended Mar–Oct 1700–dusk. Heavy boat tfc and parasail action on and invof SPB ldg area. Fly pats over lake, do not overfly city. Helicopter ops invof SPB. Adjacent boat marina may have dock space avbl.
AIRPORT MANAGER: 208-664-2842
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Spokane Apch at 509-742-2522

NW, 17 JUN 2021 to 12 AUG 2021
COEUR D'ALENE – PAPPY BOYINGTON FLD

(COE)(KCOE) P (AR) 9 NW UTC–8(–7DT) N47°46.46’

**NOTAM FILE COE**

- **RWY 06–24**: H7400X100 (ASPH–GRVD) S–57, D–95, 2S–121, 2D–165.
  - PCN 30 F/B/X/T HIRL 0.6% up NE
  - RWY 06: MALSR (NSTD) PAPI(P4R)—GA 3.0º TCH 57”.
  - RWY 24: REIL. PAPI(P4R)—GA 3.0º TCH 47”.
  - PCN 21 F/B/X/T MIRL
  - RWY 02: REIL. PAPI(P2L)—GA 3.0º TCH 36”. Rgt tfc.
  - RWY 20: PAPI(P2L)—GA 3.0º TCH 37”.

**RUNWAY DECLARED DISTANCE INFORMATION**

- **RWY 02**: TORA–5400 TODA–5400 ASDA–5400 LDA–5400
- **RWY 06**: TORA–7400 TODA–7400 ASDA–7400 LDA–7400
- **RWY 20**: TORA–5400 TODA–5400 ASDA–5400 LDA–5400
- **RWY 24**: TORA–7400 TODA–7400 ASDA–7400 LDA–7400

**SERVICE**: 100, JET A, 100, JET A, OX 1, 2, 3, 4, LGT Rwy 06 NSTD

**AIRPORT REMARKS**: Attended 1500–0100Z‡. PJE in vcnty. Aft hrs fuel. Self svc avbl with credit card. 48 hr PPR for unscheduled ops with more than 30 px seats call arpt mgr 208–446–1860. Rwy conds not mntd 0100–1500Z‡ dly. Migratory birds on and inv of arpt Oct–Nov. Remote control airstrip is 2.3 miles west AER 06.

**AIRPORT MANAGER**: 208-446-1860

**COMMUNICATIONS**: 
- CTAF/UNICOM 122.8
- BCO 122.05 (BOISE RADIO)
- RCO 122.05 (BOISE RADIO)

**CLEARANCE DELIVERY PHONE**: For CD if una ctc on 132.1 ctc Spokane Apch at 509-742-2522.

**AIRSPACE**: CLASS E svc continuous.

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

- **(T) VOR/DME 108.8**: COE Chan 25 N47°46.42’ W116°49.24’ at fld. 2293/19E.
  - DME portion unusable:
    - 220º–240º byd 15 NM
    - 280º–315º byd 15 NM blo 11,000’
  - VOR unusable:
    - 160º–170º
- **ILS**: 110.7 I–COE Rwy 06. Class ID. LOC unusable 25º left and right of course. Unmonitored.

**MAGEE**

- **(S77)** 23 NE UTC–8(–7DT) N47°50.49’ W116°15.12’
- **NOTAM FILE BOI**
- **RWY 01–19**: 2200X150 (TURF)
  - RWY 01: Hill.
  - RWY 19: Thld dep 300’. Brush.

**AIRPORT REMARKS**: Unattended. Rwy 01–19 north 500’ clsd Apr 1–Jul 15. Rwy 01–19 first 300’ of north end very rough. Heavy snowmobile activity during winter months. Rwy 01–19 edges and thlds marked with white rocks. Recommend land Rwy 19, rtf Rwy 01 when wind conditions permit. No winter maintenance.

**AIRPORT MANAGER**: 208-334-8775

**COMMUNICATIONS**: CTAF 122.9

**CLEARANCE DELIVERY PHONE**: For CD ctc Seattle ARTCC at 253-351-3694.
COLD MEADOWS GUARD STATION

COLD MEADOWS USFS (U81) 0 NW UTC–7(–6DT) N45°17.61’ W114°56.72’

7030 NOTAM FILE BOI
RWY 16–34: 4550X90 (TURF–DIRT) 0.5% up N
RWY 16: Trees.
RWY 34: Hill.


AIRPORT MANAGER: 208-634-0600
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

COLD MEADOWS USFS (See COLD MEADOWS GUARD STATION on page 42)

COOLIN

CAVANAUGH BAY (66S) 3 N UTC–8(–7DT) N48°31.12’ W116°49.33’

2484 NOTAM FILE BOI
RWY 15–33: 3100X120 (TURF)
RWY 15: Tree. Rgt tfc.
RWY 33: Tree.

AIRPORT REMARKS: Attended Jun–Aug, Thu–Mon, 1600–0100Z‡. Watch for sprinklers on rwy. No line of sight between Rwy ends. Seaplane ops conducted in bay north and adjacent to arpt monitor CTAF. Rwy 15–33 edges and thlds marked with white rocks. No winter maintenance. Heavy snowmobiles activity during winter months.

AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

COPPER BASIN (See MACKAY on page 54)

COTTONWOOD

N46°04.15’ W116°27.97’

RCO 122.2 (BOISE RADIO)

COTTONWOOD MUNI (S84) 1 SE UTC–8(–7DT) N46°02.33’ W116°19.89’

3474 B NOTAM FILE BOI
RWY 07–25: H3100X50 (ASPH) MIRL
RWY 07: Fence.
RWY 25: PVASI(PSIR)—GA 5.0º TCH 50’.

SERVICE: LGT ACTIVATE MIRL Rwy 07–25, PVASI Rwy 25, rotating bcn and windsoc klgts—CTAF.

AIRPORT REMARKS: Attended irregularly. Rwy 07–25 marked with numbers only.

AIRPORT MANAGER: (208) 507-0461
COMMUNICATIONS: CTAF 122.9
CASCADE RCO 122.35 (BOISE RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE ZSE.

(H) DME 115.65 IDQ Chan 103(Y) N46°03.93’ W116°27.89’ 106º 5.8 NM to fld. 5731/0E.

PULLMAN (L) VOR/DME 109.0 PUW Chan 27 N46°40.45’ W117°13.41’ 115º 53.2 NM to fld. 2772/20E. NOTAM FILE.

COUGAR RANCH (See CHALLIS on page 39)
COUNCIL MUNI (U82)  1 NW  UTC–7(–6DT) N44°45.02’ W116°26.70’
2963  B  NOTAM FILE BOI
RWY 17–35: H3600X60 (ASPH) S–12.5 MIRL
RWY 17: Brush.
SERVICE:  FUEL  100LL  LGT ACTIVATE MIRL Rwy 17–35—CTAF.
AIRPORT REMARKS:  Unattended. Arpt surrounded by mountains all
quadrants.
AIRPORT MANAGER:  (208) 253-4201
COMMUNICATIONS:  CTAF/UNICOM  122.8
CASCADE RCO 122.35 (BOISE RADIO)
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:  NOTAM FILE MYL.
DONELLY (H) VOR/DME 116.2  DNU  Chan 109  N44°46.03’
W116°12.38’  245º 10.3 NM to fld. 7332/19E.

COXS WELL  (See ATOMIC CITY on page 32)

CRAIGMONT MUNI (S89)  0 N  UTC–8(–7DT) N46°14.86’ W116°28.76’
3805  B  NOTAM FILE BOI
RWY 07–25: H2800X50 (ASPH) MIRL
SERVICE:  LGT ACTIVATE MIRL Rwy 07–25 and bcn—CTAF.
AIRPORT REMARKS:  Unattended. Arpt CLOSED after heavy snowfall. Recommend ldg Rwy 25, departing Rwy 07, when wind
cond permit. Rwy 25 thld dsplcd 300’ at ngt, marked with dsplcd thld lights and rwy markings.
AIRPORT MANAGER:  208-791-7502
COMMUNICATIONS:  CTAF
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.

DIXIE

DIXIE USFS (A05)  3 SW  UTC–8(–7DT) N45°31.24’ W115°31.06’
5148  NOTAM FILE BOI
RWY 18–36: 4500X100 (TURF)
RWY 18: Trees.
RWY 36: Hill.
AIRPORT REMARKS:  Unattended. Airstrip is lctd in high timber mountain basin. Rcmd ldg Rwy 36 and dep Rwy 18–when wnd
cond pmt; make rite turn down Crooked Creek aft dep. No winter maint. No telephone avbl at arpt. Rwy 18–36 thlds
marked with beams painted white. Ongoing rodent dmg first 1000 ft of Rwy 36.
AIRPORT MANAGER:  208-983-9571
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.

WILSON BAR USFS (C48)  8 S  UTC–8(–7DT) N45°23.80’ W115°29.00’
2275  NOTAM FILE BOI
RWY 06–24: 1500X50 (TURF–DIRT)
RWY 06: Brush.
RWY 24: Trees.
AIRPORT REMARKS:  Unattended. Big game animals on and invof arpt. No winter maint. Land Rwy 24, dep Rwy 06, no go
around possible. Downdrafts prevalent on apch to Rwy 24. Recommend for use by mountain proficient pilots using high
performance acft. Thld Rwy 24 marked with white painted rocks. Mackay Bar Pvt Arpt 2 miles downriver.
AIRPORT MANAGER:  208-983-9571
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.

DONALD D COSKI MEML  (See DONELLY on page 44)
DONELLY DONALD D COSKI MEML (U84) 1 W UTC–7(-6DT) N44º43.74´ W116º05.56´

4860  NOTAM FILE BOI
RWY 18–36: 2500X125 (TURF)
RWY 18: Trees.
RWY 36: Trees.

AIRPORT REMARKS: Unattended. No winter maintenance. Recommend land Rwy 36 and take off Rwy 18 when wind conditions permit. No telephone avbl at arpt. Rwy 18–36 may not be mowed full width.

AIRPORT MANAGER: 208-325-8859

COMMUNICATIONS: CTAF 122.9
CASCADE RCO 122.35 (BOISE RADIO)

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

DONELLY N44º46.03´ W116º12.38´ NOTAM FILE MYL.

(H) VOR/DME 116.2 DNJ Chan 109 012º 8.6 NM to Mc Call Muni. 7332/19E.

DOWNEY(HYDE MEML) (U58) 1 E UTC–7(-6DT) N42º25.45´ W112º06.57´

4919  NOTAM FILE BOI
RWY 17–35: H3550X50 (ASPH) LI RL 0.4% up S
RWY 17: Tank.
RWY 35: Road.

SERVICE: LGT For Li RL Rwy 17–35 and rot bcn—key 122.8 five times.
South 1000 ft of rwy lights 1–2 ft below rwy surface.

AIRPORT REMARKS: Unattended. Rwy 35 first 900 ft of rwy is curved 15 deg to the E. Farm machinery to 20 ft high may be lctd within 500 ft of apch to Rwy 17. Ramp and twy apsh poor. Fences all side rwy. Road parallel to rwy.

AIRPORT MANAGER: 208-317-5238

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.

MALAD CITY (H) VOR/DME 117.4 MLD Chan 121 N42º11.99´ W112º27.07´ 031º 20.3 NM to fld. 7330/17E.

VOR portion unusable:
157º–167º byd 25 NM blo 11,000´
DME portion unusable:
005º–025º byd 30 NM blo 14,000´
157º–167º byd 25 NM blo 11,000´

DRIGGS–REED MEML (DU)(KDIJ) 1 N UTC–7(-6DT) N43º44.56´ W111º05.81´

6231  NOTAM FILE DIJ
RWY 04–22: H7300X100 (ASPH) S–30, D–75 PCN 28 F/B/X/T MIRL 1.1% up NE
RWY 04: PAPI(P4L)—GA 3.0º TCH 40´.
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Rgt tfc.
SERVICE: S6 FUEL 100LL, JET A+ GX 1, 2 LGT ACTIVATE REIL Rwy 22 and MIRL Rwy 04–22—CTAF. PAPI Rwys 04 and 22 opr continuously.


AIRPORT MANAGER: (208) 715-0439
WEATHER DATA SOURCES: AWOS–3PT 120.775 (208) 354–6661.

COMMUNICATIONS: CTAF/UNICOM 122.7
SALT LAKE CENTER APP/DEP CON 128.35

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DUBOIS (H) VOR/TCW 116.9 DBS Chan 116 N44º05.33´ W112º12.56´ 098º 52.5 NM to fld. 4920/15E.
DUBOIS MUNI (U41) 1 SE UTC–7(–6DT) N44°09.74´ W112°13.24´
5123 NOTAM FILE BOI
RWY 16–34: 4600X100 (GRVL–DIRT)
RWY 16: Road.
RWY 34: Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maint. Rwy 16–34 is ctrd btn bdry markers. Rwy 16–34 cone bdry markers 125´ each side of rwy cntrln and wood panels across both thlds. Rwy 16 +6´ fence at 100´ and 250´ from thld on cntrln. +75´ steeple 1400´ from thld, 100´ left.
AIRPORT MANAGER: 208-351-5459
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

DUBOIS N44°05.33´ W112°12.56´ NOTAM FILE BOI.
(H) VORTACW 116.9 DBS Chan 116 207º 19.1 NM to Mud Lake(West Jefferson Co). 4920/15E.

ECKHART INTL (See PORTHILL on page 64)

ELK CITY (S98) 0 SW UTC–8(–7DT) N45°49.36´ W115°26.39´
4097 NOTAM FILE BOI
RWY 14–35: 2600X150 (TURF)
RWY 14: Trees.
RWY 35: Trees.
SERVICE: S2
AIRPORT MANAGER: (208) 842-2494
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

EMMETT MUNI (S78) 3 SW UTC–7(–6DT) N43°51.16´ W116°32.34´
2354 B NOTAM FILE BOI
RWY 10–28: H3307X55 (ASPH) S–8 MIRL
RWY 10: Tree.
RWY 28: Fence.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–2934 TODA–2934
RWY 28: TORA–3107 TODA–3107
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self serve credit card. Golf course on both sides of rwy. Golf course road crosses near Rwy 28 thld. Watch for golfers on rwy. 1800´x20´ pvt grvl AG rwy located adjacent NW of arpt. Rwy 28 dsplcd thld marked with white bar and white chevrons only. Rwy 10 dsplcd thld markings yellow.
AIRPORT MANAGER: (208) 365-9569
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at 208-364-5860/5861.

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17´ W116°11.53´ 303º 23.5 NM to fld. 2877/17E.
VOR portion unusable:
001º–044º byd 22 NM bl 11,000´
001º–044º byd 32 NM bl 14,500´
045º–071º byd 32 NM bl 12,500´
072º–084º byd 32 NM bl 10,500´
TACAN AZIMUTH & DME portion unusable:
010º–060º byd 12 NM bl 13,000´
010º–060º byd 27 NM bl 15,500´
113º–155º byd 30 NM bl 7,000´
348º–010º byd 20 NM bl 13,000´
348º–010º byd 27 NM bl 15,500´

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17´ W116°11.53´ 303º 23.5 NM to fld. 2877/17E.
VOR portion unusable:
001º–044º byd 22 NM bl 11,000´
001º–044º byd 32 NM bl 14,500´
045º–071º byd 32 NM bl 12,500´
072º–084º byd 32 NM bl 10,500´
TACAN AZIMUTH & DME portion unusable:
010º–060º byd 12 NM bl 13,000´
010º–060º byd 27 NM bl 15,500´
113º–155º byd 30 NM bl 7,000´
348º–010º byd 20 NM bl 13,000´
348º–010º byd 27 NM bl 15,500´

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17´ W116°11.53´ 303º 23.5 NM to fld. 2877/17E.
VOR portion unusable:
001º–044º byd 22 NM bl 11,000´
001º–044º byd 32 NM bl 14,500´
045º–071º byd 32 NM bl 12,500´
072º–084º byd 32 NM bl 10,500´
TACAN AZIMUTH & DME portion unusable:
010º–060º byd 12 NM bl 13,000´
010º–060º byd 27 NM bl 15,500´
113º–155º byd 30 NM bl 7,000´
348º–010º byd 20 NM bl 13,000´
348º–010º byd 27 NM bl 15,500´
FAIRFIELD

CAMAS CO  (U86)  0 S  UTC–7(–6DT)  N43°20.51´ W114°47.90´

5058  NOTAM FILE BOI
RWY 08–26: 2950X40 (DIRT)
RWY 08: Road. Rgt tfc.
RWY 26: Pole.
AIRPORT REMARKS: Unattended. Irregular winter maintenance and snow removal, check rwy condition before using.
AIRPORT MANAGER: (208) 720-9020
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

FISH LAKE (USFS)  (S92)  0 E  UTC–7(–6DT)  N46°19.81´ W115°03.79´

5646  NOTAM FILE BOI
RWY 05–23: 2650X50 (TURF)
RWY 05: Tree.
RWY 23: Trees.
AIRPORT REMARKS: Unattended. No winter maintenance. Rwy 05–23 soft when wet. Elk wallows on rwy. Land Rwy 23, tkf Rwy 05. No touch and go ldgs or stop and go ldgs, go arounds not recommended due to steep rising terrain off west end of Rwy 05–23. Rwy 05–23 additional 400´ of length avbl for tkf on the end of Rwy 05. Down drafts prevalent over lake. Ctc USFS arpt manager 208–983–9677 for briefings and rwy conditions. Recommend early morning and late evening ops during summer months. Normally mowed to a usable width of 50´–75´. Rwy 23 end marked with concrete T marker and large w cones. Rwy 05 end marked with large w cones. No telephone avbl at arpt.
AIRPORT MANAGER: 208-983-9677
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
GOODING MUNI (GNG) (KGNG) 3 SW UTC–7(–6DT) N42°55.02’ W114°45.98’  SALT LAKE CITY
3732 B NOTAM FILE BOI  H–3D, L–11C
RWY 07–25: H5371X75 (ASPH) S–30 MIRL 1.4% up E
RWY 07: REIL.
SERVICE: S4 FUEL 100LL, JET A Ø 1, 2, 3, 4 LGT ACTVT REIL Rwy 07; MIRL Rwy 07–25—CTAF; 3 clicks med intst—5 clicks hi intst.
AIRPORT MANAGER: (208) 539-5934
WEATHER DATA SOURCES: AWOS–3PT 124.175 (208) 934–4950.
COMMUNICATIONS: CTAF/UNICOM 122.8
© SALT LAKE CENTER APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF. TWIN FALLS (L) VORTAC W 115.8 TWF Chan 105 N42°28.79’ W114°29.37’ 317º 28.9 NM to fld. 4140/18E.
VOR portion unusable:
115º–160º byd 30 NM blo 11,000’
115º–160º byd 33 NM blo 12,000’
TACAN AZIMUTH & DME unusable:
105º–160º byd 20 NM blo 15,000’

GRAHAM USFS (See ATLANTA on page 31)

GRANGEVILLE
IDAHO CO (GIC) (KGIC) 1 N UTC–8(–7DT) N45°56.56’ W116°07.38’
3313 B NOTAM FILE BOI
RWY 08–26: H5101X75 (ASPH) S–75, D–95, 2D–145 MIRL 0.5% up E
RWY 08: REIL. Road.
SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 08—CTAF.
MIRL Rwy 08–26 operates continuously.
AIRPORT MANAGER: 208-983-1565
WEATHER DATA SOURCES: AWOS–3 118.175 (208) 983–0306.
COMMUNICATIONS: CTAF 122.8
© SEATTLE CENTER APP/DEP CON 123.95
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL. DONNELLY (H) VOR/DME 116.2 DNJ Chan 109 N44°46.03’ W116°12.38’ 344º 70.6 NM to fld. 7332/19E.

GRASMER (U91) 0 S UTC–7(–6DT) N42°22.40’ W115°52.77’  SALT LAKE CITY
5144 NOTAM FILE BOI
RWY 05–23: 2750X150 (DIRT) 0.6% up SW
RWY 05: Fence.
AIRPORT REMARKS: Unattended. No winter maintenance. No telephone avbl at arpt. Rwy 05–23 sfc may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4´ fence at 90´ on centerline, 7´ road at 150´ on center, 65´ marked powerline at 900´ on centerline. Rwy 05–23 edges and thlds marked with white rocks.
AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
HAILEY

FRIEDMAN MEML (SUN)(KSUN) 1 SE UTC–7(–6DT) N43°30.23’ W114°17.73’

5320 B ARFF Index—See Remarks NOTAM FILE SUN

RWY 13–31: H7550X100 (ASPH–GRVD) S–65, D–95, 2D–150

PCN 23 F/A/X/T HIRL 0.8% up NW

RWY 13: Thld dsplcd 1701’. Road.

RWY 31: PAPI(PAL)—GA 3.5º TCH 55’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:
TORA–7150 TODA–7550 ASDA–7150 LDA–5450

RWY 31:
TORA–5850 TODA–7550 ASDA–6631 LDA–6631

SERVICE:
S4 FUEL 100LL, JET A1+ OX 1, 3 LGT When ATCT clsd, ACTVT HIRL Rwy 13–31—CTAF. PAPI Rwy 31 opr consly.


AIRPORT REMARKS:
Attended 1400–0600Z‡. Fuel avbl after dusk PPR 208–788–9511. Cold temperature airport. Altitude correction required at or below –14C. Class I, ARFF Index B. ARFF avbl 1400–0600Z‡. PPR for all scheduled air carrier ops btn 0600–1300Z‡ call arpt mgr 208–788–4956. ATCT 275º east of Rwy 13–31 cntrln. Afd sfc cond not monitored btn the hrs of 0600Z‡ and 1400Z‡. Bird activity southeast end Rwy 31. When twr clsd land Rwy 31 tkf Rwy 13 due to opposite direction tfc, use ldg lgt in tfc pat. Due to opposite tfc, achp Rwy 31 along east side of valley, depart Rwy 13 along west side of valley, show ldg lgt. Rwy 13–31 ltd to acft not exceeding 95,000 lbs certificated max tkf weight, dual wheel acft with published max tkf weight exceeding 95,000 lbs must seek PPR at least 48 hrs in advance by submitting to arpt mgr a manufacturer’s acft svc change that installs a placard verifying acft is certificated for SUN with a max tkf weight of 95,000 lbs. PPR for all acft with published wingspan exceeding 100’. Not recommended for ngt use or in marginal wx by unfamiliar pilots due to mountainous terrain. Twys B5 and B6 rstd to acft with wingspans of 79’ or less (Acft Design Group II) only. No locked brake turns. All tran parking ctc 208–788–9511. Ltd parking avbl for air carrier acft. Ldg fee for acft greater than 6,000 lbs. All tran helicopter parking ct 208–720–5186 arpt ops; 208–788–9511 FBO for parking instructions. No dedicated helicopter parking pads exist.

AIRPORT MANAGER: 208-788-4956

WEATHER DATA SOURCES: AWOS–3 128.225 (208) 788–9213. LAWRS.

COMMUNICATIONS: CTAF 125.6 ATIS 128.225 (208) 788–2108 UNICOM 122.95

HAILEY RCO 122.4 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 118.05

HAILEY TOWER 125.6 (1400–0600Z‡) GND CON 121.7

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS D svc 1400–0600Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:

BURLIE (L) VOR/DME 114.1 BYI Chan 88 N42°34.81’ W113°51.95’ 323º 58.5 NM to fld. 4226/18E.

DME unusable: 125º–135º byd 35NM blo 15,000’


DME unusable:

080º–080º byd 12 NM

NDB unusable:

310º–350º byd 6 NM

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

MAGIC RESERVOIR (U93) 15 SW UTC–7(–6DT) N43°16.84’ W114°23.78’

4844 NOTAM FILE BOI

RWY 04–22: 4000X100 (TURF–GRVL)

RWY 04: Road.

RWY 22: Fence.

RWY 10–28: 1750X100 (TURF) 0.4% up E

RWY 10: Sign.

RWY 28: Trees.

AIRPORT REMARKS: Unattended. No winter maintenance. When wind conditions allow, land Rwy 04 or Rwy 10, tkf Rwy 22 or Rwy 28 to avoid flying over resort area. Rwy 10–28 no line of sight between rwy ends. Rwy 04–22 edges and thld marked with white rocks. No telephone avbl at arpt.

AIRPORT MANAGER: 208-334-8775

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

SALT LAKE CITY

H–3D, L–11C

MAP AD

SALT LAKE CITY

NW, 17 JUN 2021 to 12 AUG 2021
HAILEY  N43°19.79′ W114°14.62′ NOTAM FILE SUN.
NDB/DME (MMW) 220 HLE Chan 25 335° 10.7 NM to Friedman Meml. 4973/13E. NDB/DME
unmonitored.
DME unusable:
080°–280°
280°–080° byd 12 NM
NDB unusable:
310°–350° byd 6 NM
RCD 122.4 (BOISE RADIO)

HAZELTON MUNI  (U94) 1 S UTC–7(–6DT) N42°34.58′ W114°08.11′
4172 NOTAM FILE BOI.
RWY 06–24: H3163X50 (ASPH)
RWY 06: Blvd.
RWY 24: Road.
AIRPORT REMARKS: Unattended. No winter maintenance. Rwy 06–24 no line of sight between rwy ends. Rwy 06–24 has a
300′ grvl stopway on northeast end.
AIRPORT MANAGER: (208) 308-3140
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Twin Falls Apch at 208-734-7160, when Apch clsd ctc Salt Lake ARTCC at
801-320-2568.
RADIO AIDS TO NAVIGATION:
NOTAM FILE TWF.
TWIN FALLS  (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 052° 16.7 NM to fld. 4140/18E.
VOR portion unusable:
115°–160° byd 30 NM blo 11,000′
115°–160° byd 33 NM blo 12,000′
TACAN AZIMUTH & DME unusable:
105°–160° byd 20 NM blo 15,000′

HENRY’S LAKE  (See ISLAND PARK on page 51)

HOLLOW TOP  (See CAREY on page 37)

HOMEDALE MUNI  (S66) 0 SE UTC–7(–6DT) N43°36.88′ W113°58.28′
2220 NOTAM FILE BOI.
RWY 13–31: H2901X50 (ASPH) S–6
RWY 13: Thld dsplcd 280′. Tree.
RWY 31: Thld dsplcd 580′. Trees.
SERVICE: S1
AIRPORT REMARKS: Unattended. No telephone avbl at arpt.
AIRPORT MANAGER: 208-880-2719
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at 208-364-5860/5861.

HOWE  (U97) 4 NW UTC–7(–6DT) N43°50.34′ W113°02.80′
4930 NOTAM FILE BOI.
RWY 13–31: 3800X25 (GRVL–DIRT)
RWY 13: Road.
RWY 31: Road.
AIRPORT REMARKS: Unattended. Arpt used heavily by spray planes during summer. +15′ to +20′ farm machinery may be
parked on apch to Rwy 13. 230′ from end of rwy. Rwy 13–31 thlds defined with white blocks and reflectors.
AIRPORT MANAGER: (208) 227-4646
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

IDAHO CITY USFS  (U98) 1 SW UTC–7(–6DT) N43°49.24′ W115°51.06′
3920 NOTAM FILE BOI.
RWY 04–22: 3400X50 (GRVL–DIRT)
RWY 04: Trees.
RWY 22: Trees.
AIRPORT REMARKS: Unattended. No winter maintenance. USFS helicopter ops during fire season. No telephone avbl at arpt.
Recommend land Rwy 04, tkf Rwy 22 when wind conditions permit. West 700′ of rwy is turf, remainder is grvl. Rwy
04–22 edges and thlds marked with white rock.
AIRPORT MANAGER: (208) 392-6681
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at 208-364-5860/5861.
ISLAND PARK

HENRY'S LAKE (U53) 3 SE UTC–7(–6DT) N44º38.09´ W111º20.56´

6596 NOTAM FILE BOI
RWY 06–24: 4600X170 (TURF)
AIRPORT REMARKS: Unattended. Livestock and big game animals have access to rwy dur fall, winter and spring. Do not leave acft unattended during these seasons. No winter maintenance. First 600 ft of Rwy 06 is a bit rough due to uneven sfc and roaded holes/mounds. Rwy 06–24 edges and thlds marked with white rocks. Recommend land Rwy 06, tkf Rwy 24 when wind cond allow.
AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

JEROME CO (JER)(KJER) 3 E UTC–7(–6DT) N42º43.60´ W114º27.40´

4053 NOTAM FILE JER
RWY 09–27: H5001X75 (ASPH) S–20 MIRL 1.8% up E
RWY 09: PAPI(P4L)—GA 3.0º TCH 40´. Rgt tcf.
RWY 27: Fence.
SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 09–27—CTAF.
AIRPORT REMARKS: Attended 1500–0000Z‡. Twr 690´ AGL lctd 1.8 NM ENE of arpt. Reflectors on parallel twy.
AIRPORT MANAGER: (208) 308-3140
WEATHER DATA SOURCES: ASOS 135.225 (208) 324–7076.
COMMUNICATIONS: CTAF/UNICOM 122.8
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS  (L) VORTACW 115.8 TWF Chan 105 N42º28.79´ W114º29.37´ 348º 14.9 NM to fld. 4140/18E.
VOR portion unusable:
115º–160º byd 30 NM blo 11,000´
115º–160º byd 33 NM blo 12,000´
TACAN AZIMUTH & DME unusable:
105º–160º byd 20 NM blo 15,000´

JOHNSON CREEK (See YELLOW PINE on page 74)

KAMIAH MUNI (S73) 1 SE UTC–8(–7DT) N46º13.19´ W116º00.83´

1206 NOTAM FILE BOI
RWY 14–32: 3000X90 (TURF) LIRL(NSTD) 0.3% up SE
RWY 14: Trees. Rgt tcf.
RWY 32: Fence.
SERVICE: FUEL 100LL LGT Rwy 14–32 NSTD LIRL begins 500´ from each apch end. ACTIVATE LIRL Rwy 14–32—CTAF.
AIRPORT REMARKS: Attended irregularly. Numerous obst on both rwy apchs. Downdrafts prevalent over river on Rwy 32 apch. Canadian geese on and inv of arpt. Deer may be present on rwy at night. Not recommended tran pilots land after dark without first becoming familiar with arpt due to high terrain 0.5 mi from rwy. For rwy cond dur winter months call arpt mgr 208–935–0089.
AIRPORT MANAGER: 208-935-0089
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)

JOHNSON CREEK (See YELLOW PINE on page 74)
KELLOGG

SHOSHONE CO  (S83)  3 W  UTC−8(−7DT)  N47°32.84´W116°11.34´

2227  B  NOTAM FILE BOI

RWY 07–25: H5316X75 (ASPH)  S–14  MIRL  0.4% up E

RWY 07: Tree. Rgt tfc.

RWY 25: Thld dsplcd 335´. Tree.

SERVICE: FUEL 100LL LGT

AIRPORT REMARKS: Attended dalgt hrs.

AIRPORT MANAGER: 208-512-0532

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.

MULLAN PASS (H) VOR/DME 117.8 MLP Chan 125 N47º27.41´W115º38.76´269º22.7NM to fld. 6100/15E.

VOR portion unusable: 060º–090º byd 20 NM to fld.

KETCHUM

TWIN BRIDGES  (U61)  22 NE  UTC−7(−6DT)  N43°56.62´W114°06.62´

6900  NOTAM FILE BOI

RWY 18–36: 4450X100 (TURF–DIRT)

RWY 18: Hill.

RWY 36: Berm.


AIRPORT MANAGER: 208-334-8775

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

KIMAMA

LAIDLAW CORRALS  (U99)  12 N  UTC−7(−6DT)  N43º02.22´W113º44.02´

4448  NOTAM FILE BOI

RWY 07–25: 2250X130 (TURF)  0.9% up W

RWY 07: Hill.

RWY 25: Road.


AIRPORT MANAGER: 208-334-8775

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

KOOSKIA MUNI  (S82)  1 S  UTC−8(−7DT)  N46º07.96´W115º58.73´

1263  NOTAM FILE BOI

RWY 14–32: 1900X100 (TURF)

RWY 14: Road.

RWY 32: Road.

AIRPORT REMARKS: Unattended. Geese on and inv of arpt. Numerous obstructions in all quadrant around arpt. Rwy 14–32 width varies due to mowing and maintenance. Rwy 32 thld marked with red reflectors. Standing water present on the apch end of Rwy 14 during early Spring months.

AIRPORT MANAGER: 208-926-4751

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

KRASSEL USFS  (See MC CALL on page 56)

LAIDLAW CORRALS  (See KIMAMA on page 52)
GREAT FALLS

LANDMARK USFS (IU8) 1 SE UTC–7(–6DT) N44º38.53’ W115º32.00’

6662 NOTAM FILE BOI

RWY 16–34: 4000X100 (TURF–DIRT) 0.3% up S
RWY 16: Trees.
RWY 34: Tree.


AIRPORT MANAGER: (208) 382-7400

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

LEADORE (U00) 0 S UTC–7(–6DT) N44º40.39’ W113º21.15’

6029 NOTAM FILE BOI

RWY 11–29: H3500X140 (ASPH–TURF) RWY LGTS(NSTD) 0.5% up E
RWY 11: Pole.
RWY 29: Fence.
RWY 16–34: 2903X90 (TURF) 1.4% up S
RWY 16: Pole.
RWY 34: Fence.


AIRPORT MANAGER: (208) 316-4521

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

LEE WILLIAMS MEML (See MIDVALE on page 57)

LEMHI CO (See SALMON on page 68)

LEWISTON

LEWISTON–NEZ PERCE CO (LWS)(KLWS) 2 S UTC–8(–7DT) N46º22.47’ W117º00.92’

1442 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE LWS MON Airport

RWY 08–26: H6511X150 (ASPH–GRVD) S–150, D–180, 2S–175,
2D–400 PCN 56 F/A/X/T HIRL
RWY 08: REIL. VASI(V4L)—GA 3.0º TCH 45’. Rgt tfc.
RWY 26: MALSR. PAPI(P4L)—GA 3.0º TCH 51’. Tree.
PCN 47 F/A/X/T MIRL 1.4% up SE
RWY 12: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Rgt tfc.
RWY 30: PAPI(P2L)—GA 3.0º TCH 45’. Thld dsplcd 253’. Antenna.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–6511 TODA–6511 ASDA–6511 LDA–6511
RWY 26: TORA–6511 TODA–6511 ASDA–6511 LDA–6511
RWY 30: TORA–5003 TODA–5003 ASDA–5003 LDA–4750

SERVICE: S 4 FUEL 100, 100LL, JET A LGT When ATCT clsd ACTVT MALSR Rwy 26; REIL Rwy 08; PAPI Rwy 12 and Rwy 30—CTAF. Rwy 12 PAPI unusbl byd 3.5 NM.

AIRPORT REMARKS: Attended 1330–0500Z‡. CLOSED to unscheduled air carrier ops with more than 30 Pax seats 1500–0100Z‡ exc PPR call arpt mgr 208-746-4471 other times call station number 4, 208–743–0172. Frequent no radio AG acft activity inv of arpt. TPA—Heavy and turbine powered acft 3002(1560) all others 2502(1060).

AIRPORT MANAGER: 208-748-9132

WEATHER DATA SOURCES: ASOS 135.575 (208) 746–4185. LAWRS.

COMMUNICATIONS: CTAF 119.4 UNICOM 122.95

RCO 122.35 (BOISE RADIO)

® SEATTLE CENTER APP/DEP CON 123.95
TOWER 119.4 (1400–0600Z) GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

CONTINUED ON NEXT PAGE

NW, 17 JUN 2021 to 12 AUG 2021
AIRSPACE: CLASS D svc 1400–0600Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWS.

NEZ PERCE  (L) VOR/DME 108.2  MQG  Chan 19  N46º22.89’ W116º52.17’  246º 6.1 NM to fld. 1734/20E.
DME unmonitored.
VOR portion unusable:
075º–115º byd 20 NM blo 12,000´
115º–155º byd 25 NM blo 6,900´
280º–290º byd 20 NM blo 4,200´
290º–335º byd 25 NM blo 4,000´

SNAKE RIVER SPB  (7BU)  3 SW UTC–8(–7DT)  N46º21.88´ W117º03.72´
3000X150  (WATER)
WATERWAY S:  P–line.
AIRPORT MANAGER: 208-799-5015
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

LIBERATOR  N42º58.96´ W115º46.46´  NOTAM FILE BOI.
(L) VORW 114.9  LIA  354º 9.1 NM to Mountain Home Muni. 2990/18E.

LOWER LOON CREEK  (See CHALLIS on page 39)

LOWMAN

WARM SPRINGS CREEK  (ØU1)  13 NE UTC–7(–6DT)  N44º08.53´ W115º18.84´
4831  NOTAM FILE BOI
RWY 02–20: 2850X135  (TURF)
RWY 02: Tree.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. No telephone avbl at arpt. Recommend land Rwy 02, tkf Rwy 20, when wind conditions allow. No line of sight between rwy ends. No winter maintenance. Rwy 02–20 edges and thlds marked with white rocks.
AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

LUCILE

BIG BAR USFS  (1DA)  9 W UTC–8(–7DT)  N45º32.07´ W116º31.86´
1236  NOTAM FILE BOI
RWY 17–35: 1203X30  (TURF–DIRT)
RWY 17: Trees.
RWY 35: Hill.
AIRPORT MANAGER: 541-975-5418
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 253-351-3694.

MACKAY

COPPER BASIN  (ØU2)  12 SW UTC–7(–6DT)  N43º48.12´ W113º49.89´
7920  NOTAM FILE BOI
RWY 13–31: 4700X100  (TURF)  1.7% up SE
RWY 13: Road.
AIRPORT REMARKS: Unattended. No winter maintenance. Livestock and wildlife may be on and invof arpt. –1´ ditch adjacent to edges of rwy. Rwy 13–31 edges and thresholds marked with white rocks. Arpt located in high mountain valley surrounded by high mountains. Note: Density alt may exceed 10000´ during summer.
AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
MACKAY  (U62)  1 SE UTC–7(–6DT)  N43°54.60´  W113°36.14´
5892   NOTAM FILE BOI
RWY 12–30: H4389X60 (ASPH)  0.7% up NW
  RWY 12: P-line.
  RWY 30: Brush.
AIRPORT MANAGER: (208) 588-2824
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS  (H) VORTACW 116.9  DBS Chan 116  N44°05.33´
  W112°12.56´  245º  61.3 NM to fld. 4920/15E.
HELIPAD H1: H50X50 (ASPH)
HELIPORT REMARKS: Square helipad located between rwy and parking area.

MAGEE  (See COEUR D’ALENE on page 41)

MAGIC RESERVOIR  (See HAILEY on page 48)

MAHONEY CREEK USFS (ØU3)  2 SE UTC–7(–6DT)  N44°44.68´  W114°55.28´
4618   NOTAM FILE BOI
RWY 04–22: 2150X15 (DIRT)
  RWY 04: Hill.
  RWY 22: Hill.
AIRPORT REMARKS: Unattended. Recommend ldg Rwy 22, tkf Rwy 04 when wind conditions allow. No winter maintenance. –1´ ditch located 20´ from centerline both sides of rwy. Rwy 04 NE end first 500´ extremely rough. Rwy 04–22 thlds and edges have white wood boundary markers, edge markers set at 65´ width. First 500´ of Rwy 22 has –1.5´ to –2´ deep holes.
AIRPORT MANAGER: 208-879-4106
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.
(V) VOR/DME 117.4  MLD Chan 121  N42°11.99´
  W112°12.56´  245º  61.3 NM to fld. 4920/15E.
VOR portion unusable: 157º–167º byd 25 NM blo 11,000´
DME portion unusable:
       005º–025º byd 30 NM blo 14,000´
       157º–167º byd 25 NM blo 11,000´

MALAD CITY  (MLD)/(KMLD)  3 SW UTC–7(–6DT)  N42°10.21´  W112°17.56´
4503 B   NOTAM FILE MLD
RWY 16–34: H4946X60 (ASPH)  MIRL  0.6% up N
  RWY 34: P-line.
SERVICE: FUEL 100LL  LOT ACTIVATE MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. For fuel call 208–221–9031. Gas pump is credit card opr. Rwy 16–34 asphalt has lots of longitudinal and transversal cracks; some up to 2 inch in width. Rwy edges are experiencing spider web type cracking. Asph pavement is 60 ft wide, 45 ft wide asph treated shoulders on each side of pavement. Reflectors on tway and ramp.
AIRPORT MANAGER: 208-604-1234
COMMUNICATIONS: CTAF 122.9
RCO 122.65 (BOISE RADIO)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.

SALT LAKE CITY  L–11C

GREAT FALLS

MALAD CITY  (MLD)/(KMLD)  3 SW UTC–7(–6DT)  N42°10.21´  W112°17.56´
4503 B NOTAM FILE MLD
RWY 08–26: 3918X75 (TURF–DIRT)
COMMUNICATIONS: CTAF 122.9
RCO 122.65 (BOISE RADIO)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.

IDaho 55

NW, 17 jun 2021 to 12 aug 2021
MALAD CITY  N42°11.99’ W112°27.07’  NOTAM FILE MLD.

(H) VOR/W/ME  117.4  MLD  Chan 121  087° 7.3 NM to Malad City. 7330/17E.

VOR portion unusable:
157°–167° byd 25 NM b1o 11,000’
DME portion unusable:
005°–025° byd 30 NM b1o 14,000’
157°–167° byd 25 NM b1o 11,000’
RCO 122.65 (BOISE RADIO)

MARBLE CREEK  (See CHALLIS on page 39)

MC CALL

KRASSEL USFS  (24K)  17 NE  UTC–7(–6DT)  N44°58.45’ W115°43.79’

3982  NOTAM FILE BOI

RWY 17–35:  1500X150 (TURF)  4.0% up E
RWY 17:  Tree.
RWY 35:  Trees.

AIRPORT REMARKS:  Unattended. Extensive helicopter ops during Summer months. Marked pvt use helipad on arpt. Rwy 17–35 and Rwy 35 when wind conditions permit. Considerable rodent activity on rwy. +80’ to +120’ trees adjacent to both sides of rwy. Rwy 17–35 may not be mowed to full width. Rwy 17–35 rwy surface rough due to rodent holes.

AIRPORT MANAGER:  208-634-0600

COMMUNICATIONS:  CTA F 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

MC CALL MUNI  (MYL/ KMYL)  0 S  UTC–7(–6DT)  N44°53.32’ W116°06.11’

5024  NOTAM FILE MYL

RWY 16–34:  H6101X75 (ASPH)  S–86.5, D–141, 2D–261.5  MIRL
0.3% up N
RWY 16:  REIL. PAPI(P2L)—GA 3.77º TCH 57’. Road.
RWY 34:  REIL. VASI(V2L)—GA 3.5º TCH 58’. Ground.

SERVICE:  S4  FUEL  100LL, JET A, A1+  LGT ACTIVATE MRY Rwy 16–34, REIL Rwy 16 and Rwy 34—CTAF.

AIRPORT REMARKS:  Attended May–Sep 1500–0100Z‡, Oct–Apr 1600–2300Z‡. Airport surface conditions reported Mon–Fri 1500–0000Z‡. 2 hr prior notice rqr for snow removal at ngt call (208) 634–1488/630–3441. Cold temperature airport. Altitude correction required at or below –20C. Parachute Jumping. USFS practices parachute jumps invof arpt. Big game animals may be on or invof rwy. Recommend ldg Rwy 34, tkf Rwy 16, when wind conditions permit. Rvw 16 has a marked 50’ blast pad. No helicopter parking in fixed–wing tie–down areas. Increased Forest Service flt ops during summer months. Parallel twy clsd Dec 1–Apr 30. APU’s may not be started until 30 min prior to engine start.

AIRPORT MANAGER:  208-634-1488

WEATHER DATA SOURCES:  ASOS  119.925 (208) 634–5947.

COMMUNICATIONS:  CTA F/UNICOM  122.8

CASCADE RCO  122.35 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON  128.05

CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION:  NOTAM FILE MYL.

DONELLY  (H) VOR/W/ME  116.2  DNJ  Chan 109  N44°46.03’ W116°12.38’  012° 8.6 NM to fld. 7332/19E.

SALT LAKE CITY  H–30, L–11C

GREAT FALLS

NW, 17 JUN 2021 to 12 AUG 2021
IDAHO 57

MIDVALE

LEE WILLIAMS MEML (U9) 1 SW UTC–7(–6DT) N44°27.68´ W116°45.48´ SALT LAKE CITY

2617 NOTAM FILE BOI

RWY 08–26: H2875X60 (ASPH) 0.8% up W

RWY 08: Fence.

RWY 26: Fence.

AIRPORT REMARKS: Unattended. No winter maintenance, arpt clsd when snow conditions indicate. Rwy 08–26 250´ ovrn each end. Rwy 08–26 entr rwy is cvd in nmrs 2–3 in wide cracks both longl but mstly transversely. Most of the slurry fill applied prevly is shrinking down lvg +2 in deep gaps prsnt on the rwy.

AIRPORT MANAGER: 208-355-2391

COMMUNICATIONS: CTAF 122.9

CASCADE RCO 122.35 (BOISE RADIO)

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

MIDWAY

(See ATOMIC CITY on page 32)

MINIDOKA

BEAR TRAP (U0) 15 NE UTC–7(–6DT) N42°58.52´ W113°21.05´ SALT LAKE CITY

4716 NOTAM FILE BOI

RWY 06–24: 2250X120 (TURF–DIRT)

RWY 06: Road.

AIRPORT REMARKS: Unattended. Rwy 06–24 subject to ongoing damage by livestock, ground vehicles and rodents. No winter maintenance. No line of sight between rwy ends. Rwy 06–24 edges and thldls marked with white rock.

AIRPORT MANAGER: 208-334-8775

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

MOORE

ANTELOPE VALLEY (U92) 12 SW UTC–7(–6DT) N43°40.63´ W113°36.16´ SALT LAKE CITY

6193 NOTAM FILE BOI

RWY 07–25: 3450X130 (TURF) 1.5% up W

RWY 01: Road.

RWY 25: P-line.

AIRPORT REMARKS: Unattended. CLOSED to wheeled acft winters. No winter maintenance. Recommend ldg Rwy 07, tkf Rwy 25 when wind conditions allow. Arpt located in mountain valley surrounded by high terrain. Rwy 07–25 edges and thld marked with white rock. Farm machinery and trucks frequently parked on the apch to Rwy 25. +5´ sagebrush adjacent to both rwy edges and Rwy 07 thld. Rwy 07 +5 ft brush 0 ft on cntrln; +4 ft fence 0 ft 115 ft R. Rwy 25 +30 ft pline 350 ft on cntrln; +4 ft fence 100 ft on cntrln; +15 ft road 200 ft on cntrln; 450 ft mtn 4000 ft 200 ft L.

AIRPORT MANAGER: 208-334-8775

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

MOOSE CREEK (USFS)

(See MOOSE CREEK RANGER STATION on page 57)

MOOSE CREEK RANGER STATION

MOOSE CREEK (USFS) (U1) 0 SW UTC–7(–6DT) N46°07.25´ W114°55.64´ GREAT FALLS

2454 NOTAM FILE BOI

RWY 01–19: 4100X250 (TURF)

RWY 01: Trees.

RWY 19: Trees.

RWY 04–22: 2300X200 (TURF)

RWY 04: Trees.

RWY 22: Trees.

AIRPORT REMARKS: Unattended. Call 208–983–9677 for rwy conditions. No winter maintenance. Big game animals on & invof of arpt. Rwy 01–19 & Rwy 04–22 may not be mowed to full width. Rwy 01–19 recommend land Rwy 19; tkf Rwy 01 when wind conditions permit. Rwy 04–22 land Rwy 04; tkf Rwy 22; go–around not recommended. Rwy 01–19 muddy spring & winter. Use Rwy 04–22 early spring & late fall/winter when psbl due to better drainage & firmer sfc. Rwys subject to temp closures. Rwy 19 – 100 trees and rising trrn at 150 ft, 250 ft L.

AIRPORT MANAGER: 208-983-9571

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

NW, 17 JUN 2021 to 12 AUG 2021
MOUNTAIN HOME AFB

SERVICE: FUEL JET B+ OX 1, 2 LGT Ryw 12–30 PAPI unuse byd 5º fr rwy centerline. Thld lgt gated for ftr act.

MILITARY—A–GEAR Ryw 12–30 BAK–12B in raised posn, rqr 30 min PN for removal. JASU 2(AM32A–60) FUEL A++ FLUID De–ice. OIL 0–148–156 JoAP

ARRESTING GEAR/SYSTEM

RYW 12 (1500)

NOISE: Command quiet hr policy in effect 0530–1300Z‡.

MILITARY REMARKS: Opr 1400–0700Z‡ Mon–Thu, 1400–0100Z‡ Fri, clsd Sat–Sun, clsd hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR only exc VIP Code 6 or abv, AIREVAC and SAAM. Req VIP code abv, AIREVAC and SAAM obtain PPR number for tracking and support planning purposes. Min 24 hrs ntc rqr and no more than 7 days prior. Actf requiring CSTMS must coord for PPR no later than 72 hrs prior. All actf must adhere to PPR ETA +/- 30 mins or PPR is invalid. Ctc afld mgmt DSN 728–2222, C208–828–2222, fax extn 4128. Aerodrome vert tkof/ldg proh. Radar DASR maint Mon–Fri 0701–1300Z‡. TACAN and radar will not be released at same time if Cascade LR Radar feed unavbl.

COMMUNICATIONS: ATIS 273.5 PTD 139.3 341.8

COMM/NAV/WEATHER REMARKS: Radar DASR maint Mon–Fri 0701–1300Z‡. TACAN and radar will not be released at same time if Cascade LR Radar feed unavbl.
MOUNTAIN HOME MUNI  (U76)  2 W UTC–7(–6DT)  N43°07.90’ W115°43.83’
3167  B NOTAM FILE BOI

RWY 10–28:  H5000X75 (ASPH)  S–42, D–53  MIIRL
RWY 10:  REIL. PAPI(P2L)–GA 3.0º TCH 43’.

SERVICE:  S4  FUEL  100LL, JET A  LGT  Actvt REIL Rwy 10 and Rwy 28;
PAPI Rwy 10 and Rwy 28; MIIRL Rwy 10–28—CTAF.

AIRPORT REMARKS:  Attended Mon–Fri 1500–0000Z‡. Arpt attended after hrs emerg only. 100LL avbl 24 hrs with credit card. Jt A avbl 24 hrs with credit card. Jet A single point avbl Mon–Fri 1500–0100Z‡ or by appointment call 208–587–3585. High performance mil jet ops conducted at Mountain Home AFB 8 NM southwest of arpt. Extensive AG ops.

AIRPORT MANAGER:  208-254-1953

COMMUNICATIONS:  CTAF/AUNICOM  122.8
RCO  122.6 (BOISE RADIO)
®  APP/DEP CON 124.8 (1400–0700Z‡ Mon–Thu, 1400–0100Z‡ Fri, 1500–2300Z‡ Sat–Sun, clsd hol) other times ctc
@  SALT LAKE CENTER APP/DEP CON 118.05

RADIO AIDS TO NAVIGATION:
NOTAM FILE BOI.

BOISE  (H) VORTACW 113.3  BOI Chan 80  N43°33.17’
W116°11.53’  124º 32.4 NM to fld. 2877/17E.

COMM/NAV/WEATHER REMARKS:  See SPECIAL NOTICE—All acft opr within 20 NM of VOR are requested to ctc Mountain Home APP CON on 124.8 for tfc advisory due to intensive mil training in area.

MUD LAKE(WEST JEFFERSON CO)  (U12)  1 NW UTC–7(–6DT)  N43°51.06’ W112°30.08’
4794  B NOTAM FILE BOI

RWY 02–20:  H3300X40 (ASPH)  LIRL(NSTD)
RWY 02:  Thld dsplcd 400’. Fence.
RWY 20:  TRCV(TRIL)—GA 3.5º TCH 40’. Road.

SERVICE:  S4


AIRPORT MANAGER:  208-663-4328

COMMUNICATIONS:  CTA 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION:  NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9  DBS Chan 116  N44°58.96’
W114°46.46’  354º 9.1 NM to fld. 2990/18E.

GREAT FALLS

MULLAN PASS  MLP N47°27.42’ W115°38.77’/6028
ASOS 135.475 (208) 744–1721
MULLAN PASS  N47°27.41´ W115°38.76´  NOTAM FILE MLP.
(H) VOR/DME  117.8  MLP  Chan 125  050° 16.4 NM to Thompson Falls. 6100/15E.
VOR portion unusable:
  060°–090° byd 20 NM bio 9,500´
RCD 122.15 (BOISE RADIO)

MURPHY  (1U3)  0 E UTC–7(–6DT)  N43°12.96´ W116°32.90´
2855  NOTAM FILE BOI
RWY 12–30: H2500X45 (ASPH)
  Rwy 12: Road.
  Rwy 30: Road.
AIRPORT MANAGER: 208-249-0571
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at 208-364-5860/5861.

MURPHY HOT SPRINGS  (See THREE CREEK on page 72)

NAMPA MUNI  (MAN/KMAN)  0 E UTC–7(–6DT)  N43°34.88´ W116°31.38´
2537  NOTAM FILE BOI
RWY 11–29: H5000X75 (ASPH)  S–26, D–50, 2D–60 MIIRL
  Rwy 11: PAPI(P2L)—GA 3.0º TCH 40´. Bldg.
SERVICE: S4  FUEL  100LL, JET A, MOGAS  OX 3  LGT ACTIVATE MIIRL
Rwy 11–29—CTAF.
AIRPORT MANAGER: 208-468-5820
WEATHER DATA SOURCES: AWOS–3 118.325 (208) 318–0040.
COMMUNICATIONS: CTAF/UNICOM 122.7
® BIG SKY APP/DEP CON 119.6
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at 208-364-5860/5861.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
  BOISE (H) VORTACW 113.3  BOI  Chan 80  N43°33.17´ W116°11.53´ 260º 14.5 NM to fld. 2877/17E.
VOR portion unusable:
  001º–044º byd 22 NM bio 11,000´
  001º–044º byd 32 NM bio 14,500´
  045º–071º byd 32 NM bio 12,500´
  072º–084º byd 32 NM bio 10,500´
TACAN AZIMUTH & DME portion unusable:
  010º–060º byd 12 NM bio 13,000´
  010º–060º byd 27 NM bio 15,500´
  113º–155º byd 30 NM bio 7,000´
  348º–010º byd 20 NM bio 13,000´
  348º–010º byd 27 NM bio 15,500´

NEW MEADOWS  (1U4)  0 N UTC–7(–6DT)  N44°58.68´ W116°17.04´
3908  NOTAM FILE BOI
RWY 14–32: 2400X150 (TURF–GRVL)
  Rwy 14: Fence.
  Rwy 32: Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. No telephone avbl at arpt. No winter maint. No line of sight between rwy ends. Rwy 14–32 edges and thlds marked with white rocks. Rwy 14–32 south half 20´ wide grvl strip with loose rocks up to 2", north half sparse gravel up to 2", grass may be high. Rwy and tiedown area soft when wet.
AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CASCADE RCD 122.35 (BOISE RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

NW, 17 JUN 2021 to 12 AUG 2021
NEZ PERCE  N46°22.89´ W116°52.17´ NOTAM FILE LWS.  
(L) VOR/W/DME 108.2 MQG Ch 19 246° 6.1 NM to Lewiston–Nez Perce Co. 1734/20E. DME unmonitored.  
VOR portion unusable:  
075°–115° byd 20 NM blo 12,000´  
115°–155° byd 25 NM blo 6,900´  
280°–290° byd 20 NM blo 4,200´  
290°–335° byd 25 NM blo 4,000´ 

NEZPERCE MUNI (OSS)  0 NE UTC–8(–7DT)  N46°14.31´ W116°14.31´ 
3201 NOTAM FILE BOI  
RWY 15–33: H2400X30 (ASPH)  
RWY 15: Hill. Rgt tfc.  
RWY 33: Blgd.  
AIRPORT MANAGER: 208-937-1021  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.  
RADIO AIDS TO NAVIGATION: NOTAM FILE LWS.  
NEZ PERCE (L) VOR/W/DME 108.2 MQG Ch 19 N46°22.89´ W116°52.17´ 088° 27.6 NM to fld. 1734/20E.  
DME unmonitored.  
VOR portion unusable:  
075°–115° byd 20 NM blo 12,000´  
115°–155° byd 25 NM blo 6,900´  
280°–290° byd 20 NM blo 4,200´  
290°–335° byd 25 NM blo 4,000´ 

NORDMAN  
PRIEST LAKE USFS (67S)  3 S UTC–8(–7DT)  N48°34.44´ W116°57.52´  
2611 NOTAM FILE BOI  
RWY 14–32: 4400X175 (TURF–GRVL)  0.6% up NW  
RWY 14: Road.  
RWY 32: Road.  
AIRPORT REMARKS: Unattended. USFS helipad pvt use. No winter maintenance. Rwy 14–32 may not be mowed to full width.  
Rwy 32 +14´ road at 300´ on cntrln. 60´ trees at 500´ to 1000´ on cntrln. Rwy 14–32 is MKD only with W cement BDRY MKRS; THLDS MKD with CONC strips. Do not park acft within 100´ of wx station.  
AIRPORT MANAGER: 208-443-6824  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.  

OAKLEY MUNI (1U6)  0 S UTC–7(–6DT)  N42°14.03´ W113°52.66´  
4664 NOTAM FILE BOI  
RWY 17–35: 3795X40 (GRVL)  1.6% up N  
RWY 17: Fence.  
RWY 35: Fence.  
AIRPORT MANAGER: 208-431-6090  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568. 

ONTARIO  N44°00.70´ W116°24.36´  
RCO 122.3 (MC MINNVILLE RADIO)  

OORFINO MUNI (S68)  1 NW UTC–8(–7DT)  N46°29.52´ W116°16.52´ 
1005 NOTAM FILE BOI  
RWY 09–27: H2520X60 (ASPH) S–17 MIRL  
RWY 09: Thld displaced 100´. Tree. Rgt tfc.  
RWY 27: Tree.  
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Ryw 09–27—CTAF.  
AIRPORT REMARKS: Unattended. Fuel avbl 24/7 with credit card. High terrain in all quads around arpt. Be alert dur ngt ops due to terrain. Two 1968´ MSL (250´ AGL) radio twrs lctd apx 1 mile East Rwy 27 300´ left.  
AIRPORT MANAGER: 208-476-4725  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.  

NW, 17 JUN 2021 to 12 AUG 2021
**Orogrande** (75C) 1 NE UTC–8(–7DT) N45º43.77´ W115º31.67´

| RWY 01–19: | 2800X50 (TURF–DIRT) | 1.4% up S |
| RWY 01: | Trees. |
| RWY 19: | Trees. |

**Airport Remarks:** Unattended. Land Rwy 19, depart Rwy 01 when wind cond permit. +50´ trees on apch both rwy ends. Big game animals on and invof arpt. Vehicles have access to rwy. Recommended use early morning and late evening in summer.

**Airport Manager:** 208-983-9571

**Communications:** CTAF 122.9

**Clearance Delivery Phone:** For CD ctc Seattle ARTCC at 253-351-3694.

---

**Paris**

| Bear Lake Co **(1U7)** 3 E UTC–7(–6DT) N42º14.99´ W111º20.50´ |
| Rwy 10–28: | H5728X75 (ASPH) S–14, D–28, 2D–60 MIRL |
| Rwy 10: | REIL. PAPI(P2L)—GA 3.5º TCH 45º. P-line. |
| Rwy 28: | REIL. PAPI(P2L)—GA 3.5º TCH 51º. Road. |
| Rwy 16–34: | H4590X60 (ASPH) S–50, D–64, 2D–102 |
| Rwy 16: | Road. |

**Service:** FUEL 100LL LGT ACTVT REIL Rwy 10 and Rwy 28; MIRL. Rwy 10–28—CTAF. Rwy 10 PAPI unusbl byd 8 NM fm thr due to mountainous trrn.


**Airport Manager:** 208-223-0416

**Weather Data Sources:** AWOS–3 118.525 (208) 847–0613.

**Communications:** CTAF/UNICOM 122.8

**Clearance Delivery Phone:** For CD ctc Salt Lake ARTCC at 801-320-2568.

**Radio Aids to Navigation:** NOTAM FILE MLD.

| Malad City (H) VOR/DME 117.4 MLD Chan 121 N42º11.99´ W112º27.07´ 069º 49.6 NM to fld. 7330/17E. |
| VOR portion unusable: 157º–167º byd 25 NM blo 11,000´ |
| DME portion unusable: 005º–025º byd 30 NM blo 14,000´ |
| 157º–167º byd 25 NM blo 11,000´ |

---

**Parma** (50S) 1 S UTC–7(–6DT) N43º46.73´ W116º56.31´

| RWY 12–30: | H2700X50 (ASPH) LIRL |
| RWY 12: | Tree. Rgt tfc. |
| RWY 30: | Fence. |

**Airport Remarks:** Unattended. Recommend land Rwy 30, tkf Rwy 12 when wind condition permit. Numerous additional obstructions on apch to Rwy 12 (several commercial warehouse bldgs, power line and trees).

**Airport Manager:** 208-722-5138

**Communications:** CTAF 122.9

**Clearance Delivery Phone:** For CD ctc Big Sky Apch at 208-364-5860/5861.

---

**NW, 17 Jun 2021 to 12 Aug 2021**
PAYETTE MUNI  (S75)  2 NE UTC–7(–6DT)  N44º05.64´ W116º54.19´

2230  B  NOTAM FILE BOI
RWY 13–31: H3534X45 (ASPH)  S–8 LIRL  0.6% up SE
  RWY 31: Fence.
SERVICE: S2  FUEL  100LL, MOGAS  LGT ACTVT LIRL Rwy 13–31—CTAF (3 clicks).
AIRPORT REMARKS: Unattended. Fuel 24 hrs credit card svc avbl. Golfers adj to rwy edges and Rwy 13 thld. Arpt CLOSED to actvt over 10,000 lbs GWT. Rwy 13 dsplcd thld not lgted. 2885´ MSL (405´ AGL) marked and lgtd steel twr lctd 2.2 miles south of arpt.
AIRPORT MANAGER: 208-642-6024
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3  BOI Chan 80  N43º33.17´ W116º11.53´ 300º 44.8 NM to fld. 2877/17E.
VOR portion unusable:
  001º–044º byd 22 NM lco 11,000´
  001º–044º byd 32 NM lco 14,500´
  045º–071º byd 32 NM lco 12,500´
  072º–084º byd 32 NM lco 10,500´
TACAN AZIMUTH & DME portion unusable:
  010º–060º byd 12 NM lco 13,000´
  010º–060º byd 27 NM lco 15,500´
  113º–155º byd 30 NM lco 7,000´
  348º–010º byd 20 NM lco 13,000´
  348º–010º byd 27 NM lco 15,500´

PINE  (1U9)  1 S UTC–7(–6DT)  N43º27.98´ W115º18.60´

4232  NOTAM FILE BOI
RWY 16–34: 2300X125 (TURF)
RWY 16: Road.
RWY 34: Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. No line of sight btn rwy ends. Recommend land Rwy 34 and tkf Rwy 16 when wind conditions permit. Rwy 16–34 edges and thlds marked with white rocks. Rwy has sideslope, downhill from west to east.
AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at 208-364-5860/5861.

NW, 17 JUN 2021 to 12 AUG 2021
**PRAIRIE**

**SMITH PRAIRIE**  (2U0)  2 SE  UTC–7 (–6DT)  N43°29.90´ W115°32.82´  

4958  NOTAM FILE BOI  
Rwy 06–24: 5400X150 (TURF–DIRT)  1.6% up NE  
Rwy 06: Fence.  
Rwy 24: Sign.  
AIRPORT REMARKS: Unattended. No winter maintenance. Recommend land Rwy 06, tfk Rwy 24, when wind conditions permit. Rwy 06–24 edges and thlds marked with white rocks. No telephone avbl at arpt.  
AIRPORT MANAGER: 208-334-8775  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at 208-364-5860/5861.

**PRESTON**  (U10)  2 NW  UTC–7 (–6DT)  N42°06.41´ W111°54.75´  

4728  B  NOTAM FILE BOI  
Rwy 03–21: H3457X50 (ASPH)  S–12  LIRL  
Rwy 21: Thld dspclcd 330´. Road.  
Rwy 16–34: 2437X30 (GRVL–DIRT)  
Rwy 16: Road.  
SERVICE: S2  FUEL  100LL  LGT ACTIVATE LIRL Rwy 03–21—CTAF.  
AIRPORT REMARKS: Attended dalgt hrs. Rwy 16–34 CLOSED winter. Lctd on plateau. Sharp dropoff near thld Rwys 03, 16, and 34. Rwy 03–21 NSTD LIRL. Rwy 03–21 lgts lctd 50´ from edge of pavement. Rwy 21 dspclcd thld marked with dspclcd thld bar only. Rwy 16–34 is grvl sfc used by crop dusters.  
AIRPORT MANAGER: 208-852-2151  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.  
RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.  
MALAD CITY  (H) VOR/DME 117.4  MLD Chan 121  N42°11.99´ W112°27.07´ 086º 24.7 NM to fld. 7330/17E.  
VOR portion unusable: 157º–167º byd 25 NM blo 11,000´  
DME portion unusable: 005º–025º byd 30 NM blo 14,000´  
157º–167º byd 25 NM blo 11,000´

**PRIEST LAKE USFS**  (See NORDMAN on page 61)

**PRIEST RIVER MUNI**  (1S6)  1 N  UTC–8 (–7DT)  N48°11.44´ W116°54.59´  

2193  NOTAM FILE BOI  
Rwy 01–19: H2983X48 (ASPH)  S–12.5  LIRL  
Rwy 01: Tree.  
Rwy 19: Trees.  
SERVICE: LGT ACTIVATE LIRL Rwy 01–19—CTAF.  
AIRPORT MANAGER: (208) 255-9179  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
PULLMAN/MOSCOW RGNL (PUW)(KPUW) | 3 NE | UTC–8(–7DT) | N46º44.50’ W117º06.70’
2567 | B | Class I, ARFF Index B | NOTAM FILE PUW
RWY 05–23: H7100X150 (ASPH–GRVD) | S–120, D–239, 2D–385
PCN 68 F/C/X/T | HIRL
RWY 05: MALSR, PAPI(P4L)—GA 3.0º TCH 49’. RVR–T Fence.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–7100 TODA–7100 ASDA–7100 LDA–7100
RWY 23: TORA–7100 TODA–7100 ASDA–7100 LDA–7100
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 05;
REIL Rwy 23; PAPI Rwy 05 and 23; HIRED Rwy 05–23—CTAF.
AIRPORT REMARKS: Attended 1600–0200Z. CLOSED to unscheduled
air carrier ops with more than 30 pax seats exc PPR call arpt mgr
parking between rwy and twy and within 30’ of twy to the
northwest. No non–paved acft ops auth. Ldg fee for all coml acft
and all itinerant acft over 7,000 lbs. Fuel: Mogas on
fld—509–332–6569.
AIRPORT MANAGER: 509-338-3223
WEATHER DATA SOURCES: ASOS 135.675 (509) 334–3222.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCD 122.6 (SEATTLE RADIO)
SEATTLE CENTER APP/DEP CON 123.95
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.
AIRSPACE: CLASS E svc 1400–0600Z Mon–Fri, 1700–0000Z Sat, 1900–0600Z Sun; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.
(L) VOR/DME 109.0 PUW Chan 27 N46º40.45’ W117º13.41’ 029º 6.1 NM to fld. 2772/20E. DME
unmonitored.
ILS/DME 110.35 I–PUW Chan 40(Y) Rwy 05. Class IE.

REED RANCH (See YELLOW PINE on page 74)

REXBURG–MADISON CO (RXE)(KRXE) | 1 NW | UTC–7(–6DT) | N43º50.04’ W111º48.31’
4862 | B | NOTAM FILE RXE
RWY 17–35: H4204X75 (ASPH) | S–30 MIRL
RWY 35: REIL. VASI(V4L)—GA 3.0º TCH 40’. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4200 TODA–4200 ASDA–4200 LDA–3900
RWY 35: TORA–4200 TODA–4200 ASDA–3900 LDA–3900
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 35,
VASI Rwy 35, MIRL 17–35–CTAF. VASI Rwy 17 opr continuously.
AIRPORT REMARKS: Attended Mon–Sat 1500–0100Z1.
AIRPORT MANAGER: 208-356-6600
WEATHER DATA SOURCES: ASOS 135.075 (208) 356–0986.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 128.35
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE IDA.
IDAHO FALLS (H) VOR/DME 113.85 IDA Chan 85(Y) N43º31.14’
W112º03.84’ 016º 22.0 NM to fld. 4731/15E.
IDAHO

RIGBY (U56) 2 S UTC–7(–6DT) N43°38.56′ W111°55.75′
4845 B NOTAM FILE BOI
RWY 01–19: H3727X50 (ASPH) MIRL
RWY 01: Fence.
RWY 19: Thld dsplcd 225′. Road.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 01–19—CTAF 122.9.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: (208) 716-3584
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44º05.33′
W112º12.56′ 140º 29.4 NM to fld. 4920/15E.

ROCKFORD MUNI (2U4) 0 E UTC–7(–6DT) N43º11.37′ W112º31.91′
4465 B NOTAM FILE BOI
RWY 16–34: H2800X50 (ASPH)
RWY 16: Railroad.
RWY 34: Fence.
AIRPORT REMARKS: Unattended. Railroad boxcars are often parked on cntrln of Rwy 16.
AIRPORT MANAGER: (208) 782-3190
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44º05.33′
W112º12.56′ 140º 29.4 NM to fld. 4920/15E.

ST ANTHONY STANFORD FLD (U12) 1 SE UTC–7(–6DT) N43º57.01′ W111º41.08′
4966 B TPA—5766(800) NOTAM FILE BOI
RWY 04–22: H4500X50 (ASPH) MIRL
RWY 04: Thld dsplcd 300′. P–line.
RWY 22: Thld dsplcd 540′. Tree.
SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 04–22 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Fuel 24 hr credit card svc avbl. Acft opr from grvl rwy SE of paved rwy dur AG season. Rwy 04–22 no dsplcd thld arrow markings on dsplcd thld.
AIRPORT MANAGER: 208-313-6594
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44º05.33′
W112º12.56′ 095º 24.2 NM to fld. 4920/15E.

SALT LAKE CITY

NW, 17 JUN 2021 to 12 AUG 2021
ST MARIES MUNI (S72) 1 NW UTC–8(–7DT) N47°19’.55’ W116°34’.60’
2131  B NOTAM FILE BOI
RWY 10–28: H3354X60 (ASPH) S–12.5  MIRL(NSTD)
   RWY 10: Road. Rgt tfc.
   RWY 28: Trees.
SERVICE: S2 FUEL 100LL  LGT ACTIVATE MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Unattended. Rwy 10–28 NSTD MIRL first 715´ west
   end not lgtd. Rwy 10 NSTD dspcld thld marking yellow chevrons.
AIRPORT MANAGER: 208-582-0941
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
   MULLAN PASS (H) VORW/DME 117.8  MLP Chan 125  N47º27.41’
   W115º38.76’ 244° 38.7 NM to fld. 6100/15E.
   VOR portion unusable:
   060°–090° byd 20 NM blo 9,500’

SALMON  LEMHI CO (SMN)(KSMN) 4 S UTC–7(–6DT) N45º07’.40’ W113º52’.89’
4044  B NOTAM FILE SMN
RWY 17–35: H5510X75 (ASPH) S–12.5  MIRL
   RWY 17: REIL. PAPI(P4L)—GA 3.5º TCH 55’.
   RWY 35: REIL.
SERVICE: S4 FUEL 100, JET A  LGT ACTIVATE MIRL Rwy 17–35, REIL.
   Rwy 17 and Rwy 35, and PAPI Rwy 17—CTAF.
AIRPORT REMARKS: Attended 1500–0000Z‡. Rwy 17 use rgt tfc pat for ngt
   ops only. Cold temperature airport. Altitude correction required at or
   below –13C. Bcn OTS indef.
AIRPORT MANAGER: (208) 756-5321
WEATHER DATA SOURCES: AWOS–3PT 135.075 (208) 756–4381.
COMMUNICATIONS: CTAF/UNICOM 122.8
   SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE SMN.
   SALMON (H) VORW/DME 113.5  LKT Chan 82  N45º01.28’
   W114º05.05’ 042º 10.6 NM to fld. 9260/13E.

SALMON  N45º01.28’ W114º05.05’ NOTAM FILE SMN.
(H) VORW/DME 113.5  LKT Chan 82  042º 10.6 NM to Lemhi Co. 9260/13E.
RCO 122.55 (BOISE RADIO)

SANDPOE  N48º17’.44’ W116º33.79’ NOTAM FILE SZT.
NDB (MHW) 264  SZT at Sandpoint. 2131/14E.
NDB unusable:
   170º–200º byd 20 NM
   200º–360º
   360º–170º byd 15 NM

GREAT FALLS L–13B

NW, 17 JUN 2021 to 12 AUG 2021
SANDPOINT (SZT)(KSZT) 2 N UTC–8(–7DT) N48º17.97´ W116º33.61´

2131 B NOTAM FILE SZT

RWY 02–20: H5501X75 (ASPH) S–40 MIRL
RWY 02: REIL, PAPI(P2L)—GA 3.75º TCH 28´. Trees.
RWY 20: REIL, PAPI(P2L)—GA 3.75º TCH 50´. Trees.

SERVICE: 54 FUEL 100LL, JET A OX 3, 4 LGT ACTIVATE MIRL Rwy 02–20 and REIL Rwy 02 and Rwy 20—CTAF. PAPI Rwy 02 and Rwy 20 opr continuously.


AIRPORT MANAGER: 208-255-9179

WEATHER DATA SOURCES: AWOS–3 135.425 (208) 263–3074.

COMMUNICATIONS: CTAF/UNICOM 122.7

SEATTLE CENTER APP/DEP CON 123.95

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION:

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47º33.90´ W117º37.61´ 023º 61.6 NM to fld. 2756/21E.

VOR portion unusable:
300º–330º byd 30 NM blo 9,000´
335º–360º byd 18 NM blo 7,000´
335º–360º byd 25 NM
360º–015º byd 26 NM blo 7,000´

SANDPOE NDB (MHW) 264 SZT N48º17.44´ W116º33.79´ at fld. 2131/14E. NOTAM FILE SZT.

NDB unusable:
170º–200º byd 20 NM
200º–360º
360º–170º byd 15 NM

LOC/DME 109.1 I–RPO Chan 28 Rwy 02. LOC unmonitored.

SHOSHONE CO (See KELLOGG on page 52)

SHEARER (USFS) (2U5) 0 S UTC–8(–7DT) N45º59.37´ W114º50.48´

2634 NOTAM FILE BOI

RWY 18–36: 2000X15 (TURF) 2.1% up N

RWY 18: Hill.

RWY 36: Trees.

AIRPORT REMARKS: Unattended. Inexperienced pilots should use for emrgs only. Big game animals on and invof arpt. Located in narrow winding river canyon. Rwy may be soft in spring and late fall. Recommend early morning or late evening ops during summer. Rwy 18–36 first 300´ of Rwy 18 rough with tall grass. Land Rwy 18, tkf Rwy 36. Blind apch to Rwy 18, before ldg/tkf call on frequency 122.9, monitor same.

AIRPORT MANAGER: 208-983-9571

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

SLATE CREEK (1S7) 3 NW UTC–8(–7DT) N45º40.31´ W116º18.34´

1660 NOTAM FILE BOI

RWY 12–30: 2600X165 (TURF)

RWY 12: P–line.

RWY 30: P–line.

AIRPORT REMARKS: Unattended. No winter maintenance. No line of sight between rwy ends. +35´ P–line along NE boundary of arpt, crosses over tiedown area. Rwy 12–30 edges and thlds marked with white rock boundary markers. No telephone avbl at arpt. Rwy 12 has +3’ fence at 35´ on centerline.

AIRPORT MANAGER: 208-334-8775

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
SMILEY CREEK  (U87)  0 E  UTC–7(–6DT)  N43°54.73´ W114°47.76´ 

7206  NOTAM FILE BOI
RWY 14–32: 4900X150 (TURF)
   RWY 14: Fence.
   RWY 32: Fence.
AIRPORT MANAGER:  208-334-8775
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

SMITH PRAIRIE  (See PRAIRIE on page 54)

SNAKE RIVER SPB  (See LEWISTON on page 54)

SODA SPRINGS  ALLEN H TIGERT  (U78)  1 SE  UTC–7(–6DT)  N42°38.91´ W111°34.91´ 

5543  B  NOTAM FILE BOI
RWY 16–34: H3500X50 (ASPH)  S–12  LIRL(NSTD)  0.3% up S
RWY 16: TRC(VTRIL)—GA 4.0º TCH 25´. Thld dsplcd 300´. Road.
RWY 34: TRC(VTRIL)—GA 3.0º TCH 44´.
RWY 13–31: H2500X50 (ASPH)  0.4% up SE
RWY 13: Pole.
RWY 31: P–line.
SERVICE:  FUEL  100LL  LGT
AIRPORT MANAGER:  208-547-2600
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:  NOTAM FILE MLD.
MALAD CITY  (H) VOR/DME 117.4 MLD Chan 121  N42°11.99´ W112°27.07´ 038º 47.1 NM to fld. 7330/17E.
VOR portion unusable:
   157º–167º byd 25 NM blo 11,000´
DME portion unusable:
   005º–025º byd 30 NM blo 14,000´
   157º–167º byd 25 NM blo 11,000´

SOLDIER BAR USFS  (85U)  1 SW  UTC–7(–6DT)  N45°05.99´ W114°48.06´ 

4190  NOTAM FILE BOI
RWY 07–25: 1650X15 (DIRT)
   RWY 07: Trees.
   RWY 25: Hill.
AIRPORT REMARKS:  Unattended. No telephone avbl at arpt. Steep canyon walls in all directions. Cabin Creek arpt apx 7 miles west up Big Creek Canyon. Arpt on bench 500´ abv Big Creek on south side. West 1/3 of rwy has 4º slope down to the north. Go–arounds not recommended. Rwy 07–25 sharp dogleg on west 1/3 of rwy to the north. Land Rwy 25, tkf Rwy 07.
AIRPORT MANAGER:  208-634-0746
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

STANFORD FLD  (See ST ANTHONY on page 67)
STANLEY

BRUCE MEADOWS (U63) 20 NW UTC–7(–6DT) N44°24.93′ W115°19.01′

6370 NOTAM FILE BOI
RWY 05–23: 5000X110 (TURF–DIRT)
RWY 23: Fence.

AIRPORT REMARKS: Unattended. Big game animals have access to rwy. No winter maint. Recommend land Rwy 05, tak Rwy 23 when wind conditions permit. Arpt is lctd on a high mtn valley surrounded by mtns. Rwy 23 fence marked with yellow and black warning panels 40´ from end of AER 23. Rwy 05–23 edges and thlds marked with white rocks. 20´ wide dirt strip down center of Rwy 05–23. First 1200´ of rwy end 05 is flooded or very soft during spring and thru late summer months.

AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

STANLEY (2U7) 1 SE UTC–7(–6DT) N44°12.51′ W114°56.07′

6403 NOTAM FILE BOI
RWY 17–35: H4300X150 (ASPH–DIRT)
RWY 17: Trees.
RWY 35: Fence.

AIRPORT REMARKS: Unattended. No winter maint. Arpt lctd in valley surrounded by high mountainous terrain. Numerous air taxi ops dur the summer months. Rwy 17–35 1600 ft x 30 ft asph on Rwy 17 end, remainder dirt. Rwy 17–35 NSTD markings, rwy edges and thlds marked with white rocks.

AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

THOMAS CREEK (2U8) 31 N UTC–7(–6DT) N44°43.40′ W115°00.24′

4415 NOTAM FILE BOI
RWY 03–21: 2100X75 (TURF–DIRT) 2.5% up SW
RWY 03: Hill.
RWY 21: Tree.

AIRPORT REMARKS: Unattended. No winter maint. Recommend ldg Rwy 21, tak Rwy 03, go arounds extremely difficult. Rwy 03 first 400´ is dog leg with a heading of 360º. Acft loading and unloading at the south end of Rwy 21. Considerable air taxi ops mid to late summer. Rwy 03–21 usable width may vary from 75´ to 100´. Arpt is lctd on plateau 100–150´ abv river.

AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

STANLEY N44°10.19′ W114°55.87′
RCD 122.6 (BOISE RADIO)

STRIK N42°28.72′ W114°21.26′ NOTAM FILE TWF;
NDB (LOMW) 389 TW 259º 5.9 NM to Joslin Fld – Magic Valley Rgnl. 4065/13E.

TANGLEFOOT SPB (See CAVANAUGH BAY on page 38)

THATCHER

W E RANCH (0ID) 3 NW N42°26.89′ W111°46.65′

5075 NOTAM FILE HUF
RWY 17–35: 1350X48 (GRVL)
RWY 17: Rgt tlc.
RWY 35: Rgt tlc.

AIRPORT MANAGER: 801 440 6204
COMMUNICATIONS: CTAF 122.9

THOMAS CREEK (See STANLEY on page 71)
THREE CREEK

MURPHY HOT SPRINGS  (3U8)  9 W  UTC–7(–6DT)  N42°01.41´ W115°20.13´  SALT LAKE CITY
5829   NOTAM FILE BOI
RWY 01–19:  5250X120 (TURF)  1.2% up S
RWY 01:  Fence.
RWY 19:  Fence.

AIRPORT REMARKS: Unattended. No telephone avbl at arpt. No winter maint. No line of sight between rwy ends. Recommend land Rwy 19 and depart Rwy 01 when wind conditions permit. Rwy soft in spring and when wet. Rwy 01–19 edges and thlds marked with white rock.

AIRPORT MANAGER: 208-334-8775

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

TWIN FALLS

TWIN FALLS (See KETCHUM on page 52)

TWIN FALLS RCO 122.25 (BOISE RADIO)
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
TWIN FALLS TOWER 121.7

COMMUNICATIONS: CTAF 118.2  UNICOM 122.95

AIRSPACE: CLASS D svc 1300–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79´ W114°29.37´ at fd. 4140/18E.

VOR portion unusable:
115°–160° byd 30 NM b10 11,000
115°–160° byd 33 NM b10 12,000
TACAN AZIMUTH & DME unusable:
105°–160° byd 20 NM b10 15,000

STRK NDB (LOM) 389 TW N42°28.72´ W114°21.27´ 259° 5.9 NM to fd.

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

TYHEE  N42°57.83´ W112°30.98´  NOTAM FILE PIH.
NDB (LOMW) 383 Pl 210° 4.8 NM to Pocatello Rgnl. 4462/17E.

UPPER LOON CREEK USFS (See CHALLIS on page 40)

W E RANCH (See THATCHER on page 71)
WAPSHILLA (See WINCHESTER on page 73)

WARM SPRINGS CREEK (See LOWMAN on page 54)

WARREN (USFS) (3U1) 0 NW UTC–7(–6DT) N45°16.09′ W115°41.02′

5902 NOTAM FILE BOI
RWY 12–30: 2765X50 (DIRT) 1.2% up SE
RWY 12: Trees.
RWY 30: Road.

AIRPORT REMARKS: Unattended. No winter maint. Rwy width varies from 65′ to 85′. Rcmd lnd Rwy 12 and tkof Rwy 30 when wind conds allow. Downdrafts prevalent Rwy 12 summer months. Recommended use early morning and late evening in summer. Not recommended for inexperienced pilots. Do not use adjacent pvt road southwest of rwy for tkf or ldg. Road crosses rwy aprx 800′ from Rwy 12 thrd. No telephone avbl at arpt. Rwy 30 thrd marked with white rock. Rwy 30 thrd poorly defined. Rwy 12–30 has some loose rocks to 2′ in diameter, isolated spots of embedded flat rocks to 6′ in diameter and some spotty weed growth to 12′. Rwy 12 +4 ft dredge tailings 0 ft, 65 ft R; +4 ft dredge tailings 350 ft on cntrln; +70 ft trees at 600 ft on ctrln; +200 ft rdg at 1000 ft on ctrln. Rwy 30 +25 ft bldg at 70 ft, 85 ft L; +10 ft bldg at 130 ft, 70 ft L; +10 ft pvt road at 130 ft, 35 ft L; +5 ft log fence at 100 ft, 25 ft L.

AIRPORT MANAGER: (208) 634-0975
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

WEATHERBY USFS (See ATLANTA on page 32)

WEISER MUNI (S87) 3 S UTC–7(–6DT) N44°12.28′ W116°57.63′

2120 B NOTAM FILE BOI
RWY 12–30: H4000X60 (ASPH) S–12.5 MIRL
RWY 12: REIL. Trees.
RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 38′. Fence.
SERVICE: S2 FUEL 100LL LGT ACTIVATE MIRL Rwy 12–30 and REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 30 opr continuously.
AIRPORT MANAGER: (360)-903-6901
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.
DONNELLY (H) VOR/DME 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 205º 46.8 NM to fld. 7332/19E.

® SALT LAKE CENTER APP/DEP CON 128.05

WINCHESTER (See DIXIE on page 43)

WAPSHILLA (I45) 19 SSW UTC–7(–6DT) N45°56.51′ W116°45.82′

1415 NOTAM FILE BOI
RWY 15–33: 1026X40 (TURF–DIRT)
RWY 15: Bldg.
AIRPORT REMARKS: Very swrt rwy w/ 10 pct slp. Rwy 33 elev 1317 ft and Rwy 15 elev 1415 ft. One way airstrip. Lnd Rwy 33 and tkof Rwy 15. No wint maint. Use at own risk.
AIRPORT MANAGER: 208-799-5010
COMMUNICATIONS: CTAF
YELLOW PINE

JOHNSON CREEK (3U2) 3 S UTC–7(–6DT) N44º54.70´ W115º29.13´

4960 NOTAM FILE BOI
RWY 17–35: 3400X150 (TURF) 1.6% up N
RWY 17: Trees.
RWY 35: Fence.
AIRPORT REMARKS: Attended Jun–Aug, Thu–Mon 1500–0000Z‡. Big game animals on and invol arpt. No winter maintenance. Recommend land Rwy 17, tkf Rwy 35 when wind cond allow. Numerous +60´ trees adjacent to each side of rwy. Be alert for sprinklers on rwy. Additional 250´ of length avbl for tkf on Rwy 35 end. Rwy 17–35 edges and thlds marked with white rock boundary markers. Special considerations should be given to density altitude, turbulence and mountain flying proficiency. Trn ctn – 1500 ft rdg at 4000 ft, 400 ft R (N of Rwy 17).
AIRPORT MANAGER: 208-334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

REED RANCH (I92) 12 SW UTC–7(–6DT) N44º53.50´ W115º42.78´

4157 NOTAM FILE BOI
RWY 16–34: 2175X100 (TURF–DIRT)
RWY 16: Tree.
RWY 34: Road.
AIRPORT MANAGER: (208) 334-8775
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
**ANACONDA**

**BOWMAN FLD** (3U3) 3 NE UTC–7(–6DT) N46º09.20´ W112º52.06´

5034 B NOTAM FILE GTF

RWY 17–35: H6010X75 (ASPH) MIRL 0.6% up S

RWY 17: PAPI(P2L)—GA 3.0º TCH 40´.


RWY 04–22: H4074X60 (ASPH) S–18, D–25 MIRL 1.0% up SW

RWY 04: PAPI(P2L)—GA 3.25º TCH 44´.

RWY 22: PAPI(P2L)—GA 3.0º TCH 22´.

SERVICE: LGT ACTVT PAPI Rwy 04, 17, 22 and 35; MIRL Rwy 04–22 and 17–35—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below –25C. Phone on fld. Unltd hazardous stack 585´ AGL lctd 3.2 NM southwest of arpt.

AIRPORT MANAGER: 406-593-1702

WEATHER DATA SOURCES: AWOS–AV 122.8 (406) 563–8275.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 132.4

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION:

NOTAM FILE BTM.

COPPERTOWN (L) VOR/DME 111.6 CPN Chan 53 N46º01.92´ W112º44.85´ 309º 8.8 NM to fld. 5780/16E.

VOR portion unusable:

157º–275º byd 22 NM blo 16,000´
185º–200º byd 30 NM
218º–225º byd 30 NM
346º–100º byd 20 NM blo 15,000´

DME portion unusable:

157º–275º byd 22 NM blo 17,000´
185º–200º byd 30 NM
218º–225º byd 30 NM
346º–127º byd 22 NM blo 15,000´

COMM/NAV/WEATHER REMARKS: AWOS avbl—CTAF.

**ASHLAND**

**ST LABRE MISSION** (3U4) 1 NW UTC–7(–6DT) N45º36.39´ W106º16.46´

2909 NOTAM FILE GTF

RWY 13–31: 3830X95 (GRVL–DIRT)

RWY 13: Tree.

AIRPORT REMARKS: Unattended. Vehicles and horses invof rwy. 100´ lgtd antenna 1/2 mile SW of arpt on hill. Rwy 13–31 muddy when wet. Rwy 13–31 1´ to 2´ dirt berm on edge of rwy and thlds.

AIRPORT MANAGER: (406) 784-4595

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

**STEVENS RANCH** (1M6) 19 SE UTC–7(–6DT) N45º17.28´ W106º08.72´

3300 NOTAM FILE GTF Not insp.

RWY 15–33: 2268X40 (TURF)

RWY 01–19: 1571X40 (TURF)

AIRPORT MANAGER: 406 784 2469

COMMUNICATIONS: CTA 122.9

**AUGUSTA**

**AUGUSTA** (3U5) 2 SE UTC–7(–6DT) N47º27.81´ W112º22.81´

4145 NOTAM FILE GTF

RWY 01–19: 3650X75 (TURF) 0.7% up S

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt including rattlesnakes. Unltd vehicle access to arpt. Rwy 01–19 gopher holes on rwy sfc. Rwy 01–19 NSTD markings, marked with white cones.

AIRPORT MANAGER: 406-444-2506

COMMUNICATIONS: CTA 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
**MONTANA**

### Great Falls

**BENCHMARK** (3U7)  19 W  UTC–7(–6DT)  N47°28.92’ W112°52.34’

5434  NOTAM FILE GTF

**RWY 12–30:** H6000X100 (ASPH)  S–45, D–80, 2D–140  2.0% up SE

**RWY 12:** Trees.

**RWY 30:** Trees.


**AIRPORT MANAGER:** (406) 495-3832

**COMMUNICATIONS:** CTAF

**CLEARANCE DELIVERY PHONE:** For CD ctc Salt Lake ARTCC at 801-320-2568.

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

**GREAT FALLS (H) VORTACW** 115.1  GTF Chan 98  N47°27.00’ W111°24.73’  256º  59.5 NM to fld. 3672/16E.

### Babb

**BABB** (49S)  1 SE  UTC–7(–6DT)  N48°50.89’ W113°25.76’

4518  NOTAM FILE GTF

**RWY 14–32:** 3860X110 (TURF)  0.8% up NW

**RWY 14:** Trees.

**RWY 32:** Rgt tlf.

**AIRPORT REMARKS:** Unattended. No snow removal. Livestock on and invof arpt. Gopher holes on rwy sfc. Rwy 14–32 soft when wet. Tall grass at north end. Rwy 14 markings NSTD, tires faded and obscured by weeds. Rwy 14–32 edge marked with painted tires full length.

**AIRPORT MANAGER:** 406-444-2506

**COMMUNICATIONS:** CTAF

**CLEARANCE DELIVERY PHONE:** For CD ctc Salt Lake ARTCC at 801-320-2568.

### Baker Muni

**BAKER MUNI** (BHK/KBHK)  1 SE  UTC–7(–6DT)  N46°20.80’ W104°15.49’

**AIRPORT REMARKS:** Attended Mon–Fri 1500–0000Z‡, Sat 1500–1900Z‡.

**AIRPORT MANAGER:** 406-778-3508

**WEATHER DATA SOURCES:** ASOS (406) 778–3312.

**COMMUNICATIONS:** CTAF

**SALT LAKE CENTER APP/DEP CON** 126.85

**CLEARANCE DELIVERY PHONE:** For CD ctc Salt Lake ARTCC at 801-320-2568.

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

**DICKINSON (H) VORTACW** 112.9  DIK Chan 76  N46°51.60’ W102°46.41’  230º  68.7 NM to fld. 2527/14E.

VOR unusable:

260º–270º

**BENCHMARK** (See AUGUSTA on page 76)

**BERT MOONEY** (See BUTTE on page 81)

**BIG HORN CO** (See HARDIN on page 98)
**BIG SANDY**  (3U8)  1 S UTC–7(–6DT)  N48°09.81´ W110°06.86´  

2699 B TPA—3499(800) NOTAM FILE GTF

RWY 06–24: H3570X60 (ASPH) S–12.5 PCN 5 F/D/Z/U MIRL

RWY 06: PAPI(P2L)—GA 3.0º TCH 30´.

RWY 24: PAPI(P2L)—GA 3.0º TCH 30´. Road.

RWY 13–31: 2100X100 (TURF)

RWY 13: P–line.

RWY 31: Road.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 06–24—CTAF.

AIRPORT REMARKS: Attended on call.

AIRPORT MANAGER: 406-378-2361

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE HVR.

HAVRE (L) VOR/DME 114.65 HVR Chan 93(Y) N48°32.43´ W109°46.20´ 195º 26.5 NM to fld. 2583/16E.

**BIG SKY FLD** (See CULBERTSON on page 87)

**BIG TIMBER**  (6S8)  3 SW UTC–7(–6DT)  N45°48.39´ W109°58.70´  

4494 B NOTAM FILE GTF

RWY 06–24: H5285X75 (ASPH) S–12 MIRL 0.6% up SW

RWY 24: PAPI(P2L)—GA 3.0º TCH 45´.

RWY 18–36: 3475X75 (TURF) 0.7% up S

SERVICE: S4 FUEL 100LL, JET A LGT PAPI Rwy 24; MIRL Rwy 06–24 opr dusk–midnight, otr times ACTVT—CTAF.


AIRPORT MANAGER: 406-930-1040

WEATHER DATA SOURCES: AWOS–3 132.050 (406) 932–6051.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 127.75

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE LVM.

LIVINGSTON (L) VOR/DME 116.1 LVM Chan 108 N45°42.15´ W110°26.55´ 057º 20.5 NM to fld. 4653/15E.

VOR/DME unusable:

100º–190º byd 15 NM

255º–280º byd 20 NM

345º–041º byd 15 NM

**BIGFORK**  

**FERNDALE AIRFIELD**  (53U)  3 NE UTC–7(–6DT)  N48°03.63´ W114°00.07´  

3072 TPA—See Remarks NOTAM FILE GTF

RWY 15–33: 3500X95 (TURF) 0.7% up SE

RWY 15: Trees.

RWY 33: Trees.

SERVICE: S4

AIRPORT REMARKS: Unattended. Snow removal may be delayed call for conditions 406–257–5994. Rwy 15–33 white cones mark full rwy length. Red tfc cones mark each rwy thld with 100 foot displaced threshold. TPA—Dep procedure straight out through TPA of 4072(1000).

AIRPORT MANAGER: 406-257-5994

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
BILLINGS LOGAN INTL  (BIL)(KBIL)  2 NW  UTC–7(–6DT)  N45º48.47´ W108º32.61´  

3662  B  TPA—See Remarks  ARFF Index—See Remarks  NOTAM FILE BIL  
RWY 10L–28R: H10518X150 (ASPH–GRVD)  S–120, D–214, 2S–175,  
2D–365 PCN 55 F/B/X/T  HIRL  
RWY 10L: MALSR. PAPI(P4L)—QA 3.0º TCH 51’. RVR–T 0.8% down.  
1.0% up.  
RWY 07–25: H5501X75 (ASPH–GRVD)  S–12.5 PCN 7 F/B/X/U  
MIRL  1.9% up SW  
RWY 07: PAPI(P4L)—QA 3.0º TCH 31’. Ground.  
RWY 25: REIL. PAPI(P4R)—QA 3.0º TCH 36’.  
RWY 10R–28L: H3800X75 (ASPH)  S–12.5 PCN 4 F/B/X/U  MIRL  
1.3% up NW  
RWY 10R: Ground.  

RUNWAY DECLARED DISTANCE INFORMATION  
RWY 07: TORA–5501 TODA–5501 ASDA–5501 LDA–5501  
RWY 10L: TORA–10518 TODA–10518 ASDA–10518 LDA–10518  
RWY 10R: TORA–3801 TODA–3801 ASDA–3801 LDA–3801  
RWY 28L: TORA–3801 TODA–3801 ASDA–3801 LDA–3801  
RWY 28R: TORA–10518TODA–10518 ASDA–10518 LDA–10518  

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


AIRPORT MANAGER:  (406) 657-8484  

WEATHER DATA SOURCES:  ASOS  126.3 (406) 255–2790. LLWAS.  
COMMUNICATIONS:  ATIS  126.3  
UNICOM  122.95  
RCO  122.55 (GREAT FALLS RADIO)  
®  APP/DEP CON  119.2 EAST  120.5 WEST  
TOWER  127.2  
GND CON  121.9  
PRE TAXI CLNC  121.9  
AIRSPACE:  CLASS C svc ctc APP CON.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE BIL.  
®  (H) VORTACW  114.5  
BIL Chan 92  N45º48.51´ W108º37.48´  077º 3.4 NM to fld. 3811/14E.  
ILS/DME  111.5  
I–BIL Chan 52  Rwy 10L. Class IT.  
ILS/DME  111.5  
I–BMO Chan 52  Rwy 28R. Class IA.  
Localizer unusable beyond 20 degrees left and right of course.  

BLACK BUTTE NORTH  (See WINIFRED on page 127)  

BOULDER  (3U9)  2 S  UTC–7(–6DT)  N46º12.70´ W112º06.46´  
4968  NOTAM FILE QTF  
RWY 11–29: 3675X72 (TURF)  1.6% up W  
–2´ drainage ditch +1´ berm west side of rwy full length, 43´ from Rwy 11–29 cntrln.  
AIRPORT MANAGER:  (406) 431-7519  
COMMUNICATIONS:  CTAF  122.9  

BOWMAN FLD  (See ANACONDA on page 75)
**MONTANA**

**BOZEMAN YELLOWSTONE INTL** (BZN/KBZN)  7 NW  UTC—7(–6DT)  N45°46.63’ W111°09.02’

4473  B  TPA—See Remarks  AOE  Class I, ARFF Index C  NOTAM FILE BZN  MON Airport

**RWY 12–30:** H8994X150 (ASPH—GRVD)  S—120, D—250, 2D—550,

2D/2D2—1120  PCN 123F/A/X/T  HIRL

**RWY 12:** MALSR. PAPI(P4L)—GA 3.0º TCH 53’. 0.5% up.

**RWY 30:** REIL. PAPI(P4L)—GA 3.0º TCH 45’. 0.3% down.

**RWY 11–29:** HS5050X75 (ASPH—GRVD)  S—12.5  PCN 61 F/A/X/U

MIRL  0.4% up E

**RWY 11:** PAPI(P4L)—GA 3.0º TCH 42˚.

**RWY 29:** PAPI(P4L)—GA 3.0º TCH 47˚.

**RWY 11G–29G:** 2802X80 (TURF)  0.3% up E

**RWY 03–21:** H2650X75 (ASPH—GRVD)  S—12.5  PCN 90 F/A/X/T

0.7% up SW

**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 12</td>
<td>03–21</td>
<td>6841</td>
</tr>
</tbody>
</table>

**RUNWAY DECLARED DISTANCE INFORMATION**

<table>
<thead>
<tr>
<th>RWY 03</th>
<th>TORA—2650</th>
<th>TODA—2650</th>
<th>ASDA—2650</th>
<th>LDA—2650</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 11</td>
<td>TORA—5050</td>
<td>TODA—5050</td>
<td>ASDA—5050</td>
<td>LDA—5050</td>
</tr>
<tr>
<td>RWY 12</td>
<td>TORA—8994</td>
<td>TODA—8994</td>
<td>ASDA—8994</td>
<td>LDA—8994</td>
</tr>
<tr>
<td>RWY 21</td>
<td>TORA—2650</td>
<td>TODA—2650</td>
<td>ASDA—2650</td>
<td>LDA—2650</td>
</tr>
<tr>
<td>RWY 29</td>
<td>TORA—5050</td>
<td>TODA—5050</td>
<td>ASDA—5050</td>
<td>LDA—5050</td>
</tr>
<tr>
<td>RWY 30</td>
<td>TORA—8994</td>
<td>TODA—8994</td>
<td>ASDA—8994</td>
<td>LDA—8994</td>
</tr>
</tbody>
</table>

**SERVICE:**

| FUEL | 100, 100LL, JET A | OX 1, 2, 3, 4 | LGT |

When twr clsd ACTIVATE MALSR Rwy 12; PAPI Rwy 12 and Rwy 30; HIRL Rwy 12–30; MIRL Rwy 11–29—CTAF. At all times ACTIVATE REIL Rwy 30—CTAF.

**AIRPORT REMARKS:**

Attend 1300–0700Z‡. Migratory birds involv arpt. Glider ops on and involv arpt. Parachute Jumping. HVY student TRNG ACTVTY WI 15 MIS of AP. Rwy 12 is normally used for arrivals/departures when the wind speed is less than 10 knots. If aircraft is unable to use Rwy 12, other rwys may be used but delays may occur. Ldg area 11G–29G turf located 240’ south of Rwy 11–29. Avbl when dry with ATC apvl. Marked with white cones. Rwy 21 btn Rwy 12–30 and Twy A avbl for acft greater than 12,500 lbs/day/VT only. Snow removal eqpt monitors CTAF. Tfk Rwy 03 prohibited until after confirming no tfc using Rwy 12. TPA—Single Engine acft 5302(829), Multi Engine/Turbojet acft 5802(1329). Cold temperature airport. Altitude correction required at or below ~31C. U.S. Customs avbl 1600–2400Z‡ Thu–Mon. Ldg fee for acft over 12,500 lbs.

**AIRPORT MANAGER:**  406-388-6632

**WEATHER DATA SOURCES:**

ASOS  135.425 (406) 388–4882.

COMMUNICATIONS:

CTAF  118.2  ATIS  135.425 (406–388–4767)  UNICOM  122.95

RCO  122.5 (GREAT FALLS RADIO)

**B** BIG SKY APP/DEP CON 118.975 (1200–0615Z‡)

**S** SALT LAKE CENTER APP/DEP CON 118.975 (0615–1200Z‡)

TOWER  118.2 (1200–0800Z‡)  GND CON  121.8

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS D svc 1200–0800Z‡ other times CLASS E..

**RADIO AIDS TO NAVIGATION:**

NOTAM FILE BZN.

(H) VOR/DME 112.4  BZN  Chan 71  N45°47.03’ W111°09.33’ at fld. 4436/18E.

VOR portion unusable:

360º–105º byd 20 NM

DME portion unusable:

350º–105º byd 20 NM

MANNI NDB (MHW/LOM) 266  BZ  N45°52.32’ W111°17.14’  122º 8.0 NM to fld. 4218/13E.

NDB unusable:

340º–110º byd 15 NM

ILS  109.3  I–BZN  Rwy 12. Class IB.  LOM MANNI NDB.
**BRIDGER MUNI** (6S1)  O  W  UTC–7(–6DT)  N45º17.50′ W108º55.54′

3720  B  NOTAM FILE GTF

**RWY 16–34:** H3400X42 (ASPH)  S–4  LIRL(NSTD)
- Rwy 16: Thld dsplcd 120′. Tree.
- Rwy 34: PAPI(P2L)—GA 3.0º. Thld dsplcd 475′. Rgt tfc.

**SERVICE:** LGT ACTIVATE LIRL Rwy 16–34, PAPI Rwy 34—CTAF.

**AIRPORT REMARKS:** Unattended. Deer and waterfowl on and invof arpt. Rwy 16 thld relocated 120′ for ngt ops only not marked. Rwy 34 dsplcd thld marked by numbers 3280′ avbl for ngt ops. Rwy 16–34 NSTD LIRL. West side 57′ from pavement edge, East side 47′ from pavement edge. Each thld has 4 lgts total.

**AIRPORT MANAGER:** (406) 425-4218

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Billings Apch at 406-255-2798

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BIL.
- **BILLINGS (H) VORTACW** 114.5  BIL  Chan 92  N45º48.51′ W108º37.48′ 188º 33.5 NM to fld. 3811/14E.

---

**BROADUS** (00F)  3 NW  UTC–7(–6DT)  N45º28.23′ W105º27.43′

3282  B  NOTAM FILE GTF

**RWY 10–28:** H4400X75 (ASPH)  S–12.5  MIRL  0.4% up W
- Rwy 10: PAPI(P2L)—GA 3.0º TCH 25′. Rgt tfc.
- Rwy 28: PAPI(P2L)—GA 3.0º TCH 25′.

**SERVICE:** FUEL 100LL, JET A  LGT MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 opr dusk–1700, after 1700 ACTIVATE—CTAF.

**AIRPORT REMARKS:** Unattended.

**AIRPORT MANAGER:** (406) 672-5546

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Salt Lake ARTCC at 801-320-2568.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLS.
- **MILES CITY (H) VOR/DME** 112.1  MLS  Chan 58  N46º22.93′ W105º57.21′ 150º 58.5 NM to fld. 2666/9E.
MONTANA

BROWNING

STARR–BROWNING AIRSTRIP (8S0)  5 NW UTC–7(–6DT)  N48º36.06´ W113º06.92´
4657 B NOTAM FILE GTF
 RWY 06–24: H4051X74 (ASPH) MIRL 0.9% up SW
 SERVICE: LGT ACTIVATE MIRL Rwy 06–24—CTAF.
 AIRPORT REMARKS: Unattended. Livestock on and inv of arpt. Irregular snow removal. NSTD markings Rwy 06–24. NSTD cntrl striping, no rwy edge lines, no marker bars.
 AIRPORT MANAGER: 406-444-2506
 COMMUNICATIONS: CTAF
 RALLY DRUM ACTIVATE MIRL Rwy 06–24—CTAF.
 CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
 RADIO AIDS TO NAVIGATION:
 CUT BANK (L) VOR/DME 113.35 CB Chan 80(Y) N48º33.90´ W112º20.60´ 257º 30.8 NM to fld. 3791/17E.

BULLWHACKER

(See WINIFRED on page 127)

BUTTE

BERT MOONEY (BTM)(KBTM)  3 SE UTC–7(–6DT)  N45º57.29´ W112º29.85´
5551 B LRA Class I, ARFF Index A NOTAM FILE BTM
 RWY 15–33: H9000X150 (ASPH–GRVD) S–60, D–125, 2S–175,
 2D–175 5CM PCN 45 F/A/X/T MIRL
 RWY 15: MALSR. PAPI(P4L)—GA 3.5º TCH 55´. Rgt tfc. 0.5% up.
 RWY 33: VASI(V2L)—GA 3.0º TCH 74´. Tower. 0.4% down.
 RWY 12–30: H5100X75 (ASPH–GRVD) S–12.5 PCN 23 F/A/X/T MIRL
 RWY 12: REIL. PAPI(P2L)—GA 4.0º TCH 39´. Road.
 RWY 30: REIL. PAPI(P2L)—GA 4.0º TCH 46´. Bldg.
 RUNWAY DECLARED DISTANCE INFORMATION
 RWY 12: TORA–5100 TDA–5100 ASDA–5100 LDA–5100
 RWY 15: TORA–9000 TDA–9000 ASDA–9000 LDA–9000
 RWY 30: TORA–5100 TDA–5100 ASDA–5100 LDA–5100
 RWY 33: TORA–9000 TDA–9000 ASDA–9000 LDA–9000
 SERVICE: S4 FUEL 100, 100LL, JET A OK 1, 2, 3, 4 LGT Rwy 12 PAPI straight–in only. Rwy 33 do not use VASI byd 1.5 miles due to high terrain. PAPI rstd to 2.1 NM from Rwy 30 thld due to high terrain. MIRL Rwy 15–33 preset low ints dusk–dawn, MIRL Rwy 12–30 avbl on req 0600Z‡ to dawn. ACTIVATE MALSR Rwy 15; REIL Rwy 12 and Rwy 30; PAPI Rwy 12 and Rwy 30; VASI Rwy 33; MIRL Rwy 15–33 and Rwy 12–30—CTAF. PAPI Rwy 15 opr continuously.
 AIRPORT REMARKS: Attended dawn–dusk. Deer inv of arpt. Snow removal ops in progress dur periods of snow. Cold temperature airport. Altitude correction required at or below –25C. Surface conditions unmonitored between midnight and 5 a.m. PPR for unscheduled air carrier ops with more than 30 pax seats call arpt mgr 406–494–3771. Twa D rstd to acft with wingspan less than 100 ft wo PPR, call apmgr 406–494–3771. Fee for all coml acft and acft over 10,000 lbs. Ldg fee.
 AIRPORT MANAGER: 406-494-3771
 WEATHER DATA SOURCES: ASOS 135.175 (406) 494–1870.
 COMMUNICATIONS: CTAF/UNICOM 123.0
 BUTTE RCO 122.2 (GREAT FALLS RADIO)
 COPPERTOWN RCO 122.65 (GREAT FALLS RADIO)
 SALT LAKE CENTER APP/DEP CON 132.4
 CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.
 AIRSPACE: CLASS E.

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

COPPERTOWN (L) VOR/DME 111.6 CPN  Chan 53  N46º01.92´ W112º44.85´  098º 11.4 NM to fld. 5780/16E.

VOR portion unusable:
157º–275º byd 22 NM blo 16,000´
185º–200º byd 30 NM
218º–225º byd 30 NM
346º–100º byd 20 NM blo 15,000´

DME portion unusable:
157º–275º byd 22 NM blo 17,000´
185º–200º byd 30 NM
218º–225º byd 30 NM
346º–127º byd 22 NM blo 15,000´

WHITEHALL (H) VOR/DME 113.7 HIA Chan 84  N45º51.71´ W112º10.18´  274º 14.8 NM to fld. 4652/18E.

VOR & DME unusable:
105º–160º byd 25 NM blo 17,000´
210º–230º byd 25 NM blo 17,000´
260º–310º byd 25 NM blo 17,000´
310º–330º byd 20 NM blo 17,000´
355º–050º byd 25 NM blo 15,500´

ILS/DME 110.9 I–BEY  Chan 46  Rwy 15.  Class IT.  DME unusable byd 30º left of course.

BUTTE  N46º01.22´ W112º25.31´

RCO 122.2 (GREAT FALLS RADIO)  L–13C

CANYON FERRY  (See TOWNSEND on page 122)

CHESTER  L–13C

LIBERTY CO (LTY)(KLTY)  1 W  UTC–7(–6DT)  N48º30.64´ W110º59.45´

3185 B TPA—3985(800) NOTAM FILE GTF

RWY 07–25: H4607X75 (ASPH–PFC) S–12.5 MIRL 0.4% up W

RWY 25: PAPI(P2L)—GA 3.0º TCH 39º.

RWY 16–34: 1710X60 (TURF)  1.1% up N

RWY 16: P–line.

SERVICE: S2  FUEL  100LL  LGT ACTIVATE PAPI Rwy 25, MIRL Rwy 07–25—CTAF.


AIRPORT MANAGER:  (406) 265-0883

COMMUNICATIONS: CTA F/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE HVR.

HAVRE (L) VOR/DME 114.65 HVR  Chan 93(Y)  N48º32.43´ W109º46.20´  252º 48.7 NM to fld. 2583/16E.

NW, 17 JUN 2021 to 12 AUG 2021
CHINOOK

EDGAR G OBIE (S71) 1 W UTC–7(–6DT) N48°35.53’ W109°15.04’
2416 B TPA—3216(800) NOTAM FILE GTF
RWY 08–26: H4000X75 (ASPH) S–12.5 MIRL
RWY 26: PAPI(P2L)—GA 4.0º TCH 37.’
SERVICE: S2 FUEL 100LL LGT ACTIVATE PAPI Rwy 26 and MIRL Rwy 08–26 dawn–dusk—CTAF. After dusk MIRL on continuously until dawn.
AIRPORT MANAGER: (406) 799-6516
WEATHER DATA SOURCES: AWOS–AV
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE HVR.

CHOTEAU (CII)(KCII) 1 NE UTC–7(–6DT) N47°49.70’ W112°10.10’
3947 B NOTAM FILE GTF
RWY 15–33: H5000X75 (ASPH) S–16 MIRL
RWY 15: PAPI(P2L)—GA 3.0º TCH 24.’
RWY 33: PAPI(P2L)—GA 3.0º TCH 25.’
RWY 05–23: H3699X60 (ASPH) S–12.5 MIRL
RWY 05: PAPI(P2L)—GA 3.0º TCH 25.’
RWY 23: PAPI(P2L)—GA 3.0º TCH 23.’ Road.
SERVICE: FUEL 100LL, JET A LGT ACTVT PAPI Rwy 05, 23, 15 and 33; MIRL Rwy 05–23 and Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. 100LL 24/7 self svc. Jet A+ full svc call out only aft hrs.
AIRPORT MANAGER: (406) 289-0343
WEATHER DATA SOURCES: AWOS–2
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00’ W111°24.73’ 291° 38.2 NM to fld. 3672/16E.
CIRCLE TOWN CO (4U6)  1 E  UTC–7(–6DT)  N47°25.10′ W105°33.65′
2441 B NOTAM FILE GTF
RWY 12–30: H4100X75 (ASPH) S–12.5 MIRL 0.4% up SE
   RWY 12: PAP(PL)—GA 3.0° TCH 25′.
   RWY 30: PAP(PL)—GA 3.0° TCH 21′.
RWY 03–21: 2280X195 (TURF)
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 12–30; PAPI Rwy 12 and Rwy 30—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Rwy 03–21 clsd winter months. Rwy 03–21 unusable in wet wx. Rwy 03–21 thlds marked with red cones. Rwy 03–21 is rough, with long grass, rwy edges are not marked. Wind tee has been removed, use lgtd wind sock.
AIRPORT MANAGER: 406-485-2481
COMMUNICATIONS: CTAF/UNICOM 122.8
® SALT LAKE CENTER APP/DEP CON 126.85
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY  (H) VOR/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 005° 64.3 NM to fld. 2666/9E.

CLINTON

ROCK CREEK (RC0)  3 SE  UTC–7(–6DT)  N46°43.63′ W113°39.46′
3547 NOTAM FILE GTF
RWY 07–25: 4100X75 (TURF)
   RWY 07: Hill. Rgt tfc.
AIRPORT MANAGER: 406-444-2506
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Spokane Apch at 509-742-2522, when Apch clsd ctc Salt Lake ARTCC at 801-320-2568.

COLSTRIP (M46)  3 SW  UTC–7(–6DT)  N45°51.17′ W106°42.56′
3428 B NOTAM FILE GTF
RWY 06–24: H5100X75 (ASPH) S–12.5 MIRL 0.9% up SW
   RWY 06: PAP(PL)—GA 3.0° TCH 24°.
   RWY 24: PAP(PL)—GA 3.0° TCH 24°.
SERVICE: LGT ACTVT PAPI Rwy 06 and Rwy 24—CTAF; MIRL Rwy 06–24 preset low inst disk–0800Z‡, aft 0800Z‡ ACTVT—CTAF.
AIRPORT REMARKS: Attended on call. Cold temperature airport. Altitude correction required at or below –34C. Phone avbl on arpt.
AIRPORT MANAGER: 406-351-1251
WEATHER DATA SOURCES: AWOS–AV 122.7 (406) 748–3849. 3 microphone clicks are req to actv AVOS info on 122.7 mhz.
COMMUNICATIONS: CTAF/UNICOM 122.7
® SALT LAKE CENTER APP/DEP CON 126.85
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY  (H) VOR/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 216° 44.8 NM to fld. 2666/9E.

MONTANA

NW, 17 JUN 2021 to 12 AUG 2021
COLUMBUS

WOLTERMANN MEML (6S3)  O SE  UTC–7(–6DT)  N45º37.83´ W109º14.35´

3578  B  NOTAM FILE GTF
RWY 10–28: H3800X75 (ASPH)  S–12.5 PCN 5 F/C/Y/T  MIRL  0.4% up W
RWY 10: PAPI(P2L)—GA 3.0º TCH 44´.
SERVICE:  S4  FUEL  100LL  LGT  ACTVT PAPI Rwy 10 and Rwy 28; MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS:  Attended Mon–Fri 1500–0000Z‡. Migratory waterfowl on and inv of arpt.
AIRPORT MANAGER:  406-780-0034
COMMUNICATIONS:  CTAF/UNICOM  122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Billings Apch at 406-255-2798
RADIO AIDS TO NAVIGATION:  NOTAM FILE BIL.
BILLINGS (H) VORTACW  114.5  BIL  Chan 92  N45º48.51´ W108º37.48´  234º 28.0 NM to fld. 3811/14E.

CONDON USFS (SØ4)  1 NW  UTC–7(–6DT)  N47º32.33´ W113º43.22´

3686  NOTAM FILE GTF
RWY 13–31: 2575X135 (TURF)
RWY 13:  Trees.
RWY 31:  Trees.
AIRPORT MANAGER:  406-754-2295
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
CONNER

WEST FORK LODGE (4U7) 5 SW UTC–7(–6DT) N45°51.74′ W114°13.07′
4249 NOTAM FILE GTF
RWY 02–20: 2600X65 (TURF–GRVL) 0.7% up S
RWY 02: Tree.
RWY 20: Road.
SERVICE: FUEL 100LL
AIRPORT MANAGER: (831) 884-3602
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

CONRAD (S81) 1 W UTC–7(–6DT) N48°10.10′ W111°58.59′
3548 B NOTAM FILE GTF
RWY 06–24: H4602X75 (ASPH) S–12.5 MIRL 0.4% up SW
RWY 06: P–line.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 27′.
RWY 15–33: 2800X100 (TURF) 0.4% up SE
SERVICE: FUEL 100LL LGT ACTVT REIL Rwy 24; PAPI Rwy 24; MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Unattended. 100LL 24/7 self svc. Twys have reflectors.
AIRPORT MANAGER: (406) 450-1620
COMMUNICATIONS: CTAF/UNICOM 122.8
CUT BANK RCO 122.2 (GREAT FALLS RADIO)
CUT BANK (L) VOR/DME 113.35 CTB Chan 53 309º 8.8 NM to Bowman Fld. N48°33.90′ W112°20.60′ 131º 28.0 NM to fld. 3791/17E.

COPPERTOWN N46°01.92′ W112°44.85′ NOTAM FILE BTM.
(L) VOR/DME 111.6 CPN Chan 53 309º 8.8 NM to Bowman Fld. 5780/16E.
VOR portion unusable: 157º–275º byd 22 NM blo 16,000′ 185º–200º byd 30 NM 218º–225º byd 30 NM 346º–100º byd 20 NM blo 15,000′
DME portion unusable: 157º–275º byd 22 NM blo 17,000′ 185º–200º byd 30 NM 218º–225º byd 30 NM 346º–127º byd 22 NM blo 15,000′
RCO 122.65 (GREAT FALLS RADIO)

COW CREEK (See WINIFRED on page 127)
MONTANA 87

CULBERTSON

BIG SKY FLD  (S85)   1 NE   UTC–7(–6DT)   N48º09.21´ W104º30.24´

1953   B   NOTAM FILE GTF

RWY 08–26: H3800X60 (ASPH)   S–12.5   MIRL   0.5% up W

RWY 08: Tree.

RWY 26: PAPI(P2L)—GA 3.0º TCH 27´.

SERVICE: FUEL   100LL   LGT  ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 26—CTAF.


AIRPORT MANAGER: 406-787-5271

WEATHER DATA SOURCES: AWOS–2 120.000 (406) 787–5819.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.

WILLISTON (L) VOR/DME 116.3   ISN  Chan 110   N48º15.21´ W103º45.04´ 251º 30.8 NM to fld. 2372/8E.

CUT BANK INTL  (CTB)(KCTB)  3 SW   UTC–7(–6DT)   N48º36.50´ W112º22.57´

3858   B   AOE   LRA   NOTAM FILE CTB   MON Airport

RWY 05–23: H5300X75 (ASPH)   S–27.5, D–37.5 PCN 10 F/D/Y/U

MIRL   0.3% up SW

RWY 23: PAPI(P2L)—GA 3.0º TCH 39´.

RWY 14–32: H5300X75 (ASPH)   S–27.5, D–37.5 PCN 10 F/D/Y/U

MIRL   0.3% up NW

RWY 32: REIL, VASI(V4L)—GA 3.0º TCH 42´.

SERVICE: FUEL   100LL, JET A, A+   LGT VASI Rwy 32 on 24 hrs.

ACTIVATE MIRL Rwy 05–23 and Rwy 14–32, PAPI Rwy 23, REIL Rwy 32—CTAF.


AIRPORT MANAGER: 406-873-8683


COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.2 (GREAT FALLS RADIO)

SAFETY ALERT SYSTEM (SAS) 133.4

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CTB.

(L) VOR/DME 113.35   CTB  Chan 80(Y)   N48º33.90´ W112º20.60´ 316º 2.9 NM to fld. 3791/17E.

DAWSON COMMUNITY  (See GLENDIVE on page 95)

NW, 17 JUN 2021 to 12 AUG 2021
DEER LODGE–CITY–COUNTY  

(38S)  2 W  UTC–7(–6DT)  N46º23.27' W112º45.90'  

4693  B  NOTAM FILE GTF  

RWY 13–31:  H5800X75 (ASPH)  S–50, D–75  MIRL  1.1% up NW  
   RWY 13:  PAPI(P2L)—GA 3.22º TCH 35'.  
   RWY 31:  PAPI(P2L)—GA 2.72º TCH 25'.  

SERVICE.  FUEL  100LL, JET A  
   GTG ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF.  

AIRPORT REMARKS:  Unattended. Single wheel apron weight bearing capacity 30,000 lbs for southwest apron, 50,000 lbs for northeast apron, twy to northeast apron 50,000 lbs. Cold temperature airport. Altitude correction required at or below –23C.  

AIRPORT MANAGER:  406-490-3071  

WEATHER DATA SOURCES: AWOS–AV  
120.025 (406) 846–1177.  

COMMUNICATIONS: CTA  

DELL FLIGHT STRIP  

(4U9)  1 NW  UTC–7(–6DT)  N44º44.15' W112º43.18'  

6007  B  NOTAM FILE GTF  

RWY 14–32:  H7000X70 (ASPH)  MIRL  0.7% up SE  
   RWY 14:  PAPI(P2L)—GA 3.5º TCH 30'.  
   RWY 32:  Road.  

SERVICE.  GTG ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14—CTAF.  


AIRPORT MANAGER:  406-444-2506  

COMMUNICATIONS: CTA  

DENTON  

(5U0)  0 S  UTC–7(–6DT)  N47º19.25' W109º56.52'  

3594  NOTAM FILE GTF  

RWY 09–27:  2550X180 (TURF)  0.3% up W  
   RWY 09:  Fence.  
   RWY 27:  Road.  

AIRPORT REMARKS:  Unattended. Waterfowl and migratory bird flocks common around sewage lagoons located immediately north of Rwy 27 thld.  

AIRPORT MANAGER:  406-899-9310  

COMMUNICATIONS: CTA  

CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.  

GREAT FALLS  

H–1D, L–13C  

IAP  

GREAT FALLS  

H–1D, L–13C  

NW, 17 JUN 2021 to 12 AUG 2021
**DILLON**  (DLN)(KDLN)  4 NE  UTC–7(–6DT)  N45°15.32´ W112°33.15´
5245  B  NOTAM FILE DLN  MON Airport
RWY 17–35: H6501X75 (ASPH)  S–60, D–75  MIRL  1.4% up S
RWY 17: PAPI(P2L)–GA 3.0º TCH 37´.
RWY 35: PAPI(P2L)–GA 3.0º TCH 24´.
RWY 04–22: H3600X60 (ASPH)  S–12.5  MIRL
RWY 04: Road.
RWY 22: PAPI(P2L)–GA 3.0º TCH 30´. Road.
SERVICE: S4  FUEL  100LL, JET A  LGT
ACTIVATE MIRL Rwy 17–35 and Rwy 04–22; PAPI Rwy 17 and Rwy 22 and Rwy 35—CTAF.
AIRPORT REMARKS: Attended 1500–0000Z‡. For arpt attendant after hrs call 406–683–5242 or 406–250–5280. Rwy visibility blocked by hangars/buildings on Rwy 17, confirm presence of other acft prior to tkf. All departures prohibited on Rwy 04 due to rwy visibility blocked by hangars/buildings.
AIRPORT MANAGER: 406-683-5242
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

**DRUMMOND**  (M26)  3 SW  UTC–7(–6DT)  N46°37.25´ W113°12.30´
4245  NOTAM FILE GTF
RWY 07–25: 2400X125 (TURF)
RWY 07: Road.
RWY 25: Fence.
AIRPORT MANAGER: (406) 370-4178
COMMUNICATIONS: CTAF 122.9
RCO 122.25 (GREAT FALLS RADIO)

**DUTTON**  (5U1)  1 E  UTC–7(–6DT)  N47°50.83´ W111°41.90´
3699  B  NOTAM FILE GTF
RWY 16–34: H3130X115 (ASPH–TURF)  LIRL(NSTD)  1.1% up S
AIRPORT REMARKS: Unattended. Snow removal intermittent. Rwy 16–34 2330 ft x 40 ft asph superimposed on Rwy 34 end cntr portion, remainder turf. Rwy 16–34 NSTD LIRL. Rwy edge lgts dsplcd from Rwy 34 70´ right, 55´ left from rwy centerline. 2750´ of rwy lgtd for ngt ops from dusk til dawn.
AIRPORT MANAGER: (406) 788-5229
COMMUNICATIONS: CTA 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Great Falls Apch at 406-454-7555.

**EDGAR G OBIE**  (See CHINOOK on page 83)
EKALAKA  (97M)  2 SE UTC–7(–6DT)  N45°52.59’ W104°32.26’
3503  B  NOTAM FILE GTF
RWY 13–31: H3801X75 (ASPH)  S–12.5  MIRL  0.8% up SE
RWY 13: PAPI(P2L)—GA 3.0º TCH 24’.
RWY 31: PAPI(P2L)—GA 3.0º TCH 29’.
SERVICE: FUEL  100LL  LGT MIRL Rwy 13–31 and PAPI Rwy 13 and
Rwy 31 preset medium ints dusk–0700Z‡, other hrs ACTIVATE—CTAF.
AIRPORT REMARKS: Unattended. Fuel avbl self svc credit card 24/7. Bcn is
lctd 1 mi NE on hill top.
AIRPORT MANAGER: (406) 775-8749
COMMUNICATIONS: CTAF 122.9
TOWER HILL RCO 122.3 (GREAT FALLS RADIO)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake
ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY  (H) VORW/DME 112.1  MLS Chan 58  N46°22.93’ W105°57.21’
108º 66.4 NM to fld. 2666/9E.

ENNIS BIG SKY  (EKS)(KEKS)  6 SE UTC–7(–6DT)  N45°16.54’ W111°38.93’
5433  B  NOTAM FILE GTF
RWY 16–34: H7600X100 (ASPH)  S–30, D–47 PCN 8 F/A/Y/U  MIRL
1.1% up N
RWY 16: PAPI(P4L)—GA 3.0º TCH 38’. Rgt tfc.
RWY 34: PAPI(P4L)—GA 3.0º TCH 40’.
SERVICE: FUEL  100LL, JET A1, A1+  LGT ACTVT MIRL Rwy
16–34—CTAF. PAPI Rwy 16 and Rwy 34 opr consly.
AIRPORT REMARKS: Attended 1400–0000Z‡. For svc after hrs call
406–682–7502. After hrs credit card fueling. Afld sfc cond
unmonitored 0400–1300Z‡. De–icing type 1 available. Rwy 16–34
1000 ft dist mkrs each end.
AIRPORT MANAGER: 406-682-7502
COMMUNICATIONS: CTAF/UNICOM 122.8
® BIG SKY APP/DEP CON 118.975
® SALT LAKE CENTER APP/DEP CON 118.975
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at
208-364-5860/5861, if unable ctc Salt Lake ARTCC at
801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BZN.
BOZEMAN  (H) VOR/DME 112.4  BZN Chan 71  N45°47.03’
W111°09.33’  196º 36.9 NM to fld. 4436/18E.
VOR portion unusable:
360º–105º byd 20 NM
DME portion unusable:
350º–105º byd 20 NM
NDB (MHW) 286  EKS  N45°16.07’ W111°39.16’ at fld. 5327/15E.  NOTAM FILE GTF. VFR only.
EUREKA (88M) 5 N UTC–7(–6DT) N48°58.11’ W115°04.77’

GREAT FALLS  

FAIRFIELD (5U5) 1 N UTC–7(–6DT) N47°38.03’ W111°58.87’

FAIRVIEW (5U6) 1 NW UTC–7(–6DT) N47°51.75’ W104°04.29’

FERNDALE AIRFIELD (See BIGFORK on page 77)
FORSYTH

TILLITT FLD  (1S3)  3 E  UTC–7(–6DT)  N46º16.27´ W106º37.43´

2729  B  NOTAM FILE GTF

RWY 09–27:  H4799X75 (ASPH)  S–28, D–43.5  MIRL

RWY 09:  PAPI(P2L)—GA 3.0º TCH 29´.

RWY 27:  PAPI(P2L)—GA 3.0º TCH 29´.

SERVICE:  S4  LGT MIRL Rwy 09–27 operates dusk–0500Z†, after 0500Z† ACTIVATE—CTAF. ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.

AIRPORT REMARKS:  Attended irregularly.

AIRPORT MANAGER:  406-346-7129

WEATHER DATA SOURCES:  AWOS–AV

COMMUNICATIONS:  CTAF/UNICOM 122.8

FORT BENTON  (79S)  1 NE  UTC–7(–6DT)  N47º50.65´ W110º38.21´

2869  B  NOTAM FILE GTF

RWY 05–23:  H4300X75 (ASPH)  S–16  MIRL

RWY 05:  PAPI(P2L)—GA 3.0º TCH 40´.

RWY 23:  PAPI(P2L)—GA 3.0º TCH 40´.

RWY 14–32:  1700X75 (DIRT)

SERVICE:  FUEL 100LL  LGT ACTVT PAPI Rwy 05 and Rwy 23; MIRL Rwy 05–23—CTAF.

AIRPORT REMARKS:  Unattended.

AIRPORT MANAGER:  (406) 781-9478

WEATHER DATA SOURCES:  AWOS–A

COMMUNICATIONS:  CTAF/UNICOM 122.8

GREAT FALLS  (H) VORTACW 115.1 GTF Chan 98 N47º27.00´ W111º24.73´ 037º 39.4 NM to fld. 3672/16E.

FORT PECK  (37S)  1 W  UTC–7(–6DT)  N48º00.29´ W106º28.67´

2290  NOTAM FILE GTF

RWY 12–30:  4100X125 (TURF)

RWY 12:  Thld dsplcd 580´. Tree.


RWY 05–23:  2700X100 (TURF)  1.6% up SW

RWY 05:  Trees.

SERVICE:  FUEL 100LL


AIRPORT MANAGER:  406-263-1154

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

FOR SYTH
MONTANA

FORT SMITH LANDING STRIP (5U7)  1 N  UTC–7(–6DT)  N45º19.25′ W107º55.87′

3242   NOTAM FILE GTF
RWY 07–25: H3827X50 (ASPH)  S–8
RWY 07:  P–line.
RWY 25:  Thld dsplcd 140′.
AIRPORT REMARKS: Unattended. Wildlife on and invof rwy. Rwy 25 dsplcd
markings yellow.
AIRPORT MANAGER: (307) 548-5425
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Billings Apch at 406-255-2798
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5  BIL  Chan 92  N45º48.51′
W108º37.48′  121º 41.4 NM to fld. 3811/14E.

FRANK WILEY FLD  (See MILES CITY on page 107)

GARDINER (29S)  2 NW  UTC–7(–6DT)  N45º03.00′ W110º44.80′

5286   NOTAM FILE GTF
RWY 10–28: H3200X55 (ASPH–AFSC)  S–4
RWY 10:  Rgt tfl.
RWY 28:  Hill.
SERVICE:  LGT Rwy 10–28 lgts for emerg use only. ACTIVATE LIRL Rwy
10–28—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡.  No centerline
marking Rwy 10–28. Rwy 10–28 large cracks and vegetation growth
throughout rwy sfc. Rwy 10 markings faded and poor cond.
AIRPORT MANAGER: (406) 848-7200
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE LVM.
LIVINGSTON (L) VOR/DME 116.1  LVM  Chan 108  N45º42.15′
W110º26.55′  183º 41.2 NM to fld. 4653/15E.
VOR/DME unusable:
100º–190º byd 15 NM
255º–280º byd 20 NM
345º–041º byd 15 NM

NW, 17 JUN 2021 to 12 AUG 2021
GREAT FALLS

GERALDINE (SU8) 0 S UTC–7(–6DT) N47º35.79´ W110º15.97´

3178 NOTAM FILE GTF

RWY 07–25: H2900X75 (ASPH) 1.2% up W
RWY 07: Ground.
RWY 25: Tree.


AIRPORT MANAGER: 406-737-4244

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

GLASGOW

GLACIER PARK INTL (See KALISPELL on page 102)

GLASGOW WOKAL FLD/GLASGOW–VALLEY CO (GGW)/(KGGW) 1 NE UTC–7(–6DT) N48º12.75´

W106º36.89´

2296 B NOTAM FILE GGW MON Airport

RWY 12–30: H5002X100 (ASPH–GRVD) S–75, D–90.9, 2S–89, 2D–99.9 MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0º TCH 40´.
RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 40´.

RWY 08–26: H5000X75 (ASPH–GRVD) S–25, D–45, 2D–75 MIRL
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 30´.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 32´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 26: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 30: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

SERVICE: S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 LGT PAPI Rwy 8, Rwy 12, Rwy 26 and Rwy 30 opr 24 hrs. ACTIVATE MIRL Rwy 08–26 and Rwy 12–30, REIL Rwy 08, Rwy 26 and Rwy 30—CTAF.


AIRPORT MANAGER: (406) 228-2719

WEATHER DATA SOURCES: ASOS 135.175 (406) 228–8294.

COMMUNICATIONS: CTAF/UNICOM 122.8

GLASGOW RCS 122.25 (GREAT FALLS RADIO)

SALT LAKE CENTER APP/DEP CON 126.85

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.

GLASGOW (H) VOR/DME 113.9 GGW Chan 86 N48º12.92´ W106º37.53´ at fld. 2283/14E.

NW, 17 JUN 2021 to 12 AUG 2021
GLEN Dive COMMUNITY (GDV/KGDV) 4 NW UTC–7(–6DT) N47º08.32’ W104º48.43’

2458 B NOTAM FILE GDV
RWY 12–30: H5704X100 (ASPH–GRVD) S–38, D–50 MIRL
  RWY 12: REIL. VASI(V4L)—GA 3.0º TCH 37’.
  RWY 30: REIL. VASI(V4L)—GA 3.0º TCH 37’.
RWY 02–20: H3002X60 (ASPH) MIRL
  RWY 02: PAPI(P2L)—GA 3.0º TCH 26’.
  RWY 20: PAPI(P2L)—GA 3.0º TCH 24’.

RUNWAY DECLARED DISTANCE INFORMATION
  RWY 02: TORA–3002 TODA–3002 ASDA–3002 LDA–3002
  RWY 12: TORA–5704 TODA–5704 ASDA–5704 LDA–5704
  RWY 20: TORA–3002 TODA–3002 ASDA–3002 LDA–3002
  RWY 30: TORA–5704 TODA–5704 ASDA–5704 LDA–5704

SERVICE: S2 FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 02–20 and Rwy 12–30, PAPI Rwy 02 and Rwy 20, REIL Rwy 12 and Rwy 30—CTAF. VASI Rwy 12 and Rwy 30 opr continuously.


AIRPORT MANAGER: 406-989-2054

WEATHER DATA SOURCES: AWOS–3PT 135.075 (406) 687–3346.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.55 (GREAT FALLS RADIO)

SALT LAKE CENTER APP/DEP CON 126.85

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VOR/DME 112.1 MLS Chan 58 N46º22.93’ W105º57.21’ 037º 65.6 NM to fld. 2666/9E.
GREAT FALLS INTL (GTF) KGTF P (ANG) 3 SW UTC–7(–6DT) N47º28.94´ W111º22.22´ GREAT FALLS H–1E, L–13C

3680 B AOE LRA ARFF Index—See Remarks NOTAM FILE GTF


RWY 03: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 70’. RVR–TMR Road.

RWY 21: REIL. PAPI(P4R)—GA 3.0º TCH 75’. RVR–TMR 0.3% up.


RWY 17: PAPI(P4L)—GA 3.0º TCH 47’. Thld dsplcd 230’. Road.

RWY 35: PAPI(P4L)—GA 3.0º TCH 48’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–10502 TODA–10502 ASDA–10502 LDA–10502

RWY 17: TORA–6030 TODA–6030 ASDA–6030 LDA–5800


RWY 35: TORA–5400 TODA–5400 ASDA–5400 LDA–5400

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT Rwy 21 REIL opr continuously when rwy lgts are on. Rwy lgts controlled by twr. RWY 03 PAPI UNUSBL BYD 9 DEGS right of CNTRLN. MILITARY— JASU 7(MD–3) 3(MC–1) 20(MC–11) 9(MD–4MO) 2(M32A–60A) FUEL A++(ANG) (C406–453–7613) (NC–100LL) FLUID PRESAIL OIL O–128–133–148–156(Ml) TRAN ALERT Ltd tran svc only avbl for acft participating in ANG Ops with Prior Coordination (PPR).

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Class I, ARFF Index B. Index level C ARFF capability is available at all times. Flight Notification Service (ADCUS) avbl. Twy C unrstd weight and avbl for taxiing acft. Lgt pole lctd 19.5’ from apron edge abeam spot 3. Lgt pole lctd 29.5’ from apron edge abeam spot 1. Electrical eqpt (fixed) lctd 19.5’ S of apron edge.

AIRPORT MANAGER: 406-727-3404

WEATHER DATA SOURCES: ASOS 126.6 (406) 454–7551.

COMMUNICATIONS: ATIS 126.6 UNICOM 122.95

RCO 122.3 (GREAT FALLS RADIO)

APP/DEP CON 128.6

TOWER 118.7 GND CON 121.7 CLNC DEL 121.7

AIRSPACE: CLASS D.

TRSA svc ctc APP CON 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

(H) VORTACW 115.1 GTF Chan 98 N47º27.00´ W111º24.73´ 025º 2.6 NM to fld. 3672/16E.

ILS/DME 111.3 I–SMR Chan 50 Rwy 03. Class IIIE.
HAMILTON

RAVALLI CO (655) 1 E UTC–7(–6DT) N46º15.09´ W114º07.53´
3644 B TPA—4444(800) NOTAM FILE GTF
RWY 16–34: H4200X75 (ASPH–PFC) S–17, D–25 MIRL 0.9% up S
RWY 16: PAPI(P2L)—GA 3.0º TCH 35º. Brush.
RWY 34: PAPI(P2L)—GA 3.3º TCH 25º. Trees.
AIRPORT MANAGER: 406-375-9149
WEATHER DATA SOURCES: AWOS–3P 119.825 (406) 375–9149. press *3
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 132.4
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
MISSOULA (L) VOR/DME 112.8 MSO Chan 75 N46º54.48´ W114º05.02´ 170º 39.4 NM to fld. 3202/13E.
VOR unusable:
047º–067º byd 30 NM
067º–086º byd 30 NM blo 14,000´
086º–120º byd 27 NM blo 13,000´
086º–120º byd 36 NM blo 14,000´
086º–154º byd 20 NM blo 11,000´
120º–154º byd 35 NM blo 13,000´
172º–227º byd 25 NM
227º–247º byd 20 NM blo 12,000´
227º–247º byd 30 NM
247º–262º byd 30 NM blo 12,000´
262º–277º byd 30 NM blo 10,000´
297º–347º byd 30 NM
347º–047º byd 10 NM
DME unusable:
047º–067º byd 30 NM
067º–086º byd 30 NM blo 14,000´
086º–120º byd 27 NM blo 14,000´
086º–120º byd 39 NM
086º–154º byd 20 NM blo 11,000´
120º–154º byd 35 NM blo 13,000´
172º–227º byd 25 NM
227º–247º byd 20 NM blo 12,000´
227º–247º byd 30 NM
247º–262º byd 30 NM blo 12,000´
262º–277º byd 30 NM blo 10,000´
297º–347º byd 30 NM
347º–047º byd 10 NM

ROTORCRAFT HELIPORT (M62) 2 S UTC–7(–6DT) N46º12.40´ W114º09.18´
3630 NOTAM FILE GTF
HELIPAD H1: H55X50 (CONC)
HELIPORT REMARKS: Attended Mon–Fri 1500–0000Z‡.
AIRPORT MANAGER: (406) 531-7331
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
MONTANA

**HARDIN**

Big Horn Co (ØRU) 3 W UTC–7(–6DT) N45°44.66′ W107°39.63′

3025 B NOTAM FILE GTF

RWY 08–26: H4491X75 (ASPH) MIRL 0.5% up W

RWY 08: PAPI(P2L)–GA 3.0º TCH 40′.

RWY 26: PAPI(P2L)–GA 3.0º TCH 40′.

SERVICE: FUEL 100LL LGT

ACTVT PAPI Rwy 08 and Rwy 26; MIRL Rwy 08–26—CTAF. Bcn ACTVT—CTAF.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 406-679-0541


COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 132.425

CLEARANCE DELIVERY PHONE: For CD ctc Billings Apch at 406-255-2798

**HARLEM**

(48S) 3 N UTC–7(–6DT) N48°33.98′ W108°46.44′

2643 B NOTAM FILE GTF

RWY 11–29: H4100X75 (ASPH) S–12.5 MIRL 1.1% up W

RWY 29: PAPI(P2L)–GA 3.0º TCH 32′.

RWY 15–33: 1933X120 (TURF) 0.8% up NW

SERVICE: LGT ACTIVATE MIRL Rwy 11–29 and PAPI Rwy 29—CTAF.

AIRPORT REMARKS: Unattended. Rwy 15–33 has lg gopher holes and tall grass thru. Phones avbl in terminal bldg. Key 122.9 3 times to enter bldg. Rwy 15–33 mkd with white cones spaced 200 ft. Some cones misg.

AIRPORT MANAGER: (406) 580-7379

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE HVR.

HAVRE (L) VOR/DME 114.65 HVR Chan 93(Y) N48°32.43′ W109°46.20′ 071° 39.7 NM to fld. 2583/16E.

**HARLOWTON**

Wheatland Co at Harlowton (HWQ/KHWQ) 2 NW UTC–7(–6DT) N46°26.92′ W109°51.17′

4312 B NOTAM FILE GTF

RWY 09–27: H4200X60 (ASPH) S–12.5 MIRL 0.4% up W

RWY 09: Tree.

RWY 27: PAPI(P2L)–GA 3.0º TCH 32′.

SERVICE: LGT ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 27—CTAF.

AIRPORT REMARKS: Unattended. Deer on and invof rwy, especially dur ngt time hrs.

AIRPORT MANAGER: (406) 632 5662

COMMUNICATIONS: CTAF 122.9

HARLOWTOWN RCO 122.4 (GREAT FALLS RADIO)

SALT LAKE CENTER APP/DEP CON 127.75

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.

LEWISTOWN (H) VOR/DME 115.45 LWT Chan 101(Y)

N47°03.18′ W109°36.37′ 181° 37.7 NM to fld. 4188/15E.

DME unusable:

040°–055° byd 30 NM blo 10,000′

125°–160° byd 30 NM

360°–015° byd 30 NM

VOR unusable:

125°–160° byd 30 NM

360°–015° byd 30 NM

**HAUSER**

N46°34.13′ W111°45.48′ NOTAM FILE HLN.

NDB (MHW) 386 HAU 268º 9.6 NM to Helena Rgnl. 4026/16E. NDB unmonitored when HLN ATCT clsd.

GREAT FALLS

L–13C

NW, 17 JUN 2021 to 12 AUG 2021
HAVRE CITY–COUNTY (HVR)(KHVR)

RWY 08–26: H5205X100 (ASPH) S–30, D–40, 2D–50 MIRL

RWY 08: REIL. VASI(V4L)—GA 3.0º TCH 40’.

RWY 26: REIL. VASI(V4L)—GA 3.0º TCH 37’.

RWY 03–21: H3699X60 (ASPH) S–12.5 MIRL

RWY 21: PAPI(P2R)—GA 3.0º TCH 21’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–3699 TODA–3699 ASDA–3699 LDA–3699

RWY 08: TORA–5205 TODA–5205 ASDA–5205 LDA–5205

RWY 21: TORA–3699 TODA–3699 ASDA–3699 LDA–3699

RWY 26: TORA–5205 TODA–5205 ASDA–5205 LDA–5205

SERVICE: S2 FUEL 100LL, JET A+

LGT ACTVT REIL Rwy 08 and Rwy 26; PAPI Rwy 21; VASI Rwy 08 and Rwy 26; MIRL Rwy 03–21—CTAF.


AIRPORT MANAGER: 406-265-4326


COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (GREAT FALLS RADIO)

® SALT LAKE CENTER APP/DEP CON 133.4

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS E svc 1300–2100Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HVR.

(L) VORW/DME 114.65 HVR Chan 93(Y) N48º32.43´ W109º46.20´ at fld. 2583/16E.

HELENA RGNL (HLN)(KHLN) P (ARNG) 2 NE UTC–7(–6DT) N46º36.40´ W111º59.00´

3877 B LRA Class I, ARFF Index B NOTAM FILE HLN MON Airport


RWY 09: REIL. PAPI(P4L)—GA 3.3º TCH 55’. Ground. 0.3% down.

RWY 27: MALSR. PAPI(P4L)—GA 3.0º TCH 55’. Rgt tfc.

RWY 05–23: H4644X75 (ASPH–PFC) S–21, D–30 PCN 6 F/C/X/U MIRL 1.2% up SW

RWY 05: PAPI(P2L)—GA 3.0º TCH 40’. Road.


RWY 17–35: H2989X75 (ASPH–PFC) PCN 5 F/C/X/U MIRL 1.7% up SE

RWY 17: REIL


RWY 10–28: 1584X75 (TURF) 0.3% up W

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–4644 TODA–4644 ASDA–4644 LDA–4644

RWY 09: TORA–9000 TODA–9000 ASDA–9000 LDA–9000

RWY 17: TORA–2989 TODA–2989 ASDA–2989 LDA–2989

RWY 23: TORA–4644 TODA–4644 ASDA–4644 LDA–4644

RWY 27: TORA–9000 TODA–9000 ASDA–9000 LDA–9000

RWY 35: TORA–2989 TODA–2989 ASDA–2989 LDA–2989

SERVICE: S4 FUEL 80, 100, 100LL, JET A OK 1, 3 LGT When twr clsd ACTIVATE MALSR Rwy 27, REIL Rwy 09, Rwy 17 and Rwy 35, PAPI Rwy 09 and Rwy 27, HIRL Rwy 09–27, MIRL Rwy 05–23 and Rwy 17–35—CTAF.

MILITARY— FUEL A+ (C406–426–2190. Opr 1200–0600Z‡, OT $125 fee) (NC–80, 100, 100LL)

AIRPORT REMARKS: Attended 1200–0800Z‡. ARFF coverage provided for scheduled Part 121 air carriers only exc with prior apvl, call 406–442–2821. Ldg rgs cstms avbl call 406–449–5506. Cold temperature airport. Altitude correction required at or below –17C. Rwy 17–35 and Rwy 05–23 (exc bfn Twy F and Rwy 09–27) not avbl for air carrier use by act with greater than 30 px seats. Twy A, Twy B, and Twy C (bfn Twy A and Rwy 35) not avbl for air carrier use by act with greater than 30 px seats. Ldg fee for all coml act and all act over 10,000 lbs. Flight Notification Service (ADCUS) avbl. NOTE: See SPECIAL NOTICE.


CONTINUED ON NEXT PAGE
AIRPORT MANAGER: 406-442-2821
WEATHER DATA SOURCES: ASOS 120.4 (406) 443-4317.
COMMUNICATIONS: CTAF 118.3 ATIS 120.4 UNICOM 122.95
RCO 122.55 (GREAT FALLS RADIO)
APP/DEP CON 119.5 229.4 (1300–0500Z‡)
SALT LAKE CENTER APP/DEP CON 133.4 285.4 (0500–1300Z‡)
TOWER 118.3 257.8 (1300–0500Z‡) GND CON 121.9
ARRING OPS 40.65 126.2 321.45
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.
AIRSPACE: CLASS D svc 1300–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HLN.

(H) VORTACW 117.7 HLN Chan 124 N46º36.41´ W111º57.21´ 254º 1.2 NM to fld. 3826/16E.

VOR portion unusable:
035º–050º byd 35 NM bio 12,000′
105º–165º byd 25 NM bio 17,000′
165º–185º byd 25 NM bio 13,500′
185º–230º byd 25 NM bio 17,500′
203º–213º byd 22 NM bio 13,000′
230º–270º byd 25 NM bio 12,500′

TACAN AZIMUTH & DME unusable:
035º–070º byd 35 NM bio 13,000′
165º–185º byd 25 NM bio 13,500′
250º–300º byd 25 NM bio 14,000′
320º–035º byd 25 NM bio 13,000′

TACAN DME unusable:
035º–070º byd 35 NM bio 13,000′
105º–150º byd 25 NM
105º–210º byd 15 NM bio 11,100′
105º–210º byd 20 NM bio 12,000′
150º–165º byd 25 NM bio 17,000′
165º–185º byd 25 NM bio 13,500′
185º–210º byd 25 NM
203º–213º byd 22 NM bio 13,000′
210º–250º byd 15 NM bio 12,000′
210º–250º byd 25 NM bio 17,500′
250º–300º byd 25 NM bio 14,000′
320º–035º byd 25 NM bio 13,000′

TACAN AZIMUTH unusable:
105º–150º byd 15 NM
150º–165º byd 15 NM bio 17,000′
185º–210º byd 15 NM
210º–250º byd 15 NM bio 17,500′

HAUSER NDB (MHW) 386 HAU N46º34.13´ W111º45.48´ 268º 9.6 NM to fld. 4026/16E. NDB unmonitored when HLN ATCT clsd.

HAUSER NDB 1-HLN Rwy 27. Class IE. Unmonitored when ATCT closed. Localizer backcourse unusable byd 22º rgt of course, unusable within 2.7 DME.

HELLE FARM
(See WINIFRED on page 127)

HINSDALE (GU5) 0 SE UTC–7(–6DT) N48º23.28´ W107º05.00´
2220 NOTAM FILE GTF
RWY 07–25: 2200X75 (TURF) LIRL(NSTD) 0.7% up W
RWY 07: Road.
RWY 10–28: 2160X200 (TURF) 0.3% up W
RWY 10: Road.
RWY 16–34: 1960X75 (TURF) 1.5% up S
RWY 16: P–line.
RWY 34: Fence.

SERVICE: LGT Rwy 07–25 NSTD LIRL 335º spacing between lgts, one thld lgt each end. For rwy lgts phone 406–364–2387.


AIRPORT MANAGER: (406) 672-2448
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
HOGELAND (6U6)  1 NW UTC–7(–6DT)  N48°51.61′ W108°39.66′  
3139  NOTAM FILE GTF
RWY 07–25: 3140X60 (GRVL–DIRT)  0.6% up W
RWY 16–34: 1230X50 (TURF)
RWY 34: Bldg.
AIRPORT MANAGER: (406) 390-1374
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

HOT SPRINGS (S09)  2 E UTC–7(–6DT)  N47°36.75′ W114°36.81′  
2763 B  NOTAM FILE GTF
RWY 06–24: H3550X45 (ASPH–TRTD)  MIRL
RWY 06: Tank.
RWY 24: Thld dsplcd 411′. Road.
AIRPORT MANAGER: (406) 531-1711
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

HYSHAM (6U7)  2 E UTC–7(–6DT)  N46°17.61′ W107°11.60′  
2624 B  NOTAM FILE GTF
RWY 07–25: H3060X45 (ASPH–TRTD)  LIRL
SERVICE: LGT
ACTIVATE LIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Unattended. 1030′ dirt extn E of Rwy 07 thld soft when wet. Rwy 07 basic markings NSTD numbers and stripes.
AIRPORT MANAGER: (406) 749-2864
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

JORDAN (JDN)(KJDN)  2 NW UTC–7(–6DT)  N47°19.73′ W106°57.16′  
2666 B  NOTAM FILE JDN
RWY 11–29: H4300X75 (ASPH–PFC)  S–12.5  MIRL  0.7% up W
RWY 29: PAPI(P2L)—GA 3.0º TCH 29′.
SERVICE: LGT
ACTIVATE MIRL Rwy 11–29; PAPI Rwy 29—CTAF.
AIRPORT MANAGER: (406) 346-7129
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VOR/DME 113.9  GGW Chan 86  N48°12.92′ W106°37.53′  180° 54.8 NM to fld. 2283/14E.

JUDITH MOUNTAIN  N47°13.03′ W109°13.31′  
RC0 122.2 (GREAT FALLS RADIO)
GLACIER PARK INTL (GPI)(KGPI) 6 NE UTC–7(–6DT) N48º18.63´ W114º15.36´

2977 B LRA Class I, ARFF Index B NOTAM FILE GPI

  RWY 02: MALS R. PAPI(P4L)—GA 3.0º TCH 50´.
  RWY 20: REIL PAPI(P4L)—GA 3.0º TCH 45´.

RWY 12–30: H3510X75 (ASPH–GRVD) S–25, D–40 PCN 9 F/C/X/T MIRL
  RWY 30: PAPI(P2L)—GA 3.5º TCH 26´.

RUNWAY DECLARED DISTANCE INFORMATION
  RWY 02: TORA–9007 TODA–9007 ASDA–9007 LDA–9007
  RWY 20: TORA–9007 TODA–9007 ASDA–9007 LDA–9007

SERVICE: S4 FUEL 100LL, JET A OX 1, 2 LGT PAPI Rwy 02, Rwy 20 and Rwy 30 opr continuously. ACTIVATE HIRL Rwy 02–20, MIRL Rwy 12–30, MALS Rwy 02, REIL Rwy 20—CTAF.

AIRPORT REMARKS: Attended continuously. Cld to unscheduled air carrier ops with more than 30 pax seat exc PPR call arpt mgr 406–257–5994. Cold temperature airport. Altitude correction required at or below –15C.

AIRPORT MANAGER: 406-257-5994

WEATHER DATA SOURCES: ASOS 132.625 (406) 756–8879.

COMMUNICATIONS: CTAF 124.55 ATIS 132.625 UNICOM 122.95

LAKESIDE RCO

RADIO AIDS TO NAVIGATION: NOTAM FILE FCA.
  KALISPELL (H) VOR/W/DME 113.2 FCA Chan 79 N48º12.85´ W114º10.55´ 313º 6.6 NM to fld. 2984/18E.

VOR/DME usable:
  010º–070º byd 10 NM
  160º–280º byd 30 NM bto 13,000´
  350º–010º byd 10 NM bto 23,000´

VOR unusable:
  070º–088º byd 20 NM bto 16,000´
  088º–113º byd 22 NM bto 13,000´
  088º–113º byd 35 NM bto 16,000´

DME unusable:
  070º–113º byd 20 NM bto 16,000´
  070º–113º byd 37 NM

SMITH LAKE NDB (MHW) 515 SAK N48º06.50´ W114º27.67´ 019º 14.7 NM to fld. 3157/15E.

ILS 111.5 1–GPI Rwy 02. Class IB. LOC unusable byd 23º right and left of course.
KALISPELL CITY (S27) 1 S UTC–7(–6DT) N48º40.71´ W114º18.22´

2932 B NOTAM FILE GTF
RWY 13–31: H3600X60 (ASPH) S–4 LIRL(NSTD)
RWY 13: Tree.
RWY 31: Thld dsplcd 155´. Tower.
SERVICE: FUEL 100LL, JET A LGT
AIRPORT MANAGER: (406) 755-2376
COMMUNICATIONS: CTAF/UNICOM 122.8
LAKESIDE RCO 122.5 (GREAT FALLS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE FCA.
(H) VOR/DME 113.2 FCA Chan 79 N48º12.85´ W114º10.55´ 229º 5.6 NM to fld. 2984/18E.
VOR/DME unusable:
010º–070º byd 10 NM
160º–280º byd 30 NM blo 13,000´
350º–010º byd 10 NM blo 23,000´
VOR unusable:
070º–088º byd 20 NM blo 16,000´
088º–113º byd 22 NM blo 13,000´
088º–113º byd 35 NM blo 16,000´
DME unusable:
070º–113º byd 20 NM blo 16,000´
070º–113º byd 37 NM

LAUREL MUNI (6S8) 2 N UTC–7(–6DT) N45º42.31´ W108º45.65´
3543 B NOTAM FILE GTF
RWY 04–22: H5199X75 (ASPH) S–12.5 MIRL 0.6% up SW
RWY 04: PAPI(P2L)—GA 3.0º TCH 34´.
RWY 22: PAPI(P2L)—GA 3.0º TCH 41´.
RWY 14–32: H3002X60 (ASPH) S–12.5 MIRL 2.0% up NW
RWY 14: PAPI(P2L)—GA 4.0º TCH 21´.
RWY 32: PAPI(P2L)—GA 3.0º TCH 21´.
RWY 09–27: 1100X60 (TURF) 2.2% up W
SERVICE: FUEL 100, JET A LGT
AIRPORT MANAGER: (406) 698-6515
WEATHER DATA SOURCES: AWOS–2 135.05 (406) 628–9867.
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Billings Apch at 406-255-2798
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45º48.51´ W108º37.48´ 209º 8.4 NM to fid. 3811/14E.

LAVINA (80S) 2 NW UTC–7(–6DT) N46º18.44´ W108º57.29´
3512 NOTAM FILE GTF
RWY 07–25: 3460X100 (TURF) 0.7% up W
AIRPORT MANAGER: 406-444-2506
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Billings Apch at 406-255-2798

NW, 17 JUN 2021 to 12 AUG 2021
LEWISTOWN MUNI (LWT)(KLWT) 2 SW UTC–7(–6DT) N47°02.96´ W109°28.00´

4170  B  NOTAM FILE LWT  MON Airport

RWY 08–26: H6100X100 (ASPH) S–40, D–55, 2S–82, 2D–95

PCN 18 F/C/X/T  MIRL 0.3% up W

RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 51°

RWY 26: REIL. VASI(V4L)—GA 3.0º TCH 50°


PCN 14 F/C/X/T  MIRL 0.7% up SW

RWY 21: Bldg.

RWY 13–31: H4102X62 (ASPH) S–12.5 PCN 12 F/C/Y/T  MIRL

0.8% up SE

RWY 13: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–5600 TODA–5600 ASDA–5600 LDA–5600

RWY 08: TORA–6100 TODA–6100 ASDA–6100 LDA–6100


RWY 26: TORA–6100 TODA–6100 ASDA–6100 LDA–6100

SERVICE: S4 FUEL 100, 100LL, JET A LGT

ACTIVATE MIRL Rwy 03–21, Rwy 08–26, and Rwy 13–31 PAPI Rwy 08, VASI Rwy 26 and REIL Rwy 08 and Rwy 26—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Rwy 03–21 and Rwy 13–31 CLOSED during snow conditions. Afld sfc conditions not monitored 0330–1400Z‡. Birds on and invof arpt. Rwy 03–21 day use only. Rwy 03–21 asph spalling. All twys have reflectors except Twy C, E, and half of Twy A, which are lighted.

AIRPORT MANAGER: (406) 535-3264

WEATHER DATA SOURCES: ASOS 118.375 (406) 538–2653.

COMMUNICATIONS: CTAF/UNICOM 122.0

SALT LAKE CENTER APP/DEP CON 133.4

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

airspace: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.

(V) VOR/W/DME 115.45 LWT Chan 101(Y) N47°03.18´ W109°36.37´ 077° 5.7 NM to fld. 4188/15E.

DME unusable:

040º–055º byd 30 NM blo 10,000´

125º–160º byd 30 NM

360º–015º byd 30 NM

VOR unusable:

125º–160º byd 30 NM

360º–015º byd 30 NM

LIBBY (S59) 7 S UTC–7(–6DT) N48°17.03´ W115°29.41´

2605  B  NOTAM FILE GTF

RWY 15–33: H5003X75 (ASPH–PFC) S–24 MIRL 0.4% up SE


RWY 33: REIL. PAPI(P2L)—GA 3.75º TCH 31°.

SERVICE: FUEL 100LL, JET A LGT

ACTIVATE MIRL Rwy 15–33, PAPI Rwy 15 and Rwy 33, and REIL Rwy 15 and Rwy 33—CTAF.

AIRPORT REMARKS: Attended continuously.

AIRPORT MANAGER: (406) 334-0969

WEATHER DATA SOURCES: AWOS–A 118.575 (406) 293–4631.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE CENTER APP/DEP CON 123.95

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.

MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.41´ W115°38.76´ 352° 50.0 NM to fld. 6100/15E.

VOR portion unusable:

060º–090º byd 20 NM blo 9,500´
LIBERTY CO  (See CHESTER on page 82)

LINCOLN  (S69)  2 E  UTC–7(–6DT)  N46º57.28´ W112º39.01´
4603 B NOTAM FILE GTF
RWY 04–22: H4239X75 (ASPH–PFC) S–12.5 MIRL 0.6% up NE
RWY 04: PAPI(P2L)—GA 4.0º TCH 32°.
RWY 22: Trees.
SERVICE: LGT ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04—CTAF.
AIRPORT MANAGER: 406-444-2506
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTAC 115.1 GTF Chan 98 N47º27.00´ W111º24.73´ 224º 58.7 NM to fld. 3672/16E.

LINDEY'S LANDING WEST SPB  (See SEELEY LAKE on page 115)

LIVINGSTON
MISSION FLD  (LVM)(KLVM)  5 E  UTC–7(–6DT)  N45º41.97´ W110º26.88´
4659 B NOTAM FILE LVM
RWY 04–22: H5701X75 (ASPH) S–75, D–99.9 PCN 24 F/A/Y/ U MIRL
RWY 22: REIL. VASI(V2L)—GA 3.0º TCH 32°.
RWY 08–26: 3762X125 (TURF)
RWY 13–31: 2724X120 (TURF) 0.3% up NW
SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 04–22—123.0.
AIRPORT MANAGER: 406-222-6504
WEATHER DATA SOURCES: ASOS 135.275 (406) 222–2338.
COMMUNICATIONS: CTAF/UNICOM 123.0
LIVINGSTON RCO 122.2 (GREAT FALLS RADIO)
® BIG SKY APP/DEP CON 119.550 (Unavailable 0715–1300Z‡, other times ctc)
® SALT LAKE CENTER APP/DEP CON 119.550
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.
AIRSPACE: CLASS E svc 1500–0100Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LVM.
LIVINGSTON (L) VOR/DME 116.1 LVM Chan 108 N45º42.15´ W110º26.55´ at fld. 4653/15E.
VOR/DME unusable:
100º–190º byd 15 NM
255º–280º byd 20 NM
345º–041º byd 15 NM

LIVINGSTON  N45º42.15´ W110º26.55´ NOTAM FILE LVM.
(L) VOR/DME 116.1 LVM Chan 108 at Mission Fld. 4653/15E.
VOR/DME unusable:
100º–190º byd 15 NM
255º–280º byd 20 NM
345º–041º byd 15 NM
RCO 122.2 (GREAT FALLS RADIO)
MALMSTROM AFB HELIPORT (GFA)(KGFA) AF 3 E UTC–7(–6DT) N47°30.28´ W111°11.24´

HELIPAD H1: H100X100 (ASPH)
HELIPAD H2: H100X100 (CONC)

SERVICE: FUEL JET A LGT
Perimeter, ldg and apch lgts avbl. Ldg direct and apch lgts oriented 026º. Perimeter lgts avbl to Helipad 3.

MILITARY REMARKS: Opr 2000–1430Z‡ Mon–Fri; active mil helo tfc 2200–1400Z‡ Mon–Fri; ltd svc wkend and hol. Ctc 40th Helicopter Squadron’s Blade Ops for opr hr and parking info. RSTD Clsd to all F/W acft. R/W acft on offl bus only. Ctc Blade Ops for PPR & svc. DSN 632–3250 or 341 NW/CP 632–3801. Heliport ltd to helipads, clsd rwy between R & Q, and inside orange barriers. CAUTION 57 ft twr lctd 0.5 NM NE; construction pers and eqpt and obst all around Malmstrom AFB.

AIRPORT MANAGER: 406-731-3250

COMMUNICATIONS: CTAF 271.9

GREAT FALLS APP/DEP CON 128.6 124.15 VFR Advsy.

MILITARY—TRAN ALERT No svc avbl wo prior coord with Blade OPS DSN 632–3250.

AIRPORT MANAGER: 406-731-3250

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
MONTANA 107

MILES CITY

FRANK WILEY FLD (MLS)(KMLS) 2 NW UTC–7(–6DT) N46º25.68´ W105º53.17´

2630 B NOTAM FILE MLS MON Airport

RWY 04–22: H5680X75 (ASPH) S–24, D–24 MIRL
RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 40´.
RWY 22: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Road.
RWY 13: REIL. PAPI(P2L)—GA 3.0º TCH 43´.
RWY 31: REIL. PAPI(P2L)—GA 3.0º TCH 43´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–5680 TODA–5680 ASDA–5680 LDA–5680
RWY 31: TORA–5628 TODA–5628 ASDA–5628 LDA–5628

SERVICE: FUEL 100LL, JET A

LGT ACTVT REIL Rwy 04, Rwy 13, Rwy 22 and Rwy 31; PAPI Rwy 04, Rwy 13, Rwy 22, and Rwy 31, MIRL Rwy 04–22 and Rwy 13–31—CTAF.


AIRPORT MANAGER: (406) 951-0955


COMMUNICATIONS: CTAF/UNICOM 123.0

MILES CITY RCO 122.2 (GREAT FALLS RADIO)

R® SALT LAKE CENTER APP/DEP CON 126.85

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VOR/DME 112.1 MLS Chan 58 N46º22.93´ W105º57.21´ 036º 3.9 NM to fld, 2666/9E.

BILLINGS

H–1F, 2G, L–13E

BIL AD

MILLER PEAK N46º45.40´ W113º53.51´

RCO 122.45 (GREAT FALLS RADIO)

GREAT FALLS

L–13C

MINERAL CO (See SUPERIOR on page 119)

MISSION FLD (See LIVINGSTON on page 105)
MISSOULA INTL (MSO/KMSO)  4 NW UTC–7(–6DT) N46°54.98’ W114°05.43’  GREAT FALLS  H–1D, L–13C
3206  B  Class I, ARFF Index B  NOTAM FILE MSO  IAP AD
PCN 83 F/D/W/T  HIRL
RWY 12: MALSR, PAPI(P4L)—GA 3.0º TCH 55’. RVR–T
RWY 30: RLLS. REIL. PAPI(P4L)—GA 3.0º TCH 50’. RVR–R
RWY 08–26: H4612X75 (ASPH–GRVD) S–30, D–50 PCN 40 F/D/W/T  MIRL

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–4612 TODA–4612 ASDA–4612 LDA–4612
RWY 12: TORA–9501 TODA–9501 ASDA–9501 LDA–9501
RWY 26: TORA–4612 TODA–4612 ASDA–4612 LDA–4612
RWY 30: TORA–9501 TODA–9501 ASDA–9501 LDA–9501

SERVICE: S4  FUEL  100LL, JET A1+  OK 1, 2, 3, 4  LGT When twr clsd
ACTIVATE MALSR Rwy 12, HIRL Rwy 12–30—CTAF.

AIRPORT REMARKS: Attended continuously. Parachute Jumping. Cold
temperature airport. Altitude correction required at or below –12C.
Migratory and small bird activity on and in volf arpt dur months of
glider ops 5.5 NM east of AER 30. Ctc arpt mgr to req apvl prior to
ultralight ops. Rwy 12–30 180º turns for acft over 12,500 lbs GWT
prohibited on all movement areas. Avoid locked turns at all times. Twy
G bhn Rwy 08 end to Rwy 12–30 rstd to acft under 12,500 lbs. Avoid locked turns at all times. Ldg fee for all coml acft and all acft over 12,500 lbs.

AIRPORT MANAGER: 406-728-4381
WEATHER DATA SOURCES: ASOS (406) 728–3743
COMMUNICATIONS: CTAF 118.4 ATIS 126.65 (406–549–2989) UNICOM 122.95
◊ SPOKANE APP/DEP CON 124.9 (1400–0620Z‡)
◊ SALT LAKE CENTER APP/DEP CON 133.4 (0620–1400Z‡)
TOWER 118.4 (1300–0500Z‡) GND CON 121.9
AIRSPACE: CLASS D svc 1300–0500Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
(L) VOR/DME 112.8 MSO Chan 75 N46°54.48´ W114°05.02´ at fld. 3202/13E.
VOR unusable:
047º–067º byd 30 NM
067º–086º byd 30 NM blo 14,000´
086º–120º byd 27 NM blo 13,000´
086º–120º byd 36 NM blo 14,000´
086º–154º byd 20 NM blo 11,000´
120º–154º byd 35 NM blo 13,000´
172º–227º byd 25 NM
227º–247º byd 20 NM blo 12,000´
227º–247º byd 30 NM
247º–262º byd 30 NM blo 12,000´
262º–277º byd 30 NM blo 10,000´
297º–347º byd 30 NM
347º–047º byd 10 NM
DME unusable:
047º–067º byd 30 NM
067º–086º byd 30 NM blo 14,000´
086º–120º byd 27 NM blo 14,000´
086º–120º byd 39 NM
086º–154º byd 20 NM blo 11,000´
120º–154º byd 35 NM blo 13,000´
172º–227º byd 25 NM
227º–247º byd 20 NM blo 12,000´
227º–247º byd 30 NM
247º–262º byd 30 NM blo 12,000´
262º–277º byd 30 NM blo 10,000´
297º–347º byd 30 NM
347º–047º byd 10 NM
ILS 109.3 I–MSO Rwy 12. Class IA. LOC unusable byd 29º left of course byd 30º right of course.
OPHEIM

(S00) 0 W UTC–7(–6DT)  N48°52.00′ W106°25.04′
3264 B NOTAM FILE GTF
RWY 16–34: 2675X150 (TURF)
RWY 04–22: 1555X100 (TURF)
RWY 22: Road.
RWY 10–28: 1200X100 (TURF)
RWY 28: Road.
SERVICE: LGT Rotating bcn OTS indef.
AIRPORT MANAGER: (406) 724-7090
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

PHILIPSBURG

RIDDICK FLD  (U05) 1 SE UTC–7(–6DT)  N46°19.16′ W113°18.30′
5212 B NOTAM FILE GTF
RWY 16–34: H3600X60 (ASPH) S–7 MIRL
RWY 16: Rgt tfc.
RWY 34: Hill.
SERVICE: LGT ACTIVATE MIRL Rwy 16–34—CTAF.
AIRPORT MANAGER: 406-533-5488
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE SMN.
SALMON (H) VORW/DME 113.5 LKT Chan B2 N45°01.28′
W114°05.05′ 010° 84.5 NM to fld. 9260/13E.

PLAINS

(S34) 1 NW UTC–7(–6DT)  N47°28.41′ W114°54.43′
2467 B NOTAM FILE GTF
RWY 13–31: H4651X75 (ASPH) S–12.5, D–18 MIRL
RWY 31: PAPI(P2L)—GA 3.0º TCH 20′.
SERVICE: LGT ACTIVATE PAPI Rwy 31, MIRL Rwy 13–31—CTAF.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 406-826-3605
COMMUNICATIONS: CTAF 118.1
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.41′
W115°38.76′ 073° 30.1 NM to fld. 6100/15E.
VOR portion unusable:
060°–090° byd 20 NM blo 9,500′
COMM/NAV/WEATHER REMARKS: CTAF; Automated UNICOM; 3 clicks.
PONTANA

PLENTYWOOD
(PWD) (KPWD) 1 NE UTC–7(–6DT) N48º47.34´ W104º31.38´

2264 B NOTAM FILE GTF

RWY 12–30: H3900X75 (ASPH) S–12.5 MIRL 0.4% up NW

RWY 12: PAPI(P2L)—GA 3.0º TCH 44´.
RWY 30: PAPI(P2L)—GA 3.0º TCH 34´.

RWY 08–26: 2951X60 (TURF) 0.4% up E

SERVICE: FUEL 100LL LGT ACTVT PAPI Rwy 30; MIRL Rwy 12–30—CTAF.

AIRPORT REMARKS: Unattended. 24 hr self svc credit card fuel facility.

Unlight on and in vicinity of arpt. Rwy 12 no touchdown marking.

AIRPORT MANAGER: (406) 765-3403


COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 126.85

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.


COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 126.85

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION:

WILLISTON (L) VOR/DME 116.3 ISN Chan 110 N48º15.21´ W103º45.04´ 309º 44.5 NM to fld. 2372/8E.
POPLAR MUNI (PO1) 2 NE UTC–7(–6DT) N48º08.07´ W105º09.73´

RWY 09–27: H4403X75 (ASPH) S–12.5, D–40, 2D–66 MIRL
RWY 09: PAPI(P2L)—GA 3.0º TCH 24´.
RWY 27: PAPI(P2L)—GA 3.0º TCH 24´.
RWY 02–20: 3020X80 (TURF)
SERVICE: FUEL 100LL, JET A+ LGT ACTIVATE PAPI Rwy 09 and Rwy 27 and MIRL Rwy 09–27—CTAF.
AIRPORT REMARKS: Attended continuously. 24 hr fuel svc 406–768–3800.
For current arpt sfc conditions call 406–768–7400.
AIRPORT MANAGER: (406) 768-7400
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.

PORT OF DEL BONITA

WHETSTONE (H28) 32 NW UTC–7(–6DT) N49º00.00´ W112º47.55´

RWY 07–25: 4440X65 (TURF)
RWY 07: P-line.
AIRPORT MANAGER: 406-444-2506
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RAVALLI CO (See HAMILTON on page 97)

RED LODGE (RED)(KRED) 1 NW UTC–7(–6DT) N45º11.09´ W109º15.46´

RWY 16–34: H4000X75 (ASPH) S–4, D–6 MIRL 1.6% up S
RWY 16: VASI(V2L)—GA 3.0º TCH 27´. Road.
RWY 34: Road.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 16–34 and VASI Rwy 16—CTAF.
AIRPORT REMARKS: Unattended. Wildlife on and invof rwy.
AIRPORT MANAGER: (252) 259-5624
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45º48.51´ W108º37.48´ 202º 46.0 NM to fld. 3811/14E.
**RICHIEY** (7U8) 1 SW UTC–7(–6DT) N47º37.59′ W105º04.78′
2494 NOTAM FILE GTF
RWY 14–32: 2690X75 (TURF–DIRT)
RWY 32: Hill.
AIRPORT REMARKS: Unattended. AER 14 has dip obscured by grass prior to thld. No snow removal.
AIRPORT MANAGER: 406-444-2506
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

**RICHIEY**

---

**RIDDICK FLD** (See PHILIPSBURG on page 109)

---

**ROCK CREEK** (See CLINTON on page 84)

---

**RONAN** (7S0) 3 N UTC–7(–6DT) N47º34.03′ W114º06.07′
3086 B NOTAM FILE GTF
RWY 16–34: H4798X75 (ASPH) MIRL
RWY 16: PAPI(P2L)—GA 3.0º TCH 21′.
RWY 34: PAPI(P2L)—GA 3.0º TCH 22′.
SERVICE: FUEL 100LL, JET A+ LGT
ACTIVATE MIRL Rwy 16–34; PAPI Rwy 16 and Rwy 34—CTAF. Rwy 16 PAPI not coincident with LPV apch.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs via self serve credit card svc. Use 1215 to access pilot’s lounge.
AIRPORT MANAGER: (406) 250-4824
WEATHER DATA SOURCES: AWOS–2 119.925 (406) 676–2967.
COMMUNICATIONS: CTAF/AUNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE FCA.
KALISPELL (H) VOR/DME 113.2 FCA Chan 79 N48º12.85′
W114º10.55′ 158º 39.0 NM to fld. 2984/18E.
VOR/DME unusable:
010º–070º byd 10 NM
160º–280º byd 30 NM blo 13,000′
350º–010º byd 10 NM blo 23,000′
VOR unusable:
070º–088º byd 20 NM blo 16,000′
088º–113º byd 22 NM blo 13,000′
088º–113º byd 35 NM blo 16,000′
DME unusable:
070º–113º byd 20 NM blo 16,000′
070º–113º byd 37 NM

---

**ROSS** (See SWEETGRASS on page 119)

---

**ROTORCRAFT HELIPORT** (See HAMILTON on page 97)
### ROUNDUP (RPX)(KRPX) 2 N UTC–7(–6DT) N46°28.50’ W108°32.61’

<table>
<thead>
<tr>
<th>Service</th>
<th>Fuel</th>
<th>LGT</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 07–25:</td>
<td>PAPI(P2L)—GA 4.0º TCH 43’. Ground.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RWY 07:</td>
<td>PAPI(P2L)—GA 3.0º TCH 42’. Ground.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RWY 16–34:</td>
<td>2460X100 (TURF)</td>
<td>0.8% up S</td>
<td></td>
</tr>
</tbody>
</table>

**Airport Remarks:**

**Airport Manager:** 406-323-1564

**Communications:** CTAF/UNICOM 122.8

**Clearance Delivery Phone:** For CD ctc Salt Lake ARTCC at 801-320-2568.

**Radio Aids to Navigation:** NOTAM FILE BIL.

**Billings (H) VORTACW 114.5 BIL Chan 92 N45º48.51’ W108º37.48’ 351º 40.1 NM to fld. 3811/14E.

---

### RUBY VALLEY FLD (See TWIN BRIDGES on page 124)

### RUSSIAN FLAT (M42) 0 N UTC–7(–6DT) N46º43.46’ W110º25.07’

<table>
<thead>
<tr>
<th>Service</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 07:</td>
<td>Trees.</td>
</tr>
</tbody>
</table>

**Airport Remarks:**

**Airport Manager:** 406-566-2292

**Communications:** CTAF 122.9

**Clearance Delivery Phone:** For CD ctc Salt Lake ARTCC at 801-320-2568.

**Billings (H) VORTACW 114.5 BIL Chan 92 N45º48.51’ W108º37.48’ 351º 40.1 NM to fld. 3811/14E.

---

### RYE GATE (8U0) 1 S UTC–7(–6DT) N46º17.43’ W109º14.86’

<table>
<thead>
<tr>
<th>Service</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 08–26:</td>
<td>Road.</td>
</tr>
</tbody>
</table>

**Airport Remarks:**

**Airport Manager:** 406-444-2506

**Communications:** CTAF 122.9

**Clearance Delivery Phone:** For CD ctc Salt Lake ARTCC at 801-320-2568.

---

### ST IGNATIUS (52S) 1 NE UTC–7(–6DT) N47º19.50’ W114º04.85’

<table>
<thead>
<tr>
<th>Service</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 08–26:</td>
<td>Road.</td>
</tr>
</tbody>
</table>

**Airport Remarks:**

**Airport Manager:** (406) 544-8004

**Communications:** CTAF 122.9

**Clearance Delivery Phone:** For CD ctc Spokane Apch at 509-742-2522, when Apch clsd ctc Salt Lake ARTCC at 801-320-2568.

---

### ST LABRE MISSION (See ASHLAND on page 75)

**Airport Name:**

**Airport Code:**

**Airport Elevation:**

**Airport Service:**

**Airport Fuel:**

**Airport LGT:**

**Airport Remarks:**

**Airport Manager:**

**Communications:**

**Clearance Delivery Phone:**

---

**NW, 17 JUN 2021 to 12 AUG 2021**
SAND SPRINGS STRIP (8U1) 1 NW UTC–7 (–6DT) N47°06.25′ W107°30.18′

3180 TPA—3900 (720) NOTAM FILE GTF
RWY 10–28: 2400X60 (TURF) 0.9% up E
RWY 10: Road.
AIRPORT MANAGER: 406-449-8182
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

SCHAFFER (USFS) (8U2) 15 SE UTC–7 (–6DT) N48°04.78′ W113°14.70′

4856 NOTAM FILE GTF
RWY 07–25: 3200X60 (TURF)
RWY 07: Trees.
RWY 25: Trees.
AIRPORT REMARKS: Unattended. Summer phone 406–752–7345. Watch for horses or big game animals on rwy. Low area north side of rwy approximately 1100′ from AER 25, use caution. Trees and terrain in transition sfc both sides of rwy full length. Primary purpose of air station is a trailhead for wilderness areas. Rwy 07 first 800′ unmarked except thld. Rwy 25 rwy cone width may vary. First 2400′ marked with white cones 200′ apart. First 400′ of Rwy 25 is uneven, bouncy and rough. Tkf and land Rwy 25 conditions permitting.
AIRPORT MANAGER: 406-758-5376
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

SCOBET (9S2) 1 NW UTC–7 (–6DT) N48°48.46′ W105°26.37′

2434 B NOTAM FILE GTF
RWY 12–30: H4020X75 (ASPH) S–11 MRL 1.1% up SE
RWY 12: PAPI(P2L)—GA 3.0º TCH 25′.
RWY 30: PAPI(P2L)—GA 3.0º TCH 22′.
SERVICE: S4 FUEL 100LL, JET A LGT MRL Rwy 12–30, PAPI Rwy 12 and Rwy 30 opr dusk–0600Z‡, after 0600Z‡ ACTIVATE—CTAF.
AIRPORT MANAGER: 406-487-2725
COMMUNICATIONS: CTAF/AUNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VOR/W/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 039º 59.2 NM to fld. 2283/14E.
SEELEY LAKE
LINDEY’S LANDING WEST SPB (M35)  1 NW  UTC–8(–7DT)  N47°10.46´ W113°28.80´  GREAT FALLS
3993  NOTAM FILE GTF
WATERWAY 12–30: 14000X1000 (WATER)
SERVICE:  FUEL  MOGAS
SEAPLANE REMARKS: Attended continuously. Mogas fuel avbl by prior req only.
AIRPORT MANAGER: 406-677-4101
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Spokane Apch at 509-742-2522, when Apch clsd ctc Salt Lake ARTCC at 801-320-2568

SEELEY LAKE (23S)  2 E  UTC–7(–6DT)  N47°10.92´ W113°26.71´  GREAT FALLS
4256  B  NOTAM FILE GTF
RWY 16–34: 4575X75 (TURF) 1.7% up NW
RWY 16: Trees.
SERVICE:  LGT Non–standard solar Rwy 34 – first 1/2 of rwy – summer months only.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Snow removal intermittent, call aprt mgr for current cond
406–444–2506. Tks to north not recommended due to rising terrain. Rwy 34 has 1150´ overrun avbl for tkf and ldg. Trees in transitional sfc full rwy length both sides. Rwy 16–34 marked full length with w cones with reflective tape, summer months only. Rwy 16 displaced thld 311´ fr rwy end for 20:1 approach slope marked with double w cones. Crew car available.
AIRPORT MANAGER: 406-444-2506
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Spokane Apch at 509-742-2522, when Apch clsd ctc Salt Lake ARTCC at 801-320-2568

SHELBY (SBX(KSBX))  2 N  UTC–7(–6DT)  N48°32.44´ W111°52.28´  GREAT FALLS
3443  B  NOTAM FILE GTF
RWY 05–23: H5005X75 (ASPH) S–15 PCN 6 F/D/Y/T MIRL
0.5% up NE
RWY 05: PAPI(P2L)—GA 3.0º TCH 29´.
RWY 23: PAPI(P2L)—GA 3.0º TCH 32´.
RWY 11–29: H3701X60 (ASPH) S–15 MIRL
RWY 11: PAPI(P2L)—GA 3.0º TCH 31´.
RWY 29: PAPI(P2L)—GA 3.0º TCH 38´.
SERVICE:  FUEL  100LL, JET A+  LGT ACTVT PAPI Rwy 05 and Rwy 23; MIRL Rwy 05–23 and Rwy 11–29—CTAF.
AIRPORT MANAGER: (406) 450-2463
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.4
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE CTB.
CUT BANK (L) VOR/DME 113.35  CTB Chan 80(Y) N48°33.90´ W112°20.60´ 077º 18.9 NM to fld. 3791/17E.

SHER–WOOD  (See PLENTYWOOD on page 110)
SIDNEY—RICHLAND RGNL

(34°52.41’ W104°11.55’)

1985 B Class III, ARFF Index A

NOTAM FILE SDY

RWY 01–19: H5705X100 (ASPH—GRVD) S–46.5, D–61, 2D–109

PCN 18 F/D/X/T MIRL

RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 33’.

RWY 19: REIL. PAPI(P2L)—GA 3.0º TCH 41’. Tree. Rgt tfc.

RWY 11–29: H4025X100 (ASPH—GRVD) S–12, D–18 PCN 18 F/D/X/T MIRL 0.4% up NW

RWY 11: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Road. Rgt tfc.

RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 22’. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:

TORA–5705 TODA–5705 ASDA–5705 LDA–5705

RWY 11:

TORA–4023 TODA–4023 ASDA–4023 LDA–4023

RWY 19:

TORA–5705 TODA–5705 ASDA–5705 LDA–5705

RWY 29:

TORA–4023 TODA–4023 ASDA–4023 LDA–4023

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

ACTIVATE MIRL Rwy 01–19 and Rwy 11–29, REIL Rwy 01, Rwy 11, Rwy 19 and Rwy 29 and PAPI Rwy 01, Rwy 11, Rwy 19, and Rwy 29—CTAF.

AIRPORT REMARKS:


AIRPORT MANAGER: (406) 480-1820

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF/UNICOM

® SALT LAKE CENTER APP/DEP CON 126.85

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.

WILLISTON (L) VOR/W/DMF 116.3 ISN Chan 110 N48°15.21’ W103°45.04’ 201º 37.3 NM to fld. 2372/8E.

SMITH LAKE

N48°06.50´ W114°27.67´ NOTAM FILE FCA.

NDB (MIW) 515 SAK 019º 14.7 NM to Glacier Park Intl. 3157/15E.

SPOTTED BEAR (USFS)

(8U4) 3 NW UTC–7(–6DT) N47°57.70´ W113°33.57´

3672 NOTAM FILE GTF

RWY 14–32: 3800X78 (TURF—GRVL) 0.3% up SE

RWY 14: Trees.

RWY 32: Trees.

AIRPORT REMARKS:

Unattended. Mountains and trees in transition area both sides of rwy. Rwy 14–32 up to 4” rock on rwy sfc.

Rwy 14–32 north quarter of strip has a slight dog–leg, dog–leg begins 1100’ from north end. Rwy 14 first 1400’ of rwy not marked with cones. Rwy 32 first 2400’ marked with cones spaced 200’ apart. Phone in ranger station.

AIRPORT MANAGER: 406-758-5376

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
STANFORD/BIGGERSTAFF FLD (S64)  1 S  UTC–7(–6DT)  N47º08.80´ W110º13.79´
4328  B  NOTAM FILE GTF
RWY 12–30: H4200X75 (ASPH)  S–12  MIRL  0.3% up NW
RWY 30: PAPI (P2L)—GA 3.0º TCH 35´.
RWY 07–25: 1960X100 (TURF)  0.7% up W
SERVICE: LGT ACTVT PAPI Rwy 30; MIRL Rwy 12–30—CTAF.
AIRPORT REMARKS: Attended irregularly. Conds not rptd durg wint months
AIRPORT MANAGER: (406) 490-7708
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
LEWISTOWN (H) VOR/DME 115.45  LWT Chan 101(Y)  N47º03.18´
W109º36.37´  268º 26.2 NM to fld.  4188/15E.
DME unusable:
  040º–055º byd 30 NM blo 10,000´
  125º–160º byd 30 NM
  360º–015º byd 30 NM
VOR unusable:
  125º–160º byd 30 NM
  360º–015º byd 30 NM

STARR–BROWNING AIRSTRIP  (See BROWNING on page 81)

STEVENS RANCH  (See ASHLAND on page 75)
STEVENSVILLE   (32S)  2 NE UTC–7(–6DT)  N46º31.51´ W114º03.17´

3614  B  NOTAM FILE GTF
RWY 12–30: H3809X75 (ASPH–PFC)  S–12.5  MIRL  2.0% up SE
 RWY 12: PAPI(P2L)—GA 3.0º TCH 43´.
SERVICE: S4  FUEL 100LL  OX LGT ACTIVATE PAPI Rwy 12, MIRL
          Rwy 12–30—CTAF.
AIRPORT REMARKS: Unattended. Parachute Jumping. Fuel sold 24 hr by
credit card self svc. Snw removal intmt chck with mgr for current conds
cell 406–369–5502. Pattern altitude 800 AGL — calm wind; Rwy 12
uphill for landing, Rwy 30 downhill for takeoff. Crew car available.
AIRPORT MANAGER: (406) 369-5502
WEATHER DATA SOURCES: AWOS–AV 120.925 (406) 992–2806.
COMMUNICATIONS: CTAF/UNICOM 122.8
     SPOKANE APP/DEP CON 124.9 (1400–0620Z)
     SALT LAKE CENTER APP/DEP CON 133.4 (0620–1400Z)
CLEARANCE DELIVERY PHONE: For CD ctc Spokane Apch at 509-742-2522,
when Apch clsd ctc Salt Lake ARTCC at 801-320-2568
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
MISSOULA  (L) VOR/W/DME 112.8  MSO Chan 75  N46º54.48´
                  W114º05.02´  164º 23.0 NM to fld. 3202/13E.
VOR unusable:
047º–067º byd 30 NM
067º–086º byd 30 NM blo 14,000´
086º–120º byd 27 NM blo 13,000´
086º–120º byd 36 NM blo 14,000´
086º–154º byd 20 NM blo 11,000´
120º–154º byd 35 NM blo 13,000´
172º–227º byd 25 NM
227º–247º byd 20 NM blo 12,000´
227º–247º byd 30 NM
247º–262º byd 30 NM blo 12,000´
262º–277º byd 30 NM blo 10,000´
297º–347º byd 30 NM
347º–047º byd 10 NM
DME unusable:
047º–067º byd 30 NM
067º–086º byd 30 NM blo 14,000´
086º–120º byd 27 NM blo 14,000´
086º–120º byd 39 NM
086º–154º byd 20 NM blo 11,000´
120º–154º byd 35 NM blo 13,000´
172º–227º byd 25 NM
227º–247º byd 20 NM blo 12,000´
227º–247º byd 30 NM
247º–262º byd 30 NM blo 12,000´
262º–277º byd 30 NM blo 10,000´
297º–347º byd 30 NM
347º–047º byd 10 NM
COMM/NAV/WEATHER REMARKS: AWOS A(V) lctd on arpt – freq: 120.925.

NW, 17 JUN 2021 to 12 AUG 2021
MONTANA 119

SUPERIOR

MINERAL CO (954)  2 SE UTC–7(–6DT)  N47°10.10′ W114°51.22′

2787  NOTAM FILE GTF

RWY 12–30: H3450X75 (ASPH)  S–12

RWY 12:  Tree.

RWY 30:  Tree.

SERVICE:  FUEL  100LL

AIRPORT REMARKS:  Unattended. Mountainous terrain surrounding arpt.

  Courtesy car avbl.

AIRPORT MANAGER:  406-382-0161

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION:  NOTAM FILE MSO.

MISSOULA (L) VOR/DME 112.8  MSO Chan 75  N46°54.48′ W114°05.02′  284º 35.3 NM to fld. 3202/13E.

VOR unusable:

  047º–067º byd 30 NM
  067º–086º byd 30 NM blo 14,000′
  086º–120º byd 27 NM blo 13,000′
  086º–120º byd 36 NM blo 14,000′
  086º–154º byd 20 NM blo 11,000′
  120º–154º byd 35 NM blo 13,000′
  172º–227º byd 25 NM
  227º–247º byd 20 NM blo 12,000′
  227º–247º byd 30 NM
  247º–262º byd 20 NM blo 12,000′
  262º–277º byd 30 NM blo 10,000′
  297º–347º byd 30 NM
  347º–047º byd 10 NM

DME unusable:

  047º–067º byd 30 NM
  067º–086º byd 30 NM blo 14,000′
  086º–120º byd 27 NM blo 13,000′
  086º–120º byd 39 NM
  086º–154º byd 20 NM blo 11,000′
  120º–154º byd 35 NM blo 13,000′
  172º–227º byd 25 NM
  227º–247º byd 20 NM blo 12,000′
  227º–247º byd 30 NM
  247º–262º byd 20 NM blo 12,000′
  262º–277º byd 30 NM blo 10,000′
  297º–347º byd 30 NM
  347º–047º byd 10 NM

SWEETGRASS

ROSS (7S8)  1 W UTC–7(–6DT)  N48°59.91′ W111°58.69′

3553  LRA  NOTAM FILE GTF

RWY 07–25:  2900X80 (TURF)  0.5% up E

RWY 25:  Pole.

AIRPORT REMARKS:  Unattended. No snow removal. Rwys 07–25 sfc muddy when wet. Gopher holes on rwy sfc. Eastern end and twy have heavy ruts. Rwy 07 red cones mark each thld and white cones spaced 200’ mark rwy edges full length. +18’ bldgs, +4’ fences and +30’ trees both sides of twy and rwy in transition sfc beginning 405’ west of Rwy 25 east to Rwy 25 thld. Also Rwy 25 +22’ fence 62’ rgt and 515’ from Rwy 25 end penetrates approach sfc. 3’ fiberglass stabs obstructions in tiedown area.

AIRPORT MANAGER:  406-444-2506

COMMUNICATIONS:  CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

TARGY

N44°34.53′ W111°11.85′  NOTAM FILE WYS.

NDB (MHW/LOM) 415  LD  013º 7.6 NM to Yellowstone. 7000/14E.

NDB opr  May 9 thru Oct 13

GREAT FALLS  L–13B  NW, 17 JUN 2021 to 12 AUG 2021
TERRY

TERRY (BU6)  1 SE UTC–7(–6DT)  N46º46.63´ W105º18.79´
2283  B  NOTAM FILE GTF

RWY 08–26: H4300X75 (ASPH) S–12.5  MIRL
  RWY 08: PAPI(P2L)—GA 4.0º TCH 36´.
  RWY 26: PAPI(P2L)—GA 3.0º TCH 25´. Road.

SERVICE: LGT Activate MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: (406) 853-1876

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

THOMPSON FALLS

THOMPSON FALLS (THM)(KTHM)  3 SE UTC–7(–6DT)  N47º34.41´ W115º16.84´
2467  B  NOTAM FILE GTF

RWY 08–26: H4200X75 (ASPH) S–12.5  MIRL
  RWY 08: PAPI(P2L)—GA 3.75º TCH 40´.

SERVICE: FUEL 100LL LGT Activate PAPI Rwy 08 and Rwy 26, MIRL
Rwy 08–26—CTAF. Rwy 08 PAPI baffled horizontally byd 5º north and south of cntrln and unusable byd 2.6 NM.


AIRPORT MANAGER: 406-827-3519

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.

MULLAN PASS (H) VOR/DME 117.8  MLP Chan 125 N47º27.41´ W115º38.76´ 050º 16.4 NM to fld. 6100/15E.

COMM/NAV/WEATHER REMARKS: CTAF: Automated UNICOM; 3 clicks.
THREE FORKS  (9S5)  1 SE  UTC–(–6DT)  N45º52.69´ W111º34.17´  
4089  B  NOTAM FILE GTF  
RWY 03–21: H5099X60 (ASPH)  S–12  MIRL  
RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 25´.  
RWY 21: REIL. PAPI(P2L)—GA 3.25º TCH 29´.  
SERVICE:  S4  FUEL  100LL  LGT  ACTIVATE REILs Rwy 03 and Rwy 21;  
PAPI Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.  
AIRPORT REMARKS: Attended continuously. Fuel 24 hr credit card svc avbl.  
Ultralight activity on and inv of arpt. Parachute Jumping. Ocnl aerobatic  
maneuvers inv of arpt. Upon departure, all acft must reach 500´ alt  
prior to making any turns.  
AIRPORT MANAGER:  406-581-6308  
COMMUNICATIONS:  CTAF/AUNICOM 122.8  
CLEARANCE DELIVERY PHONE:  For CD ctc Big Sky Apch at  
208-364-5860/5861, if unable ctc Salt Lake ARTCC at  
801-320-2568.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE BZN.  
BOZEMAN (H) VOR/DME 112.4  BZN Chan 71  N45º47.03´  
W111º09.33´  270º  18.3 NM to fld. 4436/18E.  
VOR portion unusable:  
360º–105º byd 20 NM  
DME portion unusable:  
350º–105º byd 20 NM  

TIBER DAM  (B70)  1 SW  UTC–(–6DT)  N48º18.83´ W111º06.55´  
3023  NOTAM FILE GTF  
RWY 12–30: 2550X90 (TURF)  
RWY 30: Road.  
AIRPORT REMARKS:  Unattended. No snow removal. Rwy 12–30 marked with white cones full length spaced every 200´. Rwy  
12–30 may be rough. Road xng rwy near midpt.  
AIRPORT MANAGER:  406-444-2506  
COMMUNICATIONS:  CTAF 122.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.  

TILLITT FLD  (See FORSYTH on page 92)
TOWNSEND

CANYON FERRY (8U9) 7 NW UTC–7(–6DT) N46º25.13´ W111º34.63´

3840 NOTAM FILE GTF

RWY 16–34: 3200X75 (GRVL)

RWY 34: Thld dsplcd 597´.


AIRPORT MANAGER: 406-351-1687

COMMUNICATIONS: CTAF/UNICOM 122.8


TOWNSEND (8U8) 2 E UTC–7(–6DT) N46º19.87´ W111º28.96´

3897 B NOTAM FILE GTF

RWY 17–35: H4000X60 (ASPH) S–5 MIRL 0.4% up S

RWY 17: PAPI(P2L)—GA 3.0º TCH 30´.

RWY 35: PAPI(P2L)—GA 4.0º TCH 44´.

SERVICE: FUEL 100LL LGT

ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.


AIRPORT MANAGER: (406) 459-4825

COMMUNICATIONS: CTAF/UNICOM 122.8


RADIO AIDS TO NAVIGATION: NOTAM FILE BZN.

BOZEMAN (H) VOR/DME 112.4 BZN Chan 71 N45º47.03´ W111º09.33´ 320º 35.6 NM to fld. 4436/18E.

VOR portion unusable:

360º–105º byd 20 NM

DME portion unusable:

350º–105º byd 20 NM

NW, 17 JUN 2021 to 12 AUG 2021
MONTANA

TROY (57S) 1 NW UTC–7(–6DT) N48º28.81´ W115º54.21´
2017 NOTAM FILE GTF
RWY 14–32: H3570X30 (ASPH)
RWY 14: Thld dsplcd 825´. Trees.
AIRPORT MANAGER: (406) 334-7037
COMMUNICATIONS: CTAF 122.9

GREAT FALLS

MULLAN PASS (H) VOR/W/DME 117.8 MLP Chan 125 N47º27.41´ W115º38.76´ 336º 62.3 NM to fld. 6100/15E.
VOR portion unusable: 060º–090º byd 20 NM blo 9,500´

BILLINGS

TURNER (9U0) 1 NE UTC–7(–6DT) N48º51.02´ W108º24.23´
3051 B NOTAM FILE GTF
RWY 07–25: H3612X60 (ASPH) S–12.5 MIRL
RWY 25: PAPI(P2L)—GA 3.0º TCH 38´.
RWY 10–28: 2190X90 (TURF)
SERVICE: FUEL 100LL LGT MIRL Rwy 07–25; PAPI Rwy 25 opr dusk–0500Z‡, after 0500Z‡ ACTIVATE MIRL Rwy 07–25; PAPI Rwy 25—CTAF. Rwy 25 PAPI OTS.
AIRPORT MANAGER: 406-379-2584
COMMUNICATIONS: CTAF 122.9

COMMUNICATIONS DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE HVR.

Havre (L) VOR/W/DME 114.65 HVR Chan 93(Y) N48º32.43´ W109º46.20´ 055º 57.4 NM to fld. 2583/16E.
TWIN BRIDGES

RUBY VALLEY FLD  (RVF)(KRVF)  2 SE UTC–7(–6DT) N45°32.13′ W112°18.14′
4789  B  NOTAM FILE GTF

RWY 17–35: H6000X60 (ASPH) S–60, D–78, 2D–99.9
PCN 24 F/D/Y/U  MIRL 0.5% up N
RWY 17: PAPI(P2L)—GA 3.0° TCH 28′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 38′.
RWY 07–25: 2866X100 (TURF–DIRT)  1.0% up W
SERVICE: S4 FUEL 100LL, JET A OX 3, 4  LGT ACTIVATE PAPI Rwy 17 and Rwy 35; MIRL Rwy 17–35—122.9.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z†. Ultralights on and inv of arpt. Deer and antelope on and inv of arpt. 195′ tall twr 1.4 NM northeast of Rwy 17 thld. Affld sfc cond unmonitored.
AIRPORT MANAGER: (406) 684-5335
COMMUNICATIONS: CTAF 122.9
SALT LAKE CENTER APP/DEP CON 132.4
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE DLN.

DILLON (H) VOR/W/DME 113.0 DLN Chan 77 N45°14.91′ W112°32.83′ 013° 20.1 NM to fld. 5257/18E.
DME portion unusable:
045°–090° byd 30 NM bio 11,700′
090°–140° byd 30 NM bio 12,600′
140°–180° byd 30 NM bio 11,500′
275°–290° byd 30 NM bio 12,500′

VALIER (7S7)  1 S UTC–7(–6DT) N48°18.01′ W112°15.07′
3826  NOTAM FILE GTF

RWY 07–25: 3075X150 (TURF)
RWY 07: Trees.
RWY 25: Road. Rgt tfc.
RWY 04–22: 2280X300 (TURF)
RWY 04: Fence.
RWY 22: Road. Rgt tfc.
RWY 10–28: 2140X130 (TURF)
RWY 10: Bldg.
SERVICE: FUEL JET A
AIRPORT MANAGER: (406) 450-1620
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

WEST FORK LODGE  (See CONNER on page 86)
WEST YELLOWSTONE

YELLOWSTONE  (WYS)(KWYS)  1 N  UTC–7(–6DT)  N44º41.30´ W111º07.06´
6649  B  ARFF Index—See Remarks  NOTAM FILE WYS
RWY 01–19: H8400X150 (ASPH–GRVD)  S–90, D–150, 25–175,
2D–280  PCN 33 F/A/X/T  HIRL
RWY 01: MALS R. PAPI(P4L)—GA 3.0º TCH 50’.
RWY 19: REIL. PAPI(P4L)—GA 3.0º TCH 53’.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–8400 TORA–8400 ASDA–8400 LDA–8400
SERVICE: FUEL 100LL, JET A1+
LGT ACTVT RWY 01; REIL RWY 19; PAPI RWY 19; HIRL RWY 01–19—CTAF. Not avbl 31 Oct–7 May.
AIRPORT REMARKS: Attended May–Oct 1500–0000Z‡, weather dependent.
No snow removal. For fuel dtr off season hrs, call 208–326–8632.
Parachute Jumping. Heavy snowmobile use on and adjacent rwy winter months. ARFF—Class I, ARFF Index A; PPR for air carrier ops with more than 30 pax seats, call arpt mgr 406–646–7631 or 406–459–9825. Cold temperature airport. Altitude correction required at or below –20C. Ldg fee for turbine pwrd acft. Piston pwrd exempt.
AIRPORT MANAGER: 406-646-7631
WEATHER DATA SOURCES: AWOS–3P 118.1 (406) 646–7727.
COMMUNICATIONS: CTAF/UNICOM 123.0
SALT LAKE CENTER APP/DEP CON 132.4
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568 .
RADIO AIDS TO NAVIGATION: NOTAM FILE BOLI.
DUBOIS (H) VORTAC 116.9 DBS Chan 116 N44º05.33´ W112º12.56´ 037º 59.2 NM to fld. 4920/15E.
TARGET NDB (MHW/LOM) 415 LO N44º34.53´ W111º11.85´ 013º 7.6 NM to fld. 7000/14E. NOTAM FILE WYS.
NDB opr May 9 thru Oct 13
ILS 110.7 I–LOW Rwy 01. Class IA. LOM TARGY NDB. ILS opr May 9 thru Oct 13.

YELLOWSTONE SPB  (8M3)  13 NW  UTC–7(–6DT)  N44º49.80´ W111º17.25´
6534  NOTAM FILE
WATERWAY 13W–31W: 12007X3000 (WATER)
SEAPLANE REMARKS: No docking lctn avbl.
AIRPORT MANAGER: 406-208-3004
COMMUNICATIONS: CTAF/UNICOM 123.0

WEST YELLOWSTONE  N44º40.55´ W111º07.69´ NOTAM FILE GTF.
(W) DME 114.85 WYS Chan 95(Y) at Yellowstone. 6648/0E.

WHEATLAND CO AT HARLOWTON  (See HARLOWTON on page 98)

WHETSTONE  (See PORT OF DEL BONITA on page 111)

MONTANA 125

NW, 17 JUN 2021 to 12 AUG 2021
WHITE SULPHUR SPRINGS (7S6) 3 S UTC–7(–6DT) N46º29.74´ W110º54.71´ GREAT FALLS H–1E, L–13C
5061 B NOTAM FILE GTF
RWY 01–19: H6100X75 (ASPH) S–16.5 MIRL
   RWY 01: PAPI(P2L)—GA 3.0º TCH 39´.
   RWY 19: PAPI(P2L)—GA 3.0º TCH 35´. Thld dsplcd 231´.
RWY 13–31: 3200X90 (TURF) 1.2% up SE
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF.
AIRPORT REMARKS: Unattended. Arpt clsd to helicopter ops over 5,000 lbs exc in designated fire fighting parking area. Antelope and birds freq on and inv of arpt. Irrigation twrs AER 13. Rwy 13–31 no cones marking rwy edge, only cones on rwy ends.
AIRPORT MANAGER: 406-261-4556
WEATHER DATA SOURCES: AWOS–2 118.525 (406) 547–3511.
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BZN.
   BOZEMAN (H) VOR/DME 112.4 BZN Chan 71 N45º47.03´ W111º09.33´ 355º 43.9 NM to fld. 4436/18E.
      VOR portion unusable:
         360º–105º byd 20 NM
      DME portion unusable:
         350º–105º byd 20 NM

WHITEFISH (58S) 1 E UTC–7(–6DT) N48º24.48´ W114º17.97´ GREAT FALLS
3066 NOTAM FILE GTF
RWY 11–29: 2560X75 (TURF)
   RWY 11: Thld dsplcd 278´. Trees.
   RWY 29: Trees.
AIRPORT MANAGER: 406-444-2506
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

WHITEHALL N45º51.71´ W112º10.18´ NOTAM FILE BTM. GREAT FALLS H–10, L–13C
(V) VOR/DME 113.7 HIA Chan 84 274º 14.8 NM to Bert Mooney. 4652/18E.
   VOR & DME unusable:
       105º–160º byd 25 NM blo 17,000´
       210º–230º byd 25 NM blo 17,000´
       260º–310º byd 25 NM blo 17,000´
       310º–330º byd 20 NM blo 17,000´
       355º–050º byd 25 NM blo 15,500´

WILSALL (9U1) 4 NW UTC–7(–6DT) N46º02.97´ W110º41.10´ GREAT FALLS
5140 NOTAM FILE GTF
RWY 01–19: 3100X78 (TURF) 0.5% up N
AIRPORT REMARKS: Unattended. Wildlife on and inv of arpt. Rwy 01–19 soft when wet, gopher holes on rwy; poor cond. Rwy 01–19 rwy and thld marked with white cones full length; poor cond. Model airplane usage inv of arpt.
AIRPORT MANAGER: 406-222-6504
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Big Sky Apch at 208-364-5860/5861, if unable ctc Salt Lake ARTCC at 801-320-2568.

NW, 17 JUN 2021 to 12 AUG 2021
WINIFRED

BLACK BUTTE NORTH (BB0)  18 NE  UTC–(-6DT)  N47º50.73´ W109º11.22´
3150  NOTAM FILE GTF
RWY 09–27:  1800X60 (TURF)
RWY 27:  Hill.


AIRPORT MANAGER:  (406) 622-4000
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

BULLWHACKER (BW8)  20 NE  UTC–(-6DT)  N47º50.87´ W109º05.97´
3100  NOTAM FILE GTF
RWY 09–27:  1500X60 (TURF)
RWY 09:  Trees.


AIRPORT MANAGER:  (406) 622-4000
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

COW CREEK (CW0)  27 NE  UTC–(-6DT)  N47º56.85´ W109º00.48´
3300  NOTAM FILE GTF
RWY 09–27:  2200X60 (TURF)


AIRPORT MANAGER:  (406) 622-4000
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

HELLER FARM (L51)  23 WSW  UTC–(-6DT)  N47º43.58´ W108º52.50´
2304  NOTAM FILE GTF
RWY 11–29:  2998X80 (TURF–DIRT)
RWY 11:  Hill.

AIRPORT REMARKS:  Attended irregularly. Do not land if wet. Livestock & wildlife possible on runway or in the vicinity. Rwy 11 cones for 2400` with 300’ of ovnm. Rwy 29 2400` marked with cones 300’ avbl for ovnm.

AIRPORT MANAGER:  406-727-3192
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

KNOX RIDGE (MT3)  24 E  UTC–(-6DT)  N47º37.00´ W108º50.88´
2950  NOTAM FILE GTF
RWY 09–27:  2100X60 (TURF)


AIRPORT MANAGER:  (406) 622-4000
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

LEFT COULEE (LC0)  22 NE  UTC–(-6DT)  N47º53.12´ W109º01.37´
3150  NOTAM FILE GTF
RWY 09–27:  1600X60 (TURF)
RWY 27:  Tree.


AIRPORT MANAGER:  (406) 622-4000
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
WINIFRED (9S7) 1 S UTC–7(–6DT)  N47º33.32´ W109º23.20´  GREAT FALLS
3354   NOTAM FILE GTF
RWY 08–26: 4400X150 (TURF)  S–4  1.7% up W
SERVICE: FUEL 100LL
AIRPORT REMARKS: Unattended. May be unmowed/unplowed. Emerg ctc 406–462–5487. Fuel avbl 24 hrs with credit card. Rwy sfc slope varies from nearly flat on both ends to 3 percent near the middle. Rwy 08–26 mkd full length with white cones.
AIRPORT MANAGER: 406-462-5487
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

WOODHAWK (WH0) 15 NE UTC–7(–6DT)  N47º46.77´ W109º04.72´  GREAT FALLS
3100   NOTAM FILE GTF
RWY 09–27: 1200X60 (TURF)
RWY 27: Trees.
AIRPORT MANAGER: (406) 622-4000
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

WINNETT (7S2) 2 SW UTC–7(–6DT)  N46º58.60´ W108º21.90´  BILLINGS
2989   NOTAM FILE GTF
RWY 12–30: 3130X75 (TURF)
RWY 30: P–line.
AIRPORT MANAGER: 406-429-6551
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

WISDOM (7S4) 2 S UTC–7(–6DT)  N45º35.50´ W113º27.55´  GREAT FALLS
6133   NOTAM FILE GTF
RWY 01–19: 3445X60 (TURF)
RWY 01: Road.
RWY 19: Thld dsplcd 520´. Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Rwy 01–19 wedge full length has 8" to 14" berm. Rwy 01–19 multiple gopher and badger holes. Rwy 01 first 400´ marked with white cones. Rwy 19 first 600´ marked with white cones. Rwy 19 dsplcd thld marked with 4 red cones.
AIRPORT MANAGER: (406) 689-3299
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

WISE RIVER (02T) 2 SW UTC–7(–6DT)  N45º46.20´ W112º58.83´  GREAT FALLS
5830   NOTAM FILE GTF
RWY 02–20: 4050X60 (TURF–DIRT)  1.3% up S
RWY 02: Rgt tfc.
AIRPORT REMARKS: Unattended. Arpt not plowed winter months. Rwy 02–20, Red cones on each rwy end mark thlds.
AIRPORT MANAGER: (406) 832-3130
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

WOKAL FLD/GLASGOW–VALLEY CO (See GLASGOW on page 94)
WOLF POINT

L M CLAYTON (OLF)(KOLF) 3 NE UTC–7(–6DT) N48°05.67’ W105°34.50’

1989 B TPA—2789(800) NOTAM FILE OLF


MIRL

RWY 11: REIL. PAPI(P2L)—GA 3.0º TCH 28’. Road.

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

SERVICE: FUEL 100LL LGT

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


AIRPORT MANAGER: (406) 650-8305

WEATHER DATA SOURCES: ASOS 118.325 (406) 653–3865.

COMMUNICATIONS: CTAF/UNICOM 122.8

WOLF POINT RCO 122.45 (GREAT FALLS RADIO)

SALT LAKE CENTER APP/DEP CON 126.85

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.

GLASGOW (H) VOR/DME 113.9 GGW Chan 86 N48°12.92’ W106°37.53’ 085º 42.8 NM to fld. 2283/14E.

MONTANA

WOLTERMANN MEML (See COLUMBUS on page 85)

WOODHAWK (See WINIFRED on page 128)

YELLOWSTONE (See WEST YELLOWSTONE on page 125)

YELLOWSTONE SPB (See WEST YELLOWSTONE on page 125)
ALBANY MUNI (S12) 3 E UTC–8(–7DT) N44°38.27’ W123°03.57’
227 B NOTAM FILE MMV
  RWY 16: REIL. VASI(V4L)—GA 4.0º TCH 29’. Road.
  RWY 34: REIL. VASI(V2L)—GA 4.0º TCH 25’. Trees.
SERVICE: FUEL 100LL, JET A
  LGT ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and VASI Rwy 16—CTAF.
AIRPORT REMARKS: Attended 1600–0100Z‡. Twy marked by reflectors. NSTD color on north and south ends. Rwy 16 has a 497’ ovrn. Rwy 34 has a 160’ ovrn. Rwy 16 has 80’ unmarked tree at 1530’ on cntrln at 18:1. Rwy 34 has 65’ marked pline at 1575’ on cntrln at 20:1.
AIRPORT MANAGER: 541-917-7605
COMMUNICATIONS: CTAF/UNICOM 122.725
   CASCADE APP/DEP CON 127.5 (1400–0730Z‡)
   SEATTLE CENTER APP/DEP CON 125.8 (0730–1400Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Cascade Apch at 541-607-4674/4675, when Apch clsd ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE CVO.
   CORVALLIS (H) VOR/DME 115.4 CVO Chan 101 N44º29.97’
   W123º17.62’ 032º 13.0 NM to fld. 242/18E.

ALKALI LAKE STATE (R03) 8 N UTC–8(–7DT) N43º05.24’ W119º58.56’
4312 NOTAM FILE MMV
RWY 18–36: 6100X150 (GRVL)
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

ARLINGTON MUNI (1S8) 1 NE UTC–8(–7DT) N45º43.35’ W120º10.62’
890 NOTAM FILE MMV
RWY 06–24: 5000X50 (TURF)
RWY 24: Rgt tfl.
AIRPORT MANAGER: 541-454-2743
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

NW, 17 JUN 2021 to 12 AUG 2021
ASHLAND MUNI–SUMNER PARKER FLD (S03)  2 E  \( \text{UTC–8}(-7\text{DT}) \)  N42º11.42´ W122º39.64´

1889 B TPA—2904(1015) NOTAM FILE MMV

RWY 12–30: H3603X75 (ASPH) S–15 MIRL 1.1% up SE

RWY 12: PAPI(P2L)—GA 3.75º TCH 37˚. Tree.


SERVICE:

FUEL 100LL, JET A  OX 4

LGT ACTIVATE MIRL Rwy 12–30, and REIL Rwy 30—CTAF. PAPI Rwy 12 and Rwy 30 opr 24 hrs.

AIRPORT REMARKS: Attended Oct–Apr Mon–Sat 1600–0100Z‡, May–Sep Mon–Sat 1600–0200Z‡, Sun 1700–0100Z‡. Deer and birds on and inv of arpt. 24 hr credit card fuel available. Taxilane width in cnty hangars 36 feet from center. See Special Notices — Advisory for SW to NW VFR Departures Ashland, OR.

AIRPORT MANAGER: 541-482-7675

COMMUNICATIONS: CTA/AUNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Cascade Apch at 541-607-4674/4675, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

ROGUE VALLEY (R) VORTACW 113.6 OED Chan 83 N42º28.77´ W122º54.78´ 128° 20.7 NM to fld. 2083/19E.

TACAN AZIMUTH unusable:

245º–350º byd 30 NM blo 10,000´

VOR unusable:

260º–270º byd 35 NM blo 9,000´

290º–300º byd 35 NM blo 8,500´
NOTAM FILE AST

RWY 08–26: H5794X100 (ASPH) – S–60, D–76, 2S–97, 2D–119  MIRL
  RWY 08: REIL. VASI(V4L)—GA 3.0º TCH 38’. Thld dsplcd 300’. Tree.
  RWY 26: MALSR. Thld dsplcd 713’. Fence.

RWY 14–32: H4467X100 (ASPH) – S–60, D–76, 2D–119  MIRL
  RWY 14: REIL. VASI(V4L)—GA 3.0º TCH 55’. Berm.
  RWY 32: PAPI(P4L)—GA 4.0º TCH 70’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:
  TORA–5794  TODA–5794  ASDA–5194  LDA–4894
RWY 14:
  TORA–4467  TODA–4467  ASDA–4467  LDA–4467
RWY 26:
  TORA–5794  TODA–5794  ASDA–5494  LDA–4780
RWY 32:
  TORA–4467  TODA–4467  ASDA–4467  LDA–4467


FLUID SP


AIRPORT MANAGER: (503) 741-3338

WEATHER DATA SOURCES: ASOS 135.375 (503) 861–1371.

COMMUNICATIONS: CTAF/UNICOM 122.8
  RCO 122.3 (MC MINNVILLE RADIO)
  SEATTLE CENTER APP/DEP CON 124.2

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE AST.

(L) VOR/DME 114.0  AST  Chan 87  N46°09.70’ W123°52.82’  at fld. 11/15E.

VOR unusable:
  023º–034º byd 35 NM blo 5,500’
  034º–049º byd 30 NM blo 5,500’
  049º–059º byd 30 NM blo 7,500’
  084º–104º byd 34 NM blo 6,000’
  124º–154º byd 33 NM blo 7,000’
  154º–174º byd 36 NM blo 7,000’
  174º–204º byd 15 NM blo 8,000’
  184º–214º byd 10 NM blo 3,300’
  184º–244º byd 5 NM blo 2,000’
  204º–214º byd 20 NM blo 8,000’
  214º–244º byd 30 NM blo 6,000’
  244º–324º byd 12 NM blo 2,000’
  244º–324º byd 25 NM blo 5,000’
  324º–334º byd 30 NM blo 5,500’
  334º–004º byd 20 NM blo 5,500’

DME unusable:
  079º–092º byd 35 NM blo 7,000’
  334º–004º byd 28 NM blo 6,300’

AURORA STATE (UAO)(KUAO)  1 NW UTC–8(–7DT)  N45°14.83´W122°46.20´

SERVICE:  FUEL  100LL, JET A  OX 1  LGT ACTIVATE MIRL Rwy 17–35.

AIRPORT REMARKS:  Attended 1500–0400Z. Migratory birds on and inv of arpt. Rwy 17 +30´ p–line 2100´ from thld, marked by balls. Rwy 17–35 has 150´ blast pad at south end. Rwy 35 calm wind rwy. Use only paved sfc. Frequent straight–in instrument apch tfc to Rwy 17. Parallel twy 35´ wide and has medium ints twy lghts.

AIRPORT MANAGER:  503-378-4880

WEATHER DATA SOURCES:  ASOS (503) 678–3011 LAWRS.

COMMUNICATIONS:  CTAF 120.35

PORTLAND APP/DEP CON 126.0 269.175 (LOW)  119.15 (HIGH)

AURORA TOWER 120.35 (1500–0000Z) GND CON 119.15

CLNC DTL 119.15 119.95 (when UAO twr clsd)

AIRSPACE:  CLASS D svc 1500–0400Z; other times CLASS E.

RADIO AIDS TO NAVIGATION:  NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121  N45º21.19´W122º58.69´ 105º 10.9 NM to fld. 1443/21E.

LOC/DME 111.15  I–UAO Chan 48(Y) Rwy 17. Class IA. DME unusable beyond 15.2 NM blo 2,500´.

B & H USFS (See ENTERPRISE on page 142)
BANDON STATE  (S05)  2 SE  UTC–8(–7DT)  N43º05.19’ W124º24.47’
122  B  NOTAM FILE MMV
RWY 16–34:  H3601X60 (ASPH)  S–12  MIRL  0.5% up S
RWY 16:  REIL.  PAPI(P4L)—GA 4.0º TCH 55’.  Trees.
RWY 34:  REIL.  PAPI(P4L)—GA 4.0º TCH 42’.  Trees.
SERVICE:  S4  FUEL  100LL  LGT  ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34—CTAF.  Rwy 34 VGSI
UNUSBL BYD 7 DEGS right of CNTRLN.
AIRPORT REMARKS:  Attended 1500–0200Z‡.  Deer invof rwy and arpt.  Twy marked with blue reflectors.
AIRPORT MANAGER:  503-378-4880
COMMUNICATIONS:  CTAF/UNICOM  122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION:  NOTAM FILE OTH.
NORTH BEND  (L) VOR W/DME  112.1  OTH  Chan 58  N43º24.93’ W124º10.11’  193º 22.4 NM to fld. 707/15E.
VOR unusable:
020º–043º byd 30 NM bio 5,000’
DME unusable:
020º–043º byd 30 NM bio 5,000’
074º–083º byd 30 NM bio 6,000’

BANKS  N45º37.82’ W123º02.75’  NOTAM FILE HIO.
NDB (MHW)  356  PND  127º  6.6 NM to Portland–Hillsboro. 211/16E.

BEAVER MARSH  (2S2)  1 SW  UTC–8(–7DT)  N43º07.65’ W121º48.52’
4638  NOTAM FILE MMV
RWY 18–36:  4500X60 (DIRT)
RWY 18:  Trees.
RWY 36:  Trees.
AIRPORT MANAGER:  (541) 554-6143
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.
OREGON

BEND MUNI (BDN/KBDN) 5 NE UTC–8(–7DT) N44º05.67´ W121º12.01´

3459 B TPA—See Remarks NOTAM FILE MMV

RWY 16–34: H5201X75 (ASPH) S–30 MIRL 1.1% up S
RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 38º. Trees. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 44º. Tree.

SERVICE: S4 FUEL 100LL, JET A OK 1, 3, 4 LGT ACTIVATE REIL
Rwy 16 and Rwy 34; PAPI Rwy 16 and Rwy 34; MIRL Rwy
16–34—CTAF.

NOISE: NS ABMTT procedures in effect, call FBO at 541–388–0019.

AIRPORT REMARKS: Attended Mon–Fri 1530–0200Z‡, Sat–Sun
1600–0100Z‡. Be aware, intense helicopter training continually
in progress. Glider opr on and invof arpt. Extv geese act reported
on and near arpt year around, deer and other wildlife may be
present. Calm wind rwy is Rwy 16. To avoid property damage
exercise judgement and courtesy during run–up invof hangars.
Apron areas may be heavily congested at times with svc vehicles,
pedestrian and automobile tfc. Taxilanes and apron are NSTD, acft
may rqr wing walkers, parking guidance and/or tugging at pilot
discretion to insure acft clnc from obstacles. Both twys parallel to
Rwy 16–34 marked by reflectors. TPA–rgt pat fixed wing to remain
west of rwy using rgt pat Rwy 16 and left pat Rwy 34. Rotor wing
to remain east of rwy and use rgt pat 34 and left pat 16. Fixed
wing acft–no turns before end of rwy. Segmented circle located at
northeast end or arpt.

AIRPORT MANAGER: 541-647-0828

WEATHER DATA SOURCES: AWOS–3 134.425 (541) 382–1477.
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
AIRSPACE: CLASS E
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44º15.17´ W121º18.21´ 137º 10.5 NM to fld. 4103/18E.
VORTAC unusable:
220º–240º byd 30 NM

BOARDMAN (M50) 4 SW UTC–8(–7DT) N45º48.89´ W119º49.23´

396 B NOTAM FILE MMV

RWY 04–22: H4200X100 (ASPH) S–30 MIRL 0.7% up SW
RWY 22: Rgt tfc.

SERVICE: LGT ACTIVATE MIRL Rwy 04–22—122.9.

AIRPORT REMARKS: Unattended. Telephone avbl. Twy edge marked with blue
reflectors. Rwy 04–22 cntrln in poor cond due to fading.

AIRPORT MANAGER: 541-481-7678

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45º41.91´ W118º56.32´ 267º 37.7 NM to fld. 1575/14E.
TACAN azimuth shutdown, TACAN DME operational

SEATTLE L–13A

KLAMATH FALLS H–18, L–13A

NW, 17 JUN 2021 to 12 AUG 2021
### BROOKINGS

**BOK**

- **RWY 12–30:**
  - H2901X60 (ASPH) S–11 MIRL 0.9% up NW
  - RWY 30: PAPI(P2L)—GA 3.0º TCH 45’. Treess.
- **Service:** Fuel: 100LL, JET A
- **Airport Remarks:** Unattended. Deer and elk involv arpt gnds. Arpt bcn lgt beam obscured by taller trees northeast–southeast quadrant.
- **Airport Manager:** (541) 254-4278
- **Weather Data Sources:** AWOS–3PT 132.025 (541) 412–8682.
- **Communications:** CTAF/UNICOM 122.8
- **Clearance Delivery Phone:** For CD ctc Seattle ARTCC at 253-351-3694.

### BURNS MUNI

**BNO**

- **RWY 12–30:**
  - H5100X75 (CONC) S–30, D–50, 2D–90 MIRL
  - RWY 12: REIL. VASI(V2L)—GA 3.0º TCH 45’. Rd.
  - RWY 30: REIL. VASI(V2L)—GA 3.0º TCH 45’. Rd.
- **RWY 03–21:**
  - H4600X60 (CONC) S–30 MIRL
  - RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Thld dplcd 600’. P–line.
  - RWY 21: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Rd.
- **Service:** Fuel: S4 100LL, JET A
- **Airport Remarks:** Attended Mon–Sat 1600–0200Z‡. Terminal open 24 hrs. Self serve card lock fuel avbl 24 hrs. Flocks of large birds involv arpt Feb–May and Sep–Oct.
- **Airport Manager:** 541-573-6139
- **Weather Data Sources:** ASOS 135.575 (541) 573–1382. SAWRS.
- **Communications:** CTAF/UNICOM 122.8
- **Clearance Delivery Phone:** For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.
- **Racd Aids to Navigation:** NOTAM FILE BNO.
- **Wildhorse** (H) VOR/DME 114.55 ILR Chan 92(Y) N43º35.59’ W118º57.30’ at fld. 4146/18E. VOR unusable: 345º–360º byd 27 NM blo 12,000’ DME unusable: 325º–360º byd 27 NM blo 12,000’

### CAPE BLANCO STATE

**CZK**

- **RWY 06–24:**
  - H1800X30 (ASPH) S–4
- **AIRPORT REMARKS:** Unattended. Surface conditions not reported. Owner advises ctc Oregon Dept. of Aviation 503–378–4880 prior to use. Unlighted powerlines 3NM SW of arpt. Terrain drops off rapidly to the west. Rwy surrounded by trees. Crosswinds can produce extreme low level turbulence and unexpected wind currents.
- **AIRPORT MANAGER:** 503-378-4880
- **Communications:** CTAF 122.9
- **Clearance Delivery Phone:** For CD ctc Portland Apch at 503-493-7545.
CAVE JUNCTION

ILLINOIS VALLEY  (3S4)  4 SW  UTC–8(–7DT)  N42°06.22’ W123°40.95’

1394  B  NOTAM FILE MMV

RWY 18–36: H4807X60 (ASPH) S–20, D–30  MIRL  0.9% up S
RWY 18: REIL; PAPI(P2L)—GA 4.0º TCH 57’. Thld dsplcd 125’. Road.
RWY 36: REIL; PAPI(P2L)—GA 4.0º TCH 52’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION


SERVICE:  S4  FUEL  100LL  LGT
ACTIVATE REIL Rwy 18 and Rwy 36; MIRL Rwy 18–36—CTAF. MIRL set 1˚ off rwy edge.


AIRPORT MANAGER: 541-955-4535

COMMUNICATIONS:  CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.

CRESCENT CITY (L) VORTACW 109.0  CEC  Chan 27  N41°46.77’
W124°14.45’ 038° 31.7 NM to fld. 55/14E.

TACAN AZIMUTH & DME unusable:
195°–235° byd 20 NM

COMM/NAV/WEATHER REMARKS: Automated UNICOM. Adzy also avbl by calling 617–262–3825.

CHEHALEM AIRPARK  (See NEWBERG on page 156)

CHILOQUIN STATE  (2S7)  1W  UTC–8(–7DT)  N42°34.76’ W121°52.74’

4221  B  NOTAM FILE MMV

RWY 17–35: H3749X60 (ASPH) S–10  MIRL  0.8% up N
RWY 17: Thld dsplcd 420’. Tree.
RWY 35: Tree.

SERVICE:  LGT
ACTIVATE MIRL Rwy 17–35—CTAF.

AIRPORT REMARKS: Unattended. Surface conditions not reported. Irregular winter maintenance, arpt clsd when covered in snow. Downdraft area north of rwy. West side twy marked with reflectors.

AIRPORT MANAGER: 503-378-4880

COMMUNICATIONS:  CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

KLAMATH FALLS (H) VORTACW 115.9  LMT  Chan 106  N42°09.19’
W121°43.65’ 328° 26.4 NM to fld. 4090/17E.

VOR unusable:
050°–060° byd 30 NM blo 12,000’
060°–120° byd 25 NM blo 12,000’
170°–195° byd 20 NM
210°–245° byd 25 NM blo 12,000’
270°–280° byd 20 NM
320°–050° byd 23 NM blo 12,000’
320°–050° byd 30 NM

TACAN AZIMUTH unusable:
105°–125° byd 7 NM blo 12,000’
153°–195° byd 20 NM blo 11,000’
210°–305° byd 25 NM blo 10,500’
320°–105° byd 13 NM blo 13,000’
320°–125° byd 20 NM

DME unusable:
105°–125° byd 7 NM blo 12,000’
153°–195° byd 20 NM blo 11,000’
210°–305° byd 25 NM blo 10,500’
320°–105° byd 13 NM blo 13,000’
320°–125° byd 20 NM
CHRISTMAS VALLEY (62S)  1 SE  UTC–8(–7DT)  N43°14.18’ W120°39.88’

4320  B  NOTAM FILE MMV
RWY 07–25: H5200X60 (ASPH)  S–12  MIRL
RWY 25: PAPI(P2L)—GA 3.0º TCH 39’.

SERVICE: LGT ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 25—CTAF.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 541-576-2216
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

COLUMBIA GORGE RGNL/THE DALLES MUNI (See THE DALLES on page 172)
CONDON STATE PAULING FLD  (3S9)  1 NE  UTC–8(–7DT)  N45º14.79´ W120º09.99´
2911 B  NOTAM FILE MMV
RWY 07–25: H3500X60 (CONC) S–12  MIRL
  RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Road.
  RWY 25: REIL. PAPI(P4L)—GA 3.0º TCH 40´.
SERVICE:  LGT ACTIVATE REIL Rwy 07 and Rwy 25; MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25—CTAF.
AIRPORT MANAGER:  503-378-4880
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION:
KLICKITAT (H) VOR/DME 112.3 LTJ Chan 70  N45º42.82´ W121º48.4 NM to fld. 3220/21E.

CORVALLIS MUNI  (CVO)(KCVO)  4 SW  UTC–8(–7DT)  N44º29.81´ W123º17.37´
250 B  TPA—1050(800)  NOTAM FILE CVO
RWY 17–35: H5900X150 (ASPH) S–35, D–73, 2S–127, 2D–100
  MIRL
  RWY 17: MALSR. VASI(V4L)—GA 3.0º TCH 45´.
  RWY 35: REIL. VASI(V4L)—GA 3.0º TCH 51´.
  RWY 10–28: H3100X75 (ASPH) S–51, D–65, 2D–100  MIRL
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 17: TORA–5900  TODA–5900  ASDA–5900  LDA–5900
SERVICE:  S4  FUEL  100LL, JET A ØX 1, 2, 3  LGT ACTVT MALSR Rwy 17, REIL Rwy 35; VASI Rwy 17 and Rwy 35; PAPI Rwy 28; MIRL Rwy 17–35 and Rwy 10–28—CTAF.
AIRPORT REMARKS: Attended 1600Z‡–dusk. Migratory waterfowl and other birds on and inv of arpt. Rwy 10–28 has white side stripes. Surf cond not reported daily 0100–1600Z‡ and all times Saturdays and Sundays.
AIRPORT MANAGER:  (541) 766-6783
WEATHER DATA SOURCES:  AWOS–3PT 135.775 (541) 754–0081.
COMMUNICATIONS:  CTAF/UNICOM 123.075
(©) CASCADE APP/DEP CON 127.5 (1400–0730Z‡)
(©) SEATTLE CENTER APP/DEP CON 125.8 (0730–1400Z‡)
CLEARANCE DELIVERY PHONE:  For CD ctc Cascade Apch at 541-607-4674/4675, when Apch clsd ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION:
(H) VOR/DME 115.4  CVO Chan 101  N44º29.97´ W123º17.62´ at fld. 242/18E.
LEWISBURG NDB  (MJW)  225  LWG  N44º36.82´ W123º16.24´  172º 7.0 NM to fld. 330/15E.
ILS 111.9  I–CVO  Rwy 17. Class IT.
COTTAGE GROVE STATE  (61S)  1 E  UTC–8(–7DT)  N43°48.24’ W123°01.93’

645  B  NOTAM FILE MMV

RWY 15–33: H3201X60 (ASPH)  S–15  MIRL  0.4% up SE

RWY 15: PAPI(P4L)—GA 3.0º TCH 45’. Trees.

RWY 33: PAPI(P4R)—GA 4.2º TCH 45’. Trees. Rgt tfc.

SERVICE: S2  FUEL  100LL  LGT ACTIVATE MIRL Rwy 15–33 PAPI Rwy 15 and Rwy 33—CTAF.

AIRPORT REMARKS: Attended Mon–Sat 1800–0300Z‡. If no attendant on duty, phone number is posted on pump. Fuel avbl 24 hr self serve cardlock. High concentration of birds on and invof arpt. Deer on and invof arpt all hrs. Twys 25’ wide, marked with blue reflectors.

AIRPORT MANAGER: 503-378-2523

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Cascade Apch at 541-607-4674/4675, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.

EUGENE (H) VORTACW 112.9  EUG Chan 76  N44°07.25’  W123°13.37’  141º 20.7 NM to fld. 364/15E.

TACAN AZIMUTH unusable:

035º–055º byd 25 NM blo 9,400’

055º–075º byd 25 NM blo 9,000’

225º–230º byd 35 NM blo 5,500’

255º–295º byd 35 NM blo 7,500’

COMM/NAV/WEATHER REMARKS: Unicom monitored Mon–Fri 1500–0200Z‡.

COUNTRY SQUIRE AIRPARK  (See SANDY on page 169)

CRATER LAKE–KLAMATH RGNL  (See KLAMATH FALLS on page 149)

CRESCEANT LAKE STATE  (5S2)  2 NE  UTC–8(–7DT)  N43°31.97’ W121°57.02’

4820  NOTAM FILE MMV

RWY 13–31: H3608X40 (ASPH)  1.3% up NW

RWY 13: Trees.

RWY 31: Trees.


AIRPORT MANAGER: 503-378-2523

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

DESHUTES (H) VORTACW 117.6  DSD Chan 123  N44°15.17’ W121°18.21’  195º 51.5 NM to fld. 4103/18E.

VORTAC unusable:

220º–240º byd 30 NM
CRESWELL

HOBBY FLD  (77S)  1 NE UTC–8(–7DT)  N43º55.85´ W123º00.40´
541  B  TPA—1406(865)  NOTAM FILE MMV
RWY 16–34: H3102X60 (ASPH)  S–12  MIRL
RWY 16: PAPI(P2L)—GA 3.0˚.
SERVICE: S4  FUEL  100LL, JET A
ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1700–0200Z‡, Sat–Sun
1900–0000Z‡. Self serve fuel avbl 24 hrs. Birds on and inv of arpt.
Be aware mowing adj Rwy 16–34 wkdays. Parachute Jumping.
Parachute jump area lctd east side of arpt. Be aware of skydivers
crossing rwy. Ctc number for info and updates about skydiving ops,
541–895–3029. PAEW adj to Rwy 16–34 wkends 1600–0000Z‡.
Rwy 34 calm wind rwy.

AIRPORT MANAGER: 541-895-2913

WEATHER DATA SOURCES: AWOS–3 119.275 (541) 895–2349.
COMMUNICATIONS: CTAF/UNICOM 122.7
CASCADE APP/DEP CON 119.6 (1400–0730Z‡)
SEATTLE CENTER APP/DEP CON 125.8 (0730–1400Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Cascade Apch at
541-607-4674/4675, when Apch clsd ctc Seattle ARTCC at
253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.
EUGENE  (H) VORTACW 112.9  EUG Chan 76  N44º07.25´
W123º13.37´  126º 14.8 NM to fld. 364/15E.

TACAN AZIMUTH unusable:
035º–055º byd 25 NM blw 9,400´
055º–075º byd 25 NM blw 9,000´
225º–230º byd 35 NM blw 5,500´
255º–295º byd 35 NM blw 7,500´

CULVER

LAKE BILLY CHINOOK STATE  (5S5)  6 W UTC–8(–7DT)  N44º31.16´ W121º19.24´
2695  NOTAM FILE MMV
RWY 16–34: H2500X32 (ASPH)
RWY 16: Thld dsplcd 660´. Trees.
RWY 34: Trees.

AIRPORT REMARKS: Unattended. Animals on and in vicinity of arpt. Grass area south of rwy not for acft ops. Rwy 16–34 has
restricted rwy sight distance. Rwy 16 NSTD thld markings. Rwy 16–34 NSTD rwy markings no numbers or
centerline. Loose grvl on sfc at various locations along full len of rwy.

AIRPORT MANAGER: (541) 815-3707
COMMUNICATIONS: CTAF/UNICOM 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

DAVIS  (See GATES on page 144)

DESCHUTES  N44º15.17´ W121º18.21´ NOTAM FILE RDM.
(H) VORTACW 117.6  DSD Chan 123  071º 6.6 NM to Roberts Fld. 4103/18E.
VORTAC unusable:
220º–240º byd 30 NM

DUG BAR USFS  (See IMNAHA on page 147)

KLAMATH FALLS  L–1A
NW, 17 JUN 2021 to 12 AUG 2021
EMIRE  N43º23.67´ W124º18.62´ NOTAM FILE OTH.
NDB (HW) 378  OT 049º 3.1 NM to Southwest Oregon Rgnl. 33/15E.

ENTERPRISE  B & H USFS  (O62)  20 NE  UTC–8(–7DT)  N45º43.45´ W117º04.64´
4007    NOTAM FILE MMV   Not insp.
RWY 04–22: 1850X30 (TURF)
AIRPORT REMARKS: Sngl eng acft with a wingspan of less than 45 ft.
AIRPORT MANAGER: 541 975 5418
COMMUNICATIONS: CTAF 122.9

ENTERPRISE MUNI  (BS4)  0 E  UTC–8(–7DT)  N45º25.49´ W117º15.89´
3957    B    NOTAM FILE MMV
RWY 12–30: H2850X50 (ASPH)  S–7  LIRL  1.5% up SE
SERVICE:  S2   FUEL 100LL   LGT SS–SR.
AIRPORT MANAGER: 541-426-3288
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (MC MINNVILLE RADIO)

ESTACADA  VALLEY VIEW  (5S9)  1 NE  UTC–8(–7DT)  N45º18.49´ W122º19.12´
735    TPA–1685(950)   NOTAM FILE MMV
RWY 16–34: H37X50X32 (ASPH)  LIRL(NSTD)
RWY 16: Thld dsplcd 490´. Trees.
RWY 34: Trees.
SERVICE:  LGT LIRL Rwy 16–34 owner´s use only. Rwy 16–34 NSTD LIRL—inner 2200 ft lgtd.
AIRPORT REMARKS: Attended irregularly. 15–45 ft trees at 20 ft E of rwy full len.
AIRPORT MANAGER: 312-953-9055
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VOR/DME 117.4  UBG  Chan 121  N45º21.19´ W122º58.69´  074º 28.0 NM to fld. 1443/21E.
EUGENE

MAHLON SWEET FLD (EUG)(KEUG) 7 NW UTC–8(–7DT) N44º07.48´ W123º12.72´

374 B TPA—1174(800) Class I, ARFF Index B NOTAM FILE EUG

PCN 90 F/C/X/T HIRL CL

RWY 16R: ALSF2, TDZL, PAPIP4L—GA 3.0º TCH 50’. RVR–TMR

RWY 34L: ODALS, VASI(V4L)—GA 3.0º TCH 53’. RVR–TMR

RWY 16L–34R: H6000X150 (ASPH–GRVD) S–120, D–211, 2D–342
PCN 60 F/C/X/T HIRL

RWY 16L: MALSR, PAPI(P4L)—GA 3.0º TCH 52’.

RWY 34R: REIL, PAPI(P4L)—GA 3.0º TCH 50’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

RWY 16R: TORA–8009 TODA–8009 ASDA–8009 LDA–8009

RWY 34L: TORA–8009 TODA–8009 ASDA–8009 LDA–8009

RWY 34R: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT PAPI Rwy 16R and Rwy 16L and 34R and VASI Rwy 34L opr 24 hrs. When twr clsd HIRL Rwy 16L–34R and Rwy 16R–34L preset medium ints. When twr clsd ACTIVATE ALSF2 Rwy 16R, ODALS Rwy 34L MALSR Rwy 16L and REIL Rwy 34R—CTAF.

AIRPORT REMARKS: Attended continuously. Migratory waterfowl and other birds on and inof arpt. PPR for unsked ACR opns with more than 30 psgr seats call 541–682–5430. ARFF avbl 24 hrs a day, 365 days a year. No aces to Rwy 34L byd Twy A6. Helicopters ldg and dep avoid overflying the airline pax terminal and ramp lctd East of Rwy 16R–34L. Twys H and K unavbl to acft 21,000 lbs single weight and 40,000 lbs dual gross weight. Terminal apron clsd to acft exc scheduled air carriers and flights with prior permission.

AIRPORT MANAGER: 541-682-5430

WEATHER DATA SOURCES: ASOS (541) 461–3114
COMMUNICATIONS: C T A F 118.9 ATIS 125.225 541–607–4699 UNICOM 122.95

EUGENE RCO 122.3 (MC MINNVILLE RADIO)

CASCADE APP/DEP CON 119.6 (340º–159º) 120.25 (160º–339º) (1400–0730Z‡)

SEATTLE CENTER APP/DEP CON 125.8 (0730–1400Z‡)

EUGENE TOWER 118.9 (Rwy 16R–34L) 124.15 (Rwy 16L–34R) (1400–0730Z‡) GND CON 121.7 CLNC DEL 121.7

AIRSPACE: CLASS D svc 1400–0730Z; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EUG

EUGENE (H) VORTACW 112.9 EUG Chan 76 N44º07.25´ W123º13.37´ at fld. 364/15E.

TACAN AZIMUTH unusable:
035º–055º byd 25 NM blo 9,400´
055º–075º byd 25 NM blo 9,000´
225º–230º byd 35 NM blo 5,500´
255º–295º byd 35 NM blo 7,500´

ILS/DME 111.75 I–ADE Chan 54(Y) Rwy 16L. Class IE.

ILS/DME 110.1 I–EUG Chan 38 Rwy 16R. Class IIIE. Unmonitored when ATCT clsd.

EUGENE N44º07.25´ W123º13.37´ NOTAM FILE EUG.

(H) VORTACW 112.9 EUG Chan 76 at Mahlon Sweet Fld. 364/15E.

TACAN AZIMUTH unusable:
035º–055º byd 25 NM blo 9,400´
055º–075º byd 25 NM blo 9,000´
225º–230º byd 35 NM blo 5,500´
255º–295º byd 35 NM blo 7,500´

RCO 122.3 (MC MINNVILLE RADIO)
FLORENCE MUNI  (6S2)  1 N UTC–(–7DT)  N43º58.97´ W124º06.68´

51 B  NOTAM FILE MMV
RWY 15–33: H3000X60 (ASPH)  S–12.5  MIRL  0.4% up NW
RWY 15: REIL. PAPI(P2L)—GA 4.0º TCH 45˚. Rgt tfc.
RWY 33: REIL. PAPI(P2L)—GA 4.0º TCH 45˚. Trees.
SERVICE: FUEL  100LL, JET A
LGT ACTIVATE REIL Rwy 15 and Rwy 33, PAPI Rwy 15 and Rwy 33, MIRL Rwy 15–33—CTAF. Rwy 33 PAPI unusbl byd 5 degs left of ctrln.
AIRPORT REMARKS: Attended 1630–0030Z‡. Birds, deer and wildlife on and invof arpt.
AIRPORT MANAGER: 541-997-4016
WEATHER DATA SOURCES: AWOS–3 118.225 (541) 997–8664.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE OTH.
NORTH BEND (L) VOR/DME 112.1 OTH Chan 58  N43º24.93´ W124º10.11´  349º 34.1 NM to fld. 707/15E.
VOR unusable:
020º–043º byd 30 NM bll 5,000´
DME unusable:
020º–043º byd 30 NM bll 5,000´
074º–083º byd 30 NM bll 6,000´

LAKE WOAHINK SPB  (1O0)  4 S UTC–(–7DT)  N43º54.25´ W124º06.88´
39 NOTAM FILE MMV
WATERWAY N–S: 9000X1000 (WATER)
WATERWAY N: Trees.
WATERWAY NW–SE: 3200X1000 (WATER)
WATERWAY NW: Trees.
NOISE: NS ABTMT procedures in effect avoid over flt of homes.
SEAPLANE REMARKS: Unattended. Sealanes not marked.
AIRPORT MANAGER: 541 991 7589
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
COMM/NAV/WEATHER REMARKS: Monitor Florence Muni CTAF/UNICOM 122.8 for conflicting acft.

GATES

DAVIS  (6S4)  1 S UTC–(–7DT)  N44º44.75´ W122º25.28´
1028 NOTAM FILE MMV
RWY 07–25: 1940X50 (TURF)
RWY 07: Trees.
RWY 25: Road.
AIRPORT MANAGER: (503) 602-5520
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

GEORGE FELT  (See ROSEBURG on page 167)
OREGON 145

SILETZ BAY STATE  (S45)  1 SE UTC–8(–7DT)  N44º52.61´ W124º01.71´
69  B  NOTAM FILE MMV
RWY 17–35: H3297X60 (ASPH)  S–11  MIRL  0.3% up S
RWY 35: Trees.
SERVICE: LGT MIRL Rwy 17–35 preset low ints, ACTIVATE higher ints—CTAF.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 35 has 4°–6° dip 800´ from south end.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.
NEWPORT (H) VORTACW 117.1 ONP Chan 118 N44º34.52´
W124º03.64´ 349º 18.1 NM to fld. 147/15E.
VORTAC unusable:
011º–051º byd 35 NM blo 6,000´
061º–116º byd 35 NM blo 7,000´
116º–136º byd 35 NM blo 8,000´
136º–166º byd 35 NM blo 5,000´
346º–011º byd 35 NM blo 5,000´

GOLD BEACH MUNI  (4S1)  0 W UTC–8(–7DT)  N42º24.92´ W124º25.50´
21  B  NOTAM FILE MMV
RWY 16–34: H3200X75 (ASPH)  S–12.5 MIRL
RWY 34: REIL. Road.
SERVICE: S2  FUEL 100LL, JET A  LGT ACTIVATE REIL Rwy 16 and Rwy 34, PAPI Rwy 16; MIRL Rwy 16–34—CTAF. Rwy
16 PAPI unusbl byd 1º left of cntrln.
AIRPORT REMARKS: Attended 1600–0100Z‡. Be alert: birds on and invof arpt.
AIRPORT MANAGER: (541) 373-7840
WEATHER DATA SOURCES: AWOS–3 118.15 (541) 247–2518.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.
CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41º46.77´ W124º14.45´
334º 39.0 NM to fld. 55/14E.
TACAN AZIMUTH & DME unusable:
195º–235º byd 20 NM
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored.

GRANT CO RGNL/Ogilvie FLD  (See JOHN DAY on page 148)
**GRANTS PASS**  (3S8)  5 NW UTC–8(–7DT)  N42°30.61′ W123°23.28′

1130  B NOTAM FILE MMV

**RWY 13–31:** H4001X75 (ASPH) S–19 MIRL  0.8% up SE

**SERVICE:** FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 13 and Rwy 31; MIRL Rwy 13–31; PAPI Rwy 31—CTAF. Rwy 31 VGSI unsuitable 8 deg left and 5 deg right of control.

**AIRPORT REMARKS:** Attended 1600–0100Z‡. 24 hr credit card fuel available. Wildlife on and in vicinity of airport. PAPI Rwy 31 not to be used for turbojet operations. Rwy 31 designated calm wind rwy. Rwy 13–31 has basic markings, plus aiming point markings.

**AIRPORT MANAGER:** 541-955-4535

**WEATHER DATA SOURCES:** AWOS–3PT 120.0 (541) 955–3392.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Cascade Apc at 541-607-4674/4675, when Apc clsd ctc Seattle ARTCC at 253-351-3694.

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

**ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77′ W122°54.78′ 256º 21.2 NM to fld. 2083/19E.

**TACAN AZIMUTH unusable:** 245º–350º byd 30 NM blo 10,000′

**VOR unusable:** 260º–270º byd 35 NM blo 9,000′

**290º–300º byd 35 NM blo 8,500′**

---

**HERMISTON MUNI** (HRI)  2 SE UTC–8(–7DT)  N45°49.69′ W119°15.55′

644  B TPA—1444(800) NOTAM FILE HRI

**RWY 05–23:** H4501X75 (ASPH) S–22 MIRL

**SERVICE:** FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 23, MIRL Rwy 05–23—CTAF.

**AIRPORT REMARKS:** Attended Oct–Mar 1600–0100Z‡, Apr–Sep 1600–0200Z‡. Parachute Jumping.

**AIRPORT MANAGER:** 541-567-3694

**WEATHER DATA SOURCES:** ASOS 135.225 (541) 567–8580.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Chinook Apc at 509-542-4209, when Apc clsd ctc Seattle ARTCC at 253-351-3694.

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

**PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 286º 15.6 NM to fld. 1575/14E.

**TACAN azimuth shutdown, TACAN DME operational**

---

**HILLSBORO**

**STARK’S TWIN OAKS AIRPARK** (7S3)  4 S UTC–8(–7DT)  N45°25.71′ W122°56.53′

170  TPA—1200(1030) NOTAM FILE MMV

**RWY 02–20:** H2465X48 (ASPH) LIRL 1.6% up W

**SERVICE:** FUEL 100LL LGT ACTIVATE LIRL Rwy 02–20—CTAF. After 0800Z‡ PPR call arpt manager 503–628–2817.

**AIRPORT REMARKS:** Attended dawn–dusk. Rwy ends not visible from each other. Rwy 02–20 light fixtures 30 ′ from rwy edges.

**AIRPORT MANAGER:** 503-628-2817

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**PORTLAND CLNC DEL** 119.95

**CLEARANCE DELIVERY PHONE:** For CD ctc Portland Apc at 503-493-7545.
HOBBY FLD (See CRESWELL on page 141)

HOOD RIVER

KEN JERNSTEDT AIRFIELD (4S2)  2 S  UTC–8(–7DT)  N45°40.37’ W121°32.03’
638  B  TPA—1507(869)  NOTAM FILE MMV
RWY 07–25: H3040X75 (ASPH)  S–23  MIRL  1.1% up W
  RWY 07: Tree.
  RWY 25: REIL. Tree.
SERVICE: S4  FUEL  100LL  LGT
ACTIVATE MIRL Rwy 07–25; REIL Rwy 25—CTAF.
NOISE: Hood River Arpt is a noise sens area. Pls flw the fly friendly signs at rwy ends and avoid low flt.
AIRPORT REMARKS: Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Frequent vehicular tfc AER 07. Rwy 07–25 gliders and ultralights use rgt tfc. Alt grass ldg area avbl in median, not to be used simultaneously with paved rwy. Blue exit lghts at 3 turnoffs.
AIRPORT MANAGER: 541-386-1645
WEATHER DATA SOURCES: AWOS–3 134.375 (541) 386–2386.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOOD RIVER RCO 122.3 (MC MINNVILLE RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.
KLICKITAT (H) VOR/DME 112.3  LTJ Chan 70  N45°42.82’ W121°06.05’  241° 18.4 NM to fld. 3220/21E.

HUBBARD

LENHARDT AIRPARK (7S9)  3 E  UTC–8(–7DT)  N45°10.82’ W122°44.61’
165  NOTAM FILE MMV
RWY 02–20: H2956X45 (ASPH)  LIRL
RWY 02: VASI(NSTD)—GA 7.0º. Road.
RWY 20: VASI(NSTD)—GA 4.0º. Trees.
SERVICE: S4  FUEL  100LL
AIRPORT REMARKS: Attended Tues–Sat 1700–0100Z‡. Rwy 02 designated calm wind rwy. Rwy 02 +6 ´ fence 50–70´ rgt of thld flanking full length of rwy. Rwy 02 has p–line at 730’. Rwy 20 80’ trees at 585’. Rwy 20 has no end safety area. Rwy 20 has a 6 ´ fence at 52’ left of centerline flanking full length of rwy. Rwy 02 NSTD VASI one flashing/steady lgt on rgt side of rwy. Rwy 20 NSTD VASI one flashing/steady lgt on left side of rwy. Parallel twy west of rwy grass.
AIRPORT MANAGER: 503-651-2187
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.

ILLINOIS VALLEY (See CAVE JUNCTION on page 137)

IMNAHA

DUG BAR USFS (OR8)  16 NE  UTC–8(–7DT)  N45°48.35’ W116°41.32’
1022  NOTAM FILE MMV  Not insp.
RWY 15–33: 1606X25 (TURF)
AIRPORT MANAGER: 541-975-5418
COMMUNICATIONS: CTAF 122.9

LORD FLAT USFS (OR9)  11 NE  UTC–8(–7DT)  N45°39.99’ W116°37.10’
5594  NOTAM FILE MMV  Not insp.
RWY 01–19: 1728X15 (TURF)
AIRPORT MANAGER: 541-975-5418
COMMUNICATIONS: CTAF 122.9

NW, 17 JUN 2021 to 12 AUG 2021
MEMALOOSE USFS (25U) 10 SE UTC–8(–7DT) N45°25.67′ W116°41.63′

RWY 17–35: 3300X120 (DIRT)

RWY 17: Trees, Rgt tfc.

RWY 35: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. CLOSED winters. Livestock and wildlife on and invof arpt. No line of sight between rwy ends. Early Spring, damp soft spot on North end of rwy; land long to South. Rwy 35 expect downdrafts on short final due to sheer drop in terrain. Rwy 17–35 outlined with rocks painted white. Rwy 17–35 loose 3″–6″ rocks on rwy. Rwy fair defined for gravel turf rwy. South 1000′ rough and overgrown with weeds. Rwy 35 thld marked by white rocks across rwy end.

AIRPORT MANAGER: 541-975-5418

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

INDEPENDENCE STATE (7S5) 1 NW UTC–8(–7DT) N44°52.03′ W123°11.89′

RWY 16–34: H3002X60 (ASPH) S–12.5 MIRL

RWY 16: PAPI(P4R)—GA 3.0º TCH 40′.

RWY 34: PAPI(P4L)—GA 3.0º TCH 40′. Road.

SERVICE: FUEL 100LL LGT ACTVT PAPI Rwy 16 and Rwy 34; MIRL Rwy 16–34—CTAF.

AIRPORT REMARKS: Attended dalgt hrs. Ultralight acft on and invof arpt.

Migratory flocks of waterfowl on and invof arpt. Glider and ultralights use rgt tfc for Rwy 16–34. Calm wind use Rwy 34.

AIRPORT MANAGER: (503) 378-4880

COMMUNICATIONS: CTAF/UNICOM 122.975

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

JOHN DAY

GRANT CO RGNL/OGILVIE FLD (GCD)(KGCD) 1 SW UTC–8(–7DT) N44°24.17′ W118°58.07′

RWY 17–35: H5220X60 (ASPH) S–12.5 MIRL 0.5% up S

RWY 17: REIL. PAPI(P4L)—GA 4.0º TCH 52′.

RWY 09–27: H4471X60 (ASPH) S–12.5 MIRL 1.1% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 45′. Fence.

RWY 27: Rgt tfc.

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 09–27; MIRL Rwy 17–35, REIL Rwy 09 and Rwy 17; PAPI Rwy 09 and Rwy 17—CTAF.


AIRPORT MANAGER: 541-575-1151

WEATHER DATA SOURCES: AWOS–3 118.375 (541) 575–1122.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

KIMBERLY (H) VOR/W/DMF 115.6 IMB Chan 103 N44°38.90′ W119°42.70′ O95° 35.2 NM to fld. 5220/20E.
OREGON

JOSEPH STATE (JSY)(KJSY) 1 W UTC–8(–7DT) N45°21.57´ W117º15.23´

4126 B  NOTAM FILE MMV

RWY 15–33: HS202X60 (ASPH) S–12.5 MIRL 1.2% up SE

RWY 15: REIL. PAPI(P2L)—GA 4.0º TCH 43´. Trees.

RWY 33: P-line.

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

AIRPORT REMARKS: Unattended. Surface conditions not reported. Dur South tkfs, possible hazardous downdrafts south of arpt under south wind cond. Possible deer on arpt, use caution. P-lines near Rwy 33 AER unmarked. Runway ends not visible from each other.

AIRPORT MANAGER: 503-378-4880

WEATHER DATA SOURCES: AWOS–3P 123.775 (541) 432–0458.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION:

DONNELLY (H) VORW/DME 116.2 DJU Chan 109 N44°46.03´ W116º12.38´

KEN JERNSTEDT AIRFIELD (See HOOD RIVER on page 147)

KIMBERLY N44°38.90´ W119º42.70´ NOTAM FILE MMV.

(H) VORW/DME 115.6 IMB Chan 103 095º 35.2 NM to Grant Co Rgnl/Ogilvie Fld. 5220/20E.

RCO 122.6 (MC MINNVILLE RADIO)

KLAMATH FALLS

CRATER LAKE–KLAMATH RGNL (LMT)(KLMT) P (ANG) 4 SE UTC–8(–7DT) N42°09.37´

W121°43.99´

4095 B Class IV, ARFF Index A NOTAM FILE LMT

RWY 14–32: H10302X150 (ASPH–CONC–GRVD) S–107, D–175, 2S–175, 2D–315 PCN 41 F/A/X/T HIRL

RWY 14: MALSF. PAPI(P4L)—GA 3.0º TCH 50´. RVR–R

RWY 32: MALSR. VASI(V4L)—GA 3.0º TCH 55´. RVR–T

RWY 07–25: H5258X100 (ASPH–GRVD) S–53, D–77 PCN 19 F/B/Y/U MIRL

RWY 07: Thld dsplcd 306´. Railroad.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA–5258 TODA–5258 ASDA–5258 LDA–4952

RWY 14: TORA–10302 TODA–10302 ASDA–10302 LDA–10302

RWY 25: TORA–5258 TODA–5258 ASDA–5258 LDA–4746

RWY 32: TORA–10302 TODA–10302 ASDA–10302 LDA–10302

ARRESTING GEAR/SYSTEM

RWY 14 TYPE H BAK–128(B)(1500')

TYPE H BAK–128(B)(1500') RWY 32

SERVICE: S4 FUEL 100LL, JET A 01, 3 LGT When ATCT ctsd ACTVT MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14–32, MIRL Rwy 07–25 and twy lgts—CTAF. Rwy and twy lgts also ACTVT on 257.8. REIL Rwy 25; PAPI Rwy 25, PAPI Rwy 14 and VASI Rwy 32 opr consly. Rwy 14 PAPI byd 3.5 NM unusbl.

MILITARY — JASU

I (AM32A–60B) 1(A/M32A–86) 1(MD–3) FUEL A++(Mil), A, A+ (1500–0300Z‡, C541–882–4681, $150 fee, 20 min PN) (NC–100LL). FLUID SP LPOX LOX OIL 0–133–148(Mil)

AIRPORT REMARKS: Attended Dec–Mar Mon–Fri 1430–0630Z‡, Apr–Nov Mon–Fri 1530–0100Z‡, unattended Sat–Sun. For FBO hrs ctc at 541–882–4681. Flocks of large migratory waterfowl invof Nov–May. Twy D bnn Twy E and F rstrd MIL OPS only. Twy A west of Twy D rstrd MIL OPS only. Twy Golf S run up pad clsd exc to MIL OPS. Cond not mntd dly 0630Z‡ to 1430Z‡. Conds not mntd Sat and Sun. Twy Delta bnn Twy F and AER 07 clsd to mil ops. Military BASH Phase II–Feb thru May and Sept thru Nov. BASH Phase I–all months not designated as Phase II.

MILITARY REMARKS: ANG:

Base ops byd 0400–1500Z‡. Offl bus only, PPR DSN 830–6686.

Base hrs byd 1300–2359Z‡. Mon–Fri exc hol. All hvy acft please taxa to north or south EOR upon ldg. Once in EOR please shutdown all outboard engines befors taxa to mil ramp to eliminate any FOD haz.


AIRPORT MANAGER: (541) 883-5373

CONTINUED ON NEXT PAGE

SEATTLE

H–1C, L–13B

KLAMATH FALLS

H–3B, L–2I

IAP AD

CONTINUED ON NEXT PAGE

NW, 17 JUN 2021 to 12 AUG 2021
WEATHER DATA SOURCES: ASOS (541) 883–8127
COMMUNICATIONS: CTAF 133.975 ATIS 126.5 UNICOM 122.95
KLAMATH FALLS RCO 122.6 (MC MINNVILLE RADIO)
KINGSLEY APP/DEP CON 123.675 (Mon–Fri 1600–0000Z‡ exc weekends and holidays. other times ctc)
SEATTLE CENTER APP/DEP CON 127.6
KINGSLEY TOWER 133.975 (1500–0400Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.
AIRSPACE: CLASS D svc 1500–0400Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.
KLAMATH FALLS (H) VORTACW 115.9 LMT Chan 106 N42°09.19’ W121°43.65’ at fld. 4090/17E.
VOR unusable:
050°–060° byd 30 NM blo 12,000’
060°–120° byd 25 NM blo 12,000’
170°–195° byd 20 NM
210°–245° byd 25 NM blo 12,000’
270°–280° byd 20 NM
320°–050° byd 23 NM blo 12,000’
320°–050° byd 30 NM
TACAN AZIMUTH unusable:
105°–125° byd 7 NM blo 12,000’
153°–195° byd 20 NM blo 11,000’
210°–305° byd 25 NM blo 10,500’
320°–105° byd 13 NM blo 13,000’
320°–125° byd 20 NM
DME unusable:
105°–125° byd 7 NM blo 12,000’
153°–195° byd 20 NM blo 11,000’
210°–305° byd 25 NM blo 10,500’
320°–105° byd 13 NM blo 13,000’
320°–125° byd 20 NM
ILS 109.5 I–LMT Rwy 32. Class IE. LOC unusable byd 25° right of course.

KLAMATH FALLS
N42°09.19’ W121°43.65’ NOTAM FILE LMT.
(H) VORTACW 115.9 LMT Chan 106 at Crater Lake–Klamath Rgnl. 4090/17E.
VOR unusable:
050°–060° byd 30 NM blo 12,000’
060°–120° byd 25 NM blo 12,000’
170°–195° byd 20 NM
210°–245° byd 25 NM blo 12,000’
270°–280° byd 20 NM
320°–050° byd 23 NM blo 12,000’
320°–050° byd 30 NM
TACAN AZIMUTH unusable:
105°–125° byd 7 NM blo 12,000’
153°–195° byd 20 NM blo 11,000’
210°–305° byd 25 NM blo 10,500’
320°–105° byd 13 NM blo 13,000’
320°–125° byd 20 NM
DME unusable:
105°–125° byd 7 NM blo 12,000’
153°–195° byd 20 NM blo 11,000’
210°–305° byd 25 NM blo 10,500’
320°–105° byd 13 NM blo 13,000’
320°–125° byd 20 NM
RCO 122.6 (MC MINNVILLE RADIO)

KLICKITAT
N45°42.82’ W121°06.05’ NOTAM FILE DLS.
(H) VOR/DME 112.3 LTJ Chan 70 186° 6.3 NM to Columbia Gorge Rgnl/The Dalles Muni. 3220/21E.
RCO 122.65 (SEATTLE RADIO)
LA GRANDE/UNION CO (LGD)(KLGD) 4 SE UTC–8(–7DT) N45º17.37´ W118º00.37´

2718 B NOTAM FILE LGD

RWY 12–30: H6261X100 (ASPH) S–65, D–90, 2S–114, 2D–130 MIRL

RWY 12: PAPI(P2L)—GA 3.0º TCH 44´. Thld dsplcd 760´. Road.

RWY 30: REIL. PAPI(P2L)—GA 3.0º TCH 44´.

RWY 16–34: H3399X60 (ASPH) S–45, D–60, 2D–100

RWY 16: PAPI(P4L)—GA 3.0º TCH 33´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA–6260 TODA–6260

RWY 30: TORA–6260 TODA–6260

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 12–30—CTAF.

AIRPORT REMARKS: Attended 1600–0100Z‡. CLOSED Thanksgiving, Christmas and New Years. FBO and fueling ltd west of Rwy 16–34. After hrs call out list posted on door. Extv Forest Service opr during summer months. Cold temperature restricted airport. Altitude correction required at or below –16°C. Ldg fee for acft over 12,500 lbs.

AIRPORT MANAGER: 541-963-6615

WEATHER DATA SOURCES: AWOS–3PT 135.075 (541) 963–6824.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE CENTER APP/DEP CON 132.6

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION:

VOR/DME usable:

110º–125º byd 15 NM

125º–180º byd 15 NM

180º–200º byd 15 NM

200º–230º byd 15 NM

230º–265º byd 15 NM

265º–290º byd 15 NM

290º–315º byd 15 NM

NDB (MHW) 296 LGD N45º20.55´ W117º57.76´ 193º 3.7 NM to fld. 2689/17E. NOTAM FILE LGD.

NDB unusable:

160º–190º byd 15 NM

290º–315º byd 15 NM

LAKE BILLY CHINOOK STATE (See CULVER on page 141)

LAKE CO (See LAKEVIEW on page 152)

LAKE WOAHINK SPB (See FLORENCE on page 144)

LAKESIDE MUNI (9S3) 0 NW UTC–8(–7DT) N43º34.99´ W124º10.82´

20 NOTAM FILE MMV

RWY 15–33: 2150X100 (TURF)

RWY 15: Trees.

RWY 33: Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 15–33 rwy ends marked with white mats. To deactivate sprinklers key 122.9.

AIRPORT MANAGER: (209) 327-1578

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
LAKEVIEW

Lakeview

RWY 17–35: H5318X100 (ASPH) S–74, D–86 MIRL
RWY 17: REIL. PAPI(P4R)—GA 3.0° TCH 45°.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45°.

Service: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 17–35;
PAPI Rwy 17 and Rwy 35; REIL Rwy 17 and Rwy 35—CTAF.

Airport Remarks: Attended Apr–Sep 1700–0000Z†, Oct–Mar
1500–0100Z†. Flocks of large waterfowl in vcnty Nov–May. Wildlife
on and inv of arpt. Extv airtanker ops in fire season. Possible glider ops
on twy. Drag strip oriented NW–SE lctd 3000´ southwest of Rwy 35.
Twy NE–SW used for strong cross wind ldg.

Airport Manager: 541-947-4222

Weather Data Sources: AWOS–3PT 135.525 (541) 947–5069.

Communications: CTAF/UNICOM 122.3 (MC MINNVILLE RADIO)

Clearance Delivery Phone: For CD if una to ctc on FSS freq, ctc Seattle
ARTCC at 253-351-3694.

Radio Aids to Navigation: NOTAM FILE LKV.

LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42º29.57´ W120º30.43´ 147º 20.5 NM to fld. 7465/19E.

LEBANON STATE

112.0

1700–0100Z†. Flocks of large waterfowl in vcnty Nov–May. Wildlife
on and inv of arpt. Extv airtanker ops in fire season. Possible glider ops
on twy. Drag strip oriented NW–SE lctd 3000´ southwest of Rwy 35.
Twy NE–SW used for strong cross wind ldg.

Airport Manager: 503-378-4880

Weather Data Sources: AWOS–3 134.475 (541) 989–8557.

Communications: CTAF 122.9

Clearance Delivery Phone: For CD ctc Cascade Apch at 541-607-4674/4675, when Apch clsd ctc Seattle ARTCC at
253-351-3694.

Radio Aids to Navigation: NOTAM FILE CVO.

LENHARDT AIRPARK

(See HUBBARD on page 147)

LEWISBURG

N44º36.82´ W123º16.24´ NOTAM FILE CVO.

NBH (MHW) 225 LWG 172º 7.0 NM to Corvallis Muni. 330/15E.

Lexington

(9S9) 1 N UTC–8(–7DT) N45º27.25´ W119º41.42´

1635 B NOTAM FILE MMV

RWY 08–26: H4156X75 (ASPH) MIRL
RWY 08: PAPI(P2L)—GA 3.0° TCH 43°. Fence.
RWY 26: PAPI(P2L)—GA 3.0° TCH 47°.

Service: FUEL 100LL LGT ACTIVATE MIRL Rwy 08–26 and PAPI
Rwy 08 and Rwy 26—CTAF.

Airport Remarks: Unattended. Fuel 24 hours credit card svc avbl. Wildlife
on and inv of arpt. Rwy 08–26 200´ gravel east end.

Airport Manager: 541-989-9500

Weather Data Sources: AWOS–3 134.475 (541) 989–8557.

Communications: CTAF 122.9

Clearance Delivery Phone: For CD ctc Seattle ARTCC at 253-351-3694.

Radio Aids to Navigation: NOTAM FILE PDT.

PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45º41.91´ W118º56.32´ 231º 34.9 NM to fld. 1575/14E.

TACAN azimuth shutdown, TACAN DME operational

NW, 17 JUN 2021 to 12 AUG 2021
### MADRAS MUNI (S33) 3 NW UTC–8(–7DT) N44°40.21´ W121º09.31´

- **IAP**: FILE MMV
- **RWY 16–34**: H5091X75 (ASPH) S–75, D–120, 2D–180 MIRL
- **RWY 34**: REIL, VASI(V4L)–GA 3.0º TCH 50´.
- **RWY 04–22**: H2701X50 (ASPH) S–16 0.3% up NE
- **RWY 22**: Road.
- **SERVICE**: FUEL 100LL, JET A 0X 3, 4 LGT
- **AIRPORT REMARKS**: Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Deer, coyote and cougar on and inof arpt. Rwy 04–22 marked with white reflectors.
- **AIRPORT MANAGER**: 541-475-6947
- **WEATHER DATA SOURCES**: AWOS–3PT 132.425 (541) 475–0494.
- **COMMUNICATIONS**: CTAF/UNICOM 122.8
- **RADIO AIDS TO NAVIGATION**: NOTAM FILE RDM.
- **VORTAC usable**: DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44º15.17´ W121º18.21´ 356º 25.8 NM to fld. 4103/18E.
- **CLEARANCE DELIVERY PHONE**: For CD ctc Seattle ARTCC at 253-351-3694.

### MAHLON SWEET FLD (See EUGENE on page 143)

- **RWY 14–32**: H2800X30 (ASPH)
- **RWY 32**: Road.
- **AIRPORT REMARKS**: Unattended. Rwy 14–32 numbers smaller than standard, no centerline. Rwy 32 thld marked with white chevrons. Rwy 32 has NSTD displaced threshold markings. Rwy 14–32 has many areas of unsealed longitudinal and transverse cracking throughout rwy. Gaps 1/4´´ to 1/2". Twy marked with "MALIN" in large white letters adjacent to displaced threshold markings. Twy not marked with centerline. Parking apron not equipped with tie downs.
- **AIRPORT MANAGER**: 541-891-5718
- **COMMUNICATIONS**: CTAF/UNICOM 122.9
- **CLEARANCE DELIVERY PHONE**: For CD ctc Seattle ARTCC at 253-351-3694.

### MANZANITA

- **NEHALEM BAY STATE (3S7) 2 S UTC–8(–7DT) N45°41.89´ W123º55.78´
- **IAP**: FILE MMV
- **RWY 15–33**: H2350X50 (ASPH)
- **RWY 15**: Hill.
- **AIRPORT MANAGER**: 503-378-4880
- **CLEARANCE DELIVERY PHONE**: For CD ctc Seattle ARTCC at 253-351-3694.
MC DERMITT STATE (26U)  0 W UTC–8(–7DT) N42º00.62´ W117º43.63´
4478  B  NOTAM FILE MMV
Rwy 16–34: H5900X60 (ASPH) S–12.5 PCN 13 F/C/X/T MIRL
1.0% up N
SERVICE: LGT ACTIVATE MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. Surface conditions not reported. P-lines South and East. 1”–4” sagebrush growing in primary sfc.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE REO.
ROME (H) VOR/DME 112.5 REO Chan 72 N42º35.43´ W117º52.09´ W117º52.09´ 151º 35.4 NM to fld. 4040/19E.
DME unusable:
095º–105º byd 30 NM blo 10,000´
115º–125º byd 30 NM blo 10,000´

MC KENZIE BRIDGE STATE (00S)  3 E UTC–8(–7DT) N44º10.89´ W122º05.13´
1620  NOTAM FILE MMV
Rwy 06–24: 2600X90 (TURF)
Rwy 06: Trees.
Rwy 24: Trees.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

MC MINNVILLE MUNI (MMV)(KMMV)  3 SE UTC–8(–7DT) N45º11.67´ W123º08.16´
163  B  NOTAM FILE MMV
Rwy 04: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.
Rwy 22: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Trees.
Rwy 17–35: H4340X75 (ASPH) S–30
Rwy 17: Tree.
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 04: TORA–5420 TODA–5420 ASDA–5320 LDA–5320
SERVICE: S4 FUEL 100LL, JET A  OX 1  LGT ACTIVATE MALSR Rwy 22, REIL Rwy 04, and HIRL Rwy 04–22—CTAF.
AIRPORT REMARKS: Attended 1600–0100Z‡. 100LL fuel 24 hour credit card svc avbl. High pressure bulk oxygen avbl Mon–Sat. Glider ops Rwy 17–35 and within 8 NM blo 8000´ during dalgt hours Feb–Nov. FBO may be contacted on frequency 123.0. Twys A and D have blue edge reflectors. After hrs call out list posted on door.
AIRPORT MANAGER: (503) 376-0190
WEATHER DATA SOURCES: ASOS 135.675 (503) 434–9153.
COMMUNICATIONS: CTAF/UNICOM 123.0
PORTLAND APP/DEP CON 118.1 126.0NORTH
SEATTLE CENTER APP/DEP CON 125.8(SOUTH)
CLNC DEL 118.35
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VOR/DME 117.4 UBG Chan 121 N45º21.19´ W122º58.69´ 194º 11.6 NM to fld. 1443/21E.
ILS 110.9  I–MMV Rwy 22. Class IA.
COMM/NAV/WEATHER REMARKS: PDX monitors 121.5 for McMinnville (MMV).
OREGON 155
MEDITHERM
ROGUE VALLEY INTL – MEDFORD (MFR)(KMFR) 3 N UTC–8(–7DT) N42º22.50´ W122º52.40´ KKLAMATH FALLS
H–38, L–21
IAP AD

RWY 14–32: H8800X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 PCN 72 F/C/X/T. HIRL. CL.

RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 73´. RVR–T 0.4% up.

RWY 32: REIL. PAPI(P4R)—GA 3.0º TCH 50´. RVR–R 0.6% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14:
TORA–8800 TODA–8800 ASDA–8800 LDA–8800

RWY 32:
TORA–8800 TODA–8800 ASDA–8800 LDA–8800

SERVICE:
FUEL
100LL, JET A, A+ OX

LGT
ACTVT MALSR Rwy 14; REIL Rwy 32; TDZ Rwy 14; ctrntr lghts Rwy 14–32; PAPI Rwy 14 and Rwy 32; HIRL Rwy 14–32; twy lghts—CTAF.

AIRPORT REMARKS:
Attended 1300–0800Z. Aflfd sfc condition unmonitored between 0800–1200Z. For fuel after hrs call 541–842–2254. Bird haz large flocks of migratory waterfowl in vicinity Nov–May. Terminal apron clsd to acft exc scheduled air carrier and flts with prior permission. PPR for unscheduled ops with more than 30 pax seats, call arpt ops 541–776–7228. Tran tie–downs and hangar avbl thru FBOs only. Cold temperature airport. Altitude correction required at or below –3C. TPA—2304(969) for propeller acct, 2804(1469) for turbo acct. PAPI Rwy 32 does not provide obstruction cnc by 6.5 NM from thld. Ldg fee. Ldg fee applies to all corporate acct and all other acct with weight exceeding 12,500 lbs. See Special Notices—Intensive Flight Training Ashland, OR.

AIRPORT MANAGER:
(541) 776–7222

WEATHER DATA SOURCES: ASOS 127.25 (541) 776–1238. LAWRS.

COMMUNICATIONS:
CTAF 119.4 ATIS 127.25 UNICOM 122.95

MEDFORD RCO 122.65 (MC MINNVILLE RADIO)

CASCADIAN APP/DEP CON 124.3 (1400–0730Z)

SEATTLE CENTER APP/DEP CON 124.85 (0730–1400Z)

TOWER 119.4 (1400–0500Z) GND CON 121.8


AIRSPACE: CLASS B svc 1400–0500Z; other times CLASS E.

VOR TEST FACILITY (VOT)

H) VORTACW 113.6 OED Chan 83 N42º28.77´ W122º54.78´ 145º 6.5 NM to fld. 2083/19E.

VOR unusable:
245º–350º byd 30 NM b1o 10,000´

260º–270º byd 35 NM b1o 9,000´

290º–300º byd 35 NM b1o 8,500´

MEDFORD NDB (MMW) 356 MEF N42º23.50´ W122º52.73´ 150º 1.0 NM to fld. 1287/16E.

VOR test facility unusable wi 1.0 NM; byd 20º left of course; byd 11 NM b1o 7,000´.

MEMALOOSE USFS

MILLER MEML AIRPARK

MILLER MEML AIRPARK (See VALE on page 173)

MONUMENT MUNI (12S) 1 NW UTC–8(–7DT) N44º49.89´ W119º25.78´

AIRPORT REMARKS:
Unattended. Intermittently clsd winters due to snow. Wildlife on and infrv arpt. Rwy ends marked at each corner by a single white tire.

AIRPORT MANAGER:
541-934-2025

COMMUNICATIONS:
CTAF/UNICOM 122.9


MULINO STATE (See PORTLAND–MULINO on page 165)

MEMALOOSE USFS

MULINO STATE

(See IMNAHA on page 148)

MULINO STATE

(See PORTLAND–MULINO on page 165)
NEHALEM BAY STATE (See MANZANITA on page 153)

NEWBERG

CHEHALEM AIRPARK (17S)  4 NW UTC–8(–7DT)  N45º19.42’ W123º03.26’

190  NOTAM FILE MMV
RWY 07–25: H2285X40 (ASPH)  RWY LGTS(NSTD)
RWY 07: Thld dsplcd 300’. P–line.
RWY 25: Tree.
SERVICE: S4  FUEL  100LL, JET A
NOISE: Rwy 25 has NS ABTMT procedures in effect for more information ctc arpt manager 503–537–0108.
AIRPORT MANAGER: 503-537-0108
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.

SPORTSMAN AIRPARK (2S6)  1 SE UTC–8(–7DT)  N45º17.74’ W122º57.32’

181  NOTAM FILE MMV
RWY 17–35: H2755X50 (ASPH)  S–30  LIRL
RWY 17: Thld dsplcd 369’. Tree.
AIRPORT MANAGER: 503-538-2134
COMMUNICATIONS: CTAF
CLNC DEL 126.0
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.

NEWBERG  N45º21.19’ W122º58.69’  NOTAM FILE MMV.
(H) VOR/DME  117.4  UBG  Chan 121  105º 10.9 NM to Aurora State. 1443/21E.
RCO  122.45 (MC MINNVILLE RADIO)
NEWPORT MUNI (ONP)(KONP)  3 S UTC–8(–7DT)  N44º34.82´ W124º03.48´

NOTAM FILE ONP

RWY 16–34: H5398X100 (ASPH)  S–75, D–120, 2S–152, 2D–170
PCN 34 F/D/X/T HIRL
RWY 16: MALSR. PAPI(P4L)—GA 3.0º TCH 51´. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 47´. Thld dsplcd 300´.

RWY 02–20: H3001X75 (ASPH)  S–33, D–50, 2D–84 MIRL
1.0% up NE
RWY 02: Ground.
RWY 20: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–3001 TODA–3001 ASDA–3001 LDA–3001
RWY 16: TORA–5398 TODA–5398 ASDA–5398 LDA–5398
RWY 34: TORA–5398 TODA–5398 ASDA–5398 LDA–5098

SERVICE: FUEL 100LL, JET A LGT

Rwy 34 PAPI OTS indef. ACTIVATE MALSR Rwy 16, MIRL Rwy 02–20, HIRL Rwy 16–34, PAPIs Rwy 16 & Rwy 34, and REIL Rwy 34—CTAF. Rwy 34 PAPI byd 3º left and 5º rgt of RCL unusbl.


AIRPORT MANAGER: (541) 867-7422

WEATHER DATA SOURCES: AWOS–3 133.9 (541) 867–4175.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (MC MINNVILLE RADIO)

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE ONP,
(H) VORTACW 117.1 ONP Chan 118 N44º34.52´ W124º03.64´ at fld. 147/15E.
VORTAC unusable:
011º–051º byd 35 NM blo 6,000´
061º–116º byd 35 NM blo 7,000´
116º–136º byd 35 NM blo 8,000´
136º–166º byd 35 NM blo 5,000´
346º–011º byd 35 NM blo 5,000´

ILS 111.5 I–ONP Rwy 16.
NORTH BEND

SOUTHWEST OREGON RGNL (OTH)(KOTH) P (CG) 1 NW UTC–8–(–7DT) N43º25.02´ W124º14.82´ Klamath Falls H–1B, L–1A

17 B Class I, ARFF Index A NOTAM FILE OTH


RWY 05: MLSR. PAPI(P4R)—GA 3.0º TCH 51´. Boat.


RWY 13–31: H4470X150 (ASPH–GRVD) S–120, D–190, 2S–175, 2D–305, 2D/2D–735 PCN 55 F/C/W/T MIRL

RWY 13: REIL. Boat.

RWY 31: REIL. PAPI(P4L)—GA 4.0º TCH 50´. Road. Rgt tcf.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–5320 TODA–5320 ASDA–5320 LDA–5320


RWY 31: TORA–4470 TODA–4470 ASDA–4470 LDA–4470

SERVICE: S4 FUEL 100LL, JET A LGT PAPI Rwy 31 OTS indef. When ATCT clsd, ACTVT MLSR Rwy 05; REIL Rwsys 13, 23, 31; MIRL Rwy 13–31; HIRL 05–23—CTAF. PAPI Rwy 05 opr consly.

MILITARY— JASU 1(MD–3) FUEL J5(Mil) (NC–100LL, A) OIL 0–156(Mil)

AIRPORT REMARKS: Attended 1300–0500Z‡. Svc avbl 1600–0100Z‡, for svc after hrs call 541–756–5181 or 541–756–6903. All act subjected to arpt usage fees. Twy C3 clsd to acft over 60,000 lbs indef. Migratory flocks of waterfowl on and inv of arpt. PAEW inv of rws and twys 1530–2330Z‡. Ship chnl xs Rwy 05 aprx 2/3 mi fm thld; xs Rwy 13 and Rwy 23 aprx 1000 ft to 1700 ft fm thld; mast hgs to 144 ft.

AIRPORT MANAGER: 541-756-8531

WEATHER DATA SOURCES: AWOS–3PT 135.075 (541) 756–0135.

COMMUNICATIONS: CTAF 118.45

SEATTLE CENTER APP/DEP CON 127.55

NORTH BEND TOWER 118.45 (1500–0500Z‡) GND CON 127.1

CLEARANCE DELIVERY PHONE: For cd if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:

NOTAM FILE OTH.

NORTH BEND (L) VOR/DME 112.1 OTH Chan 58 N43º24.93´ W124º10.11´ 256º 3.4 NM to fld. 707/15E.

VOR unusable:

020º–043º byd 30 NM bio 5,000´

DME unusable:

020º–043º byd 30 NM bio 5,000´

074º–083º byd 30 NM bio 6,000´

EMIRE NDB (NW) 378 OT N43º23.67´ W124º18.62´ 049º 3.1 NM to fld. 33/15E.

ILS 108.5 I–OTH Rwy 05. Class E. LOM EMIRE NDB. NDB unusable 3º–168º byd 10 NM.

KLAMATH FALLS L–1A

NORTH BEND N43º24.93´ W124º10.11´ NOTAM FILE OTH.

(V) VOR/DME 112.1 OTH Chan 58 256º 3.4 NM to Southwest Oregon Rgnl. 707/15E.

VOR unusable:

020º–043º byd 30 NM bio 5,000´

DME unusable:

020º–043º byd 30 NM bio 5,000´

074º–083º byd 30 NM bio 6,000´

RCO 122.4 (MC MINNVILLE RADIO)
OREGON 159

OAKRIDGE STATE  (5S8)  1 W  UTC–8(–7DT)  N43°45.15’ W122°30.27’
1393  NOTAM FILE MMV
RWY 09–27:  H3610X47 (ASPH)  0.7% up W
RWY 09:  Tree.
RWY 27:  Road.
AIRPORT REMARKS:  Unattended. Surface conditions not reported. Irregular
winter maintenance, arpt may be clsd by snow. US Forest Service
helicopters active invof arpt during fire season. Deer and elk on and
invof arpt. Numerous areas of unsealed longitudinal and transverse
cracking along full length of runway.
AIRPORT MANAGER:  503-378-4880
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.

ONTOARIO MUNI  (ONO)(KONO)  3 W  UTC–7(–6DT)  N44°01.16’ W117°00.78’
2193  NOTAM FILE ONO
RWY 15–33:  H5006X100 (ASPH)  S–30, D–60  MIRL
RWY 15:  REIL. PAPI(P2L)—GA 3.0º TCH 40’. Road.
RWY 33:  REIL. PAPI(P2L)—GA 3.0º TCH 40’.
SERVICE:  54  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 15 and Rwy
33, MIRL Rwy 15–33—CTAF. PAPI Rwy 15 and Rwy 33 opr
continuously.
AIRPORT REMARKS:  Attended 1500–0000Z‡. Self serve card lock fuel avbl
24 hrs. Twy marked with blue reflectors. Rwy 15–33 extended south
end.
AIRPORT MANAGER:  (541) 881-8848
WEATHER DATA SOURCES:  ASOS 135.275 (541) 889–7388.
COMMUNICATIONS:  CTAF/UNICOM 122.8
ONTARIO RCO  122.3 (MC MINNVILLE RADIO)
® SALT LAKE CENTER APP/DEP CON 128.05
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.

RAD. AIDS TO NAVIGATION:  NOTAM FILE BOI.
BOISE  (H) VOR/DME  113.3  BOI Chan 80  N43°33.17’
W116°11.53’  291º 45.3 NM to fld. 2877/17E.
VOR portion unusable:
000º–015º byd 11 NM b11,000’
015º–044º byd 32 NM b14,500’
045º–071º byd 32 NM b12,500’
072º–084º byd 32 NM b10,500’
TACAN AZIMUTH & DME portion unusable:
010º–060º byd 12 NM b13,000’
060º–090º byd 27 NM b15,500’
110º–155º byd 30 NM b7,000’
348º–010º byd 20 NM b13,000’
348º–010º byd 27 NM b15,500’

OWYHEE RESERVOIR STATE  (28U)  25 SW  UTC–7(–6DT)  N43°25.49’ W117°20.74’
2680  NOTAM FILE MMV
RWY 13–31:  1840X30 (DIRT)
AIRPORT REMARKS:  Unattended. Owner advises ctc with State Department of Aviation 503–378–4880 prior to use. Remote
arpt, no ground access. Arpt in canyon, surrounded by high terrain. 4’ brush growth within 20’ of rwy edge. Rwy 13–31
irregular maintenance. Rwy surface frequently rough and rutted.
AIRPORT MANAGER:  503-378-4880
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
PACIFIC CITY STATE (PFC)(KPFC) 1 S UTC–8(–7DT) N45°11.96’ W123°57.71’
10 NOTAM FILE MMV
RWY 14–32: H1680X30 (ASPH) S–7
RWY 14: Tree.
AIRPORT REMARKS: Unattended. Owner advises ctc with Department of Aviation 503–378–4880 prior to use. Rwy may be under water dur winter high tides. Ocnl driftwood on rwy due to flooding. Downwind ldgs not recommended and may not be possible. Many close in obst on both sides of rwy. Exp low level turbulence dur crosswind cond. Assorted trees and 40’ p–line at 500’ north of rwy. Pre–tkof engine run–ups to be conducted at the parking ramp only.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

PAISLEY (22S) 3 NW UTC–8(–7DT) N42°43.08´ W120º33.77´
4395 B NOTAM FILE MMV
RWY 13–31: H4300X60 (ASPH) LIRL 0.4% up SE
AIRPORT REMARKS: Unattended. Rwy 13 has aiming points.
AIRPORT MANAGER: 541-947-4222
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.
LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42º29.57´ W120º30.43´ 331º 13.7 NM to fld. 7465/19E.

PENDLETON EASTERN OREGON RGNL AT PENDLETON (PDT)(KPDT) P (ARNG) 3 NW UTC–8(–7DT) N45°41.69´ W118º50.58´
1497 B NOTAM FILE PDT
PCN 34 F/B/Y/U HIRL
RWY 08: ODALS. VASI(V4R)—GA 3.0º TCH 35´. RVR–R Ground.
RWY 26: MALSRT. PAPI(P4L)—GA 3.0º TCH 48´. RVR–T
RWY 11–29: H5582X100 (ASPH–GRVD) S–70, D–120, 2S–152, 2D–122 PCN 18 F/B/Y/U MIRL
RWY 11: REIL. PAPI(P4L)—GA 3.0º TCH 43´.
RWY 29: REIL. PAPI(P4L)—GA 3.0º TCH 84´. Thld dspcld 456´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–6301 TODA–6301 ASDA–6301 LDA–6301
RWY 11: TORA–5582 TODA–5582 ASDA–5126 LDA–5126
RWY 26: TORA–6301 TODA–6301 ASDA–6301 LDA–6301
RWY 29: TORA–5582 TODA–5582 ASDA–5582 LDA–5126
SERVICE: S4 FUEL 100LL, JET A1+, MOGAS LGT When ATCT csld
ACTVT MALSRT Rwy 26; ODALS Rwy 08; REIL Rwy 11 and Rwy 29;
VASI Rwy 08, PAPI Rwy 11 and Rwy 29; HIRL Rwy 08–26; MIRL Rwy 11–29—CTAF. Rwy 11–29 PCL for hi intst 5 clicks only. REIL Rwy 11 OTS. REIL Rwy 29 OTS. MILITARY— FUEL (NC–100LL, A1+ – Self svc avbl H24.)
AIRPORT MANAGER: 541-276-7754

CONTINUED ON NEXT PAGE
OREGON

CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: ASOS 118.325 (541) 278–2329.
COMMUNICATIONS: CTAF 119.7 UNICOM 122.95
PENDLETON RCO 122.2 (MC MINNVILLE RADIO)
CHINOOK APP/DEP CON 133.15 (1400–0600Z‡)
SEATTLE CENTER APP/DEP CON 132.6 (0600–1400Z‡)
TOWER 119.7 (1400–0400Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: When Apch clsd, for CD ctc Seattle ARTCC at 253-351-3694
AIRSPACE: CLASS D svc 1400–0400Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION:
PENDLETON (H) VORTACW 114.7  PDT Chan 94  N45º41.91´ W118º56.32´ 079º 4.0 NM to fld. 1575/14E.
SEATTLE CENTER VORTACW 122.95  PDT Chan 94  N47º19.42´ W122º27.65´ 088º 3.3 NM to fld. 1575/14E.
TACAN azimuth shutdown, TACAN DME operational
ILS 110.3  I–PDT  Rwy 26.  Class IE. LOC and glideslope unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg freq 121.5 not avbl at twr.

PINEHURST STATE  
(24S)  1 SW  UTC–8(–7DT)  N42º06.61´ W122º22.99´
3643  NOTAM FILE MMV
RWY 04–22: H280°X30 (ASPH)  2.0% up SW
RWY 04: Trees.
RWY 22: Trees.
AIRPORT REMARKS: Unattended. Surface conditions not reported. Irregular winter maintenance. Arpt may be clsd by snow. Strong winds from any direction will likely cause low–level turbulence. Rwy 04–22 70˚ trees along both sides of rwy 125˚ from centerline. Rwy 22 slopes up to the SW, with abrupt 4% rise on SW half of rwy. Owner advises contact Oregon Dept. of Aviation 503–378–4880 prior to use.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

PORTLAND
PORTLAND DOWNTOWN HELIPORT  
(61J)  0 N  UTC–8(–7DT)  N45º31.52´ W122º40.26´
78  B  NOTAM FILE MMV
HELIPAD H1: H80X80 (CONC)  S–25  PERIMETER LGTS
SERVICE: LGT For heliport PLASI when approaching flt apch and tlf 020–activate CTAF 3 times. When approaching flt apch and tlf 025–activate CTAF 5 times. When approaching flt apch and tlf 030–activate CTAF 7 times.
AIRPORT MANAGER: 503-823-7527
COMMUNICATIONS: CTAF/UNICOM 123.075
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.

KLAMATH FALLS

PORTLAND

NW, 17 JUN 2021 to 12 AUG 2021
PORTLAND INTL  (PDX)(KPDX)  P (ANG)  4 NE  UTC–8(–7DT)  N45º35.32´  W122º35.81´

31  B  LRA  Class I, ARFF Index E  NOTAM FILE PDX


RWY 10R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 71´. RVR–TMR Rgt tfc.


RWY 10L: MALSR. PAPI(P4L)—GA 3.0º TCH 51´. RVR–TMR Thld dsplcd 1290´.

RWY 28L: MALSR. PAPI(P4R)—GA 3.0º TCH 70´. RVR–TMR Thld dsplcd 535´. Road. Rgt tfc.

RWY 03–21: H6000X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–380 PCN 82 F/D/X/T MIRL

RWY 03: REIL. PAPI(P4L)—GA 3.3º TCH 60´.

RWY 21: REIL. PAPI(P4R)—GA 3.6º TCH 32´. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

RWY 10L: TORA–9825 TODA–9825 ASDA–9825 LDA–8535

RWY 10R: TORA–11000 TODA–11000 ASDA–11000 LDA–11000

RWY 21: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

RWY 28L: TORA–11000 TODA–11000 ASDA–11000 LDA–11000


ARRESTING GEAR/SYSTEM


SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT RWY 03 PAPI unusbl byd 4 deg left and rgt of RCL and byd 5 NM unusbl. MILITARY— JASU 4(A/M32A–86) (MC–11) 1(MA–1A) FUEL A (C503–331–4220). J8 (Mil) (NC–100LL, A) FLUID LHOXRB OIL D–128–133–148(Mil) TRAN ALERT No tran svc avbl.

NOISE: NS ABTMT procedures in effect call noise office, 503–460–4100. Rwy 28L arr are noise sensitive, exp apch to Rwy 28R with transition to Rwy 28L.

AIRPORT REMARKS: Attended continuously. Arpt clsd to non–pwrd acft exc in emerg. Migratory and wintering flocks of large waterfowl on and inv of arpt. Heavy seagull act Sep–Apr, exp high number of birds yr round, check lcl advisories. ASSC in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Rwy 28R perimeter road at 200´ from rwy thld and 408´ rgt from rwy extndd cntrln. Unctl tfc at Pearson Fld Vancouver WA, 3 NM west of Rwy 10L thld on extndd cntrln. Rwy 21 clsd to Height Group IV acft with cockpit to wheel hgt greater than 22´.

Continued on next page
PORTLAND—HILLSBORO (HIO)(KHIO) 15 SW UTC–8(–7DT) N45º32.53´ W122º57.04´

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST

Rwy 13R 02–20 4922

SERVICE: FUEL 49000, JET A, OX 1, 2, 4, LGT

NOISE: NS ABTMT procedures in effect call 503–460–4100 or 800–938–6647. Noise sensitive areas border arpt west, south and east. Rwy 31L is preferred rwy for NS ABTMT. Avoid low level over flts of residential areas whenever possible. Nighttime touch and gos are discouraged 0600–1400Z‡.


CONTINUED ON NEXT PAGE
PORTLAND–TROUTDALE (KTTD) 10 E UTC–8 (–7DT) N45º32.96´ W122º24.08´  

**Runway Declared Distance Information**

**Rwy 07–25:**
- TORA–5399
- TODA–5399
- ASDA–5399
- LDA–5046

**Service:** S4
- Fuel: 100LL, Jet A
- LGT: Rwy 07 VASI and PAPI

**Runway Information**
- RWY 07: REIL. VASI(V4L)—GA 3.0º TCH 50´.

**Noise:**
- NS ABTMT procedures in effect, call 503–460–4100 or 800–938–6647. Noise sensitive areas border the arpt west and south. Avoid low level over flts of residential areas.

**Airport Manager:** 503-415-6119

**Weather Data Sources:** ASOS 135.625 (503) 492–2887.

**Communications:** CTA 120.9 ATIS 135.625 503–492–7634 UNICOM 122.95

**PORTLAND APP CON:** 118.1 284.6 (100º–279º HIGH) 299.2 (280º–099º) 124.35

**TROUTDALE TOWER:** 120.9 254.3 (1500–0600Z‡) GND CON 121.8

**PORTLAND DEP CON:** 124.35 299.2

**Clearance Delivery Phone:** For CD ctc Portland Apch at 503-493-7545.

**Airspace:** Class D svc 1500–0600Z‡; other times CLASS E.

**Radio Aids to Navigation:** NOTAM FILE PDX.

**Battle Ground (H) VORTACW** 116.6 BTG Chan 113 N45º44.87´ W122º35.49´ 125º 14.4 NM to fld. 253/21E.

**Comm/Nav/Weather Remarks:** Frequency 121.5 not avbl at twr.
PORTLAND–MULINO

MULINO STATE (4S9)  20 S UTC–8(–7DT) N45º12.99’ W122º35.41’ B 260 NOTAM FILE MMV
RWY 14–32: H3425X100 (ASPH) MIRL 0.4% up SE
RWY 14: PAPI(P2L)—GA 3.0º TCH 43’. Tree. Rgt tfc.
RWY 32: PAPI(P2L)—GA 3.0º TCH 33’. Trees.
SERVICE: S4 FUEL 100LL LGT RwY 32 PAPI ots indef. PAPI Rwy 14 and Rwy 32 opr 24 hrs. ACTIVATE MIRL Rwy 14–32, twy lgts, and windcone—CTAF.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF/UNICOM 123.05
PORTLAND CLNC DEL 119.95
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.
RADAR AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45º21.19’ W122º58.69’ 095º 18.4 NM to fld. 1443/21E.

POWERS (6S6)  1 SE UTC–8(–7DT) N42º52.16’ W124º03.54’ B 326 NOTAM FILE MMV
RWY 13–31: 2500X60 (TURF) 
RWY 13: Trees.
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Arpt in valley surrounded by high terrain. Livestock and wildlife on and inv of arpt. Rwy 31 NSTD markings, thld marked with white tires. Rwy 13 rwy end not marked. Rwy 31 has 25 ft trees wi 35 ft of cntrlnalg edge to 1700 ft fm thr.
AIRPORT MANAGER: (541) 572-2737
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

PRINEVILLE (S39)  3 SW UTC–8(–7DT) N44º17.27’ W120º54.33’ B 3251 NOTAM FILE MMV
RWY 11–29: H4053X40 (ASPH) S–5 LIRL 0.3% up SE
RWY 29: PAPI(P4L)—GA 3.0º TCH 42’.
RWY 15–33: H4053X40 (ASPH) S–5 LIRL 0.3% up SE
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MIRL Rwy 11–29; PAPI Rwy 29 and LIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended Oct–Apr 1500–0100Z‡, May–Sep 1500–0200Z‡. 24 hr card lock self–svc fuel avbl. Deer on and inv arpt. Rwy 15–33 limited by arpt opr to 5000 lbs max weight. Rwy 15–33, numerous areas of unsealed longitudinal and transverse cracking throughout full length.
AIRPORT MANAGER: 541-416-0805
WEATHER DATA SOURCES: AWOS–3PT 118.325 (541) 447–4060.
COMMUNICATIONS: CTAF/UNICOM 122.7
® SEATTLE CENTER APP/DEP CON 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADAR AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTAC 117.6 DSD Chan 123 N44º15.17’ W121º18.21’ 065º 17.3 NM to fld. 4103/18E.
VORTAC unusable: 220º–240º byd 30 NM
PROSPECT STATE  (64S)  1 S  UTC–8(–7DT)  N42°44.56´ W122°29.34´
2578   NOTAM FILE MMV
RWY 02–20:  H4000X50 (ASPH) LIRL  1.3% up N
RWY 02:  Trees.
RWY 20:  Trees.
SERVICE  LGT LIRL OTS indef. Trees obscure view of rotating bcn from
southeast–southwest quadrants of arpt.
AIRPORT REMARKS: Unattended. Arpt clsd SS–SR. Surface conditions not
reported. Irregular winter maintenance, arpt may be clsd by snow.
80°–100° trees within 200° of rwy centerline both sides of rwy. Rwy
02–20 numerous areas of unsealed longitudinal and transverse cracking
throughout full length of rwy. Gaps 1/2 to 3 inch wide. Depth to 2 inch.
Turf tie down area rough. Segmented circle: NSTD circle markings; tires
painted white and orange.
AIRPORT MANAGER:  503-378-4880
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
ROGUE VALLEY (H) VORTACW 113.6  OED Chan 83  N42º28.77´
W122º54.78´  031º  24.5 NM to fld. 2083/19E.
TACAN AZIMUTH unusable:
245°–350° byd 30 NM bio 10,000´
VOR unusable:
260°–270° byd 35 NM bio 9,000´
290°–300° byd 35 NM bio 8,500´

REDMOND
ROBERTS FLD (RDM)(KRDM)  1 SE  UTC–8(–7DT)  N44º15.24´ W121º09.00´
3082   B  Class I, ARFF Index B  NOTAM FILE RDM  MON Airport
RWY 05–23:  H7038X150 (ASPH–GRVD)  S–120, D–216, 2S–140,
  2D–399  PCN 52 F/A/X/T  HIRL  0.3% up SW
RWY 05:  REIL. VASI(V4L)—GA 3.0º TCH 50´.
RWY 23:  MALSR. PAPI(P4L)—GA 3.0º TCH 51´.
RWY 11–29:  H7006X100 (ASPH–GRVD)  S–109, D–178
  PCN 42 F/A/X/T  MIRL  0.5% up SE
RWY 11:  REIL. PAPI(P4L)—GA 3.0º TCH 50´.
RWY 29:  REIL. PAPI(P4L)—GA 3.0º TCH 50´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05:
TORA–7038  TODA–7038  ASDA–7038  LDA–7038
RWY 11:
TORA–7006  TODA–7006  ASDA–7006  LDA–7006
RWY 23:
TORA–7038  TODA–7038  ASDA–7031  LDA–7031
RWY 29:
TORA–7006  TODA–7006  ASDA–7006  LDA–7006
SERVICE:  S4 FUEL  100LL, JET A  OX  1, 2 LGT When twr clsd ACTIVATE
HIRL Rwy 05–23; MIRL Rwy 11–29; MALSR Rwy 23; REIL Rwy 05,
Rwy 11 and Rwy 29; twy lgts—CTAF. PAPI Rwy 29 unusbl byd 5 NM
from thld, does not provide obstn clnc.
AIRPORT REMARKS: Attended 1200–0400Z‡. For fuel after hrs call FBO
541–410–2938 (122.95) or FBO 541–504–3848 (122.85). Tran
helicopter ops preferred north (conc) general aviation ramp. Ocnl
wildlife on and invof arpt. Terminal apron not avbl for general aviation acft. Helipad H1 pvt use only.
AIRPORT MANAGER:  (541) 504–3085
WEATHER DATA SOURCES:  ASOS
COMMUNICATIONS:  CTAF 124.5  ATIS 119.025  541–548–1742  UNICOM 122.95
REDMOND RCO 122.5 (MC MINNVILLE RADIO)
® SEATTLE CENTER APP/DEP CON 126.15
REDMOND TOWER 124.5 (1300–0300Z‡)  GND CON 121.8
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1300–0300Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

DESHUTES (H) VORTACW 117.6 DSD Chan 123 N44º15.17’ W121º18.21’ 071º 6.6 NM to fld. 4103/18E.
VORTAC unusable:
220º–240º byd 30 NM
ILS/DME 109.1 I–RDM Chan 28 Rwy 23. Class IE.

COMM/NAV/WEATHER REMARKS: ATC radar svc provided within 40 NM radius by Seattle Ctr to transponder equipped act only. RDM ATCT does not provide ATC radar svc.

HELIPAD H2: H48X48 (CONC)

RODMOND N44º15.25’ W121º09.15’ 122.5 (MC MINNVILLE RADIO)

ROBERTS FLD (See RODMOND on page 166)

ROGUE VALLEY INTL – MEDFORD (See MEDFORD on page 155)

ROME STATE (REO/KREO) 20 SW UTC–8(–7DT) N42º34.66’ W117º53.13’ 4053 NOTAM FILE REO
RWY 03–21: 6000X150 (GRVL)

AIRPORT REMARKS: Unattended. Sage growing in primary sfc. Rwy 03–21 sagebrush growing on west portion of rwy. Rwy 03–21 ltd by arpt opr to 8000 lbs single wheel gear.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
RCO 122.65 (BOISE RADIO)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE REO.

(H) VOR/DME 112.5 REO Chan 72 N42º35.43’ W117º52.09’ 206º 1.1 NM to fld. 4040/19E.
DME unusable:
095º–105º byd 30 NM blo 10,000’
115º–125º byd 30 NM blo 10,000’

ROSEBURG

GEORGE FELT (5S1) 3 W UTC–8(–7DT) N43º12.93’ W123º24.26’ 428 NOTAM FILE MMV
RWY 10–28: 2300X100 (TURF) 0.4% up E
RWY 10: Tree.
NOISE: For NS ABTMT fly to river before turning.

AIRPORT MANAGER: 541-673-7709

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
**ROSEBURG RGNL**  
(RBG)(KRBG)  
1 NW  
UTC-B(–7DT)  
N43°14.36´ W123°21.35´  
534 B NOTAM FILE RBG

**Rwy 16–34:**  
H5003X100 (ASPH)  
S–42, D–54, 2D–88  
MIRL

0.7% up N

**Rwy 16:**  
REIL. Thld dsplcd 1100´. Hill.

**Rwy 34:**  
REIL. PAPI(PAR)—GA 4.0º TCH 53´. Thld dsplcd 372´. Road.

**Service:**  
S4  
FUEL  
100LL, JET A  
OX1  
LGT ACTIVATE REIL Rwy 16 and Rwy 34, MIRL Rwy 16–34—CTAF. Rwy 34 PAPI opr continuously.

**Airport Remarks:**  
Attended 1600–0100Z‡. Waterfowl on and inv of arpt.

Rwy 16 has a 150´ blast pad marked with yellow chevrons. Segmented circle NSTD, marked with white tires.

**Airport Manager:**  
541-672-7701

**Weather Data Sources:** ASOS  
135.475 (541) 673–1483.

**Communications:** CTAF/UNICOM  
122.8

®  
SEATTLE CENTER APP/DEP CON  
127.55 (MC MINNVILLE RADIO)

**Clearance Delivery Phone:** For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

**Radio Aids to Navigation:**  
(L) VOR/DME  
108.2 RBG Chan 19 N43º10.95´ W123º21.13´ 337º 3.4 NM to fld. 1320/20E.

DME unusable:  
070º–130º byd 20 NM bl 8,000´  
130º–190º byd 30 NM bl 7,000´  
240º–320º byd 25 NM bl 5,000´

VOR unusable:  
070º–130º byd 20 NM bl 8,000´  
130º–150º byd 20 NM bl 7,000´  
240º–290º byd 25 NM bl 5,000´

**SALEM**

**MCNARY FLD**  
(SLE)(KSLE)  
P (ARNG)  
2 SE  
UTC–8(–7DT)  
N44º54.57´ W123º00.15´  
213 B Class IV, ARFF Index A NOTAM FILE SLE

**Rwy 13–31:**  
H5811X150 (ASPH–GRVD)  
S–105, D–147, 2S–154  
PCN 41 F/C/X/T  
HIRL  
0.3% up SE

**Rwy 13:**  
ODALS. REIL. VASI(V4L)—GA 3.0º TCH 50´. RVR–R Road.

**Rwy 31:**  
MALSR. RVR–T Tree.

**Rwy 16–34:**  
H5146X100 (ASPH–GRVD)  
S–39.5, D–52  
PCN 15 F/D/X/T  
MIRL  
0.3% up S

**Rwy 16:**  
REIL. PAPI(P4L)—GA 3.0º TCH 38´. Road.

**Rwy 34:**  
REIL. PAPI(P4L)—GA 4.0º TCH 42´. Tree.

**Land and Hold–Short Operations**

**Ldg Rwy Hold–Short Point**  
AVBL LGD DIST

| Rwy 31 | 16–34 | 3150 |
| Rwy 34 | 13–31 | 3050 |

**Runway Declared Distance Information**

| Rwy 16: TORA–5145 | TODA–5145 | ASDA–5145 | LDA–5145 |
| Rwy 31: TORA–5811 | TODA–5811 | ASDA–5811 | LDA–5811 |
| Rwy 34: TORA–5145 | TODA–5145 | ASDA–5145 | LDA–5145 |

**Service:**  
S4  
FUEL  
100LL, JET A  
OX1, 3  
LGT Rwy 16 and Rwy 34

**PAPI OTS indef. When twr clsd ACTIVATE MALSR Rwy 31; ODALS Rwy 13; REILs Rwy 13, Rwy 16 and Rwy 34; HIRL Rwy 13–31, MIRL Rwy 16–34—CTAF.**

**Military—FUEL**  

**Noise:**  
Ns abtmt procs in efct. Avd ovr flt of srng resl areas when poss.

**Airport Remarks:**  

**Airport Manager:**  
(503) 589-2057

**Weather Data Sources:** ASOS  

CONTINUED ON NEXT PAGE

**SEATTLE**

**H–1B, L–1B**

**IAP AD**

**KLAMATH FALLS**

**H–1B, L–1A**

**IAP**

**NW, 17 JUN 2021 to 12 AUG 2021**
COMMUNICATIONS: CTAF 119.1  ATIS 124.55  UNICOM 122.95
SALEM RCO 122.6 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 125.8
SALEM TOWER 119.1  (1500–0500Z)  GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VOR/W/DM 117.4  UBG Chan 121  N45º21.19´ W122º58.69´  161º 26.6 NM to fld. 1443/21E.
TURNO NDB (LOM) 266  SL  N44º50.85´ W122º57.06´ 312º 4.3 NM to fld.
ILS/DME 110.3  I–SLE  Chan 40  Rwy 31.  Class IT.  LOM TURNO NDB.

••••••••••••••••••

HELIPAD H1: H37X37 (CONC)

SALEM  N44º55.14´ W123º00.54´
RCO  122.6 (MC MINNVILLE RADIO)

SCARPITA AIRPARK  (S48)  1 S  UTC–8(–7DT)  N45º21.27´ W122º16.08´

SERVICE: S3  LGT PPR for LT ACTIVATE code. Must have fam with AP.
AIRPORT MANAGER: 503-668-6808
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.

SANFORD RIVER  (Q3S)  1 NE  UTC–8(–7DT)  N45º24.10´ W122º13.72´

SERVICE: S3  LGT PPR for LT ACTIVATE code. Must have fam with AP.
AIRPORT REMARKS: Attended SR–SS. Extv ultralight activity on and invof arpt. Ultralight ops use rgt tfc and TPA—1304(600), do not land on turf adjacent to rwy. Rwy 08–26 not marked. Rwy 08–26 lights delineate only 70´ of rwy width. Large trees in vicinity. Rwy 26 has a 6 ft fence 36 ft right of cntrln alg edge fm thr to 300 ft. E side of rwy safety area has a 5 ft gentle rise in mid of section.
AIRPORT MANAGER: (503) 378-2523
COMMUNICATIONS: CTAF/UNICOM 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.

SANTIAM JUNCTION STATE  (BS3)  1 S  UTC–8(–7DT)  N44º26.07´ W121º56.54´

SERVICE: S3  LGT PPR for LT ACTIVATE code. Must have fam with AP.
AIRPORT REMARKS: Attended. Arpt CLOSED Nov 1–May 1 or when covered by snow. Owner advises ctc with Department of Aviation 503–378–4880 prior to use. Land to east tfr to west. Arpt surrounded by trees and high terrain. Rwy 06–24 marked with white tires at corners. Rwy thlds marked with white tires at corners. State Highway Maintenance Station nearby.
AIRPORT MANAGER: (503) 378-2523
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
SCAPPOOSE  (SPB)(KSPB)  1 NE UTC–8(–7DT)  N45°46.26′ W122°51.71′
58  B  NOTAM FILE SPB
RWY 15–33: H5100X100 (ASPH)  S–30, D–50, 2D–90  MIRL
0.6% up NW
  RWY 15: REIL. PAPI(PAL)—GA 3.73° TCH 41′. Tree.
    RWY 33: PAPI(PAL)—GA 3.0° TCH 40′. Rgt tfc.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 15, PAPI
Rwy 15 and Rwy 33, MIRL Rwy 15–33—CTAF. 7 clicks to ACTIVATE
REIL.
AIRPORT REMARKS: Attended 1600Z–dusk. Extv ultralight activity on west
side parallel twy. Rwy 33 has basic markings plus aiming points. Blue
lghts and cntrln reflectors at east side twy exits fm rwy. Twy B has med
intensity twy lights. Rwy 15 is calm wnd rwy.
AIRPORT MANAGER: 503-397-2888
WEATHER DATA SOURCES: ASOS 135.875 (503) 543–6401.
COMMUNICATIONS: CTAF/UNICOM 122.8
® PORTLAND APP CON 124.35
® PORTLAND DEP CON 133.0
CLNC DEL 121.65
CLEARANCE DELIVERY PHONE: For CD ctc Portland approach at
503-493-7545.
RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.
  BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113  N45°44.87′ W122º35.49′ 256º 11.4 NM to fld. 253/21E.
  TACAN AZIMUTH & DME unusable: 035º–085º byd 35 NM blo 10,000′
  LOC/DME 111.1 I–FKO Chan 48 Rwy 15. LOC unusable byd 20° w of course.

SEASIDE MUNI  (56S)  1 NE UTC–8(–7DT)  N46°00.90′ W123°54.46′
12  B  NOTAM FILE MMV
RWY 16–34: H2211X50 (ASPH)  S–12  MIRL
  RWY 16: Thld dsplcd 155′. Brush.
  RWY 34: Road.
SERVICE: LGT ACTIVATE MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. Birds and elk on and invof rwy.
AIRPORT MANAGER: 503-717-2896
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

SEXTON SUMMIT  SXT  N42°36.00′ W123°21.97′/3838
ASOS 118.375 (541) 471–1460

SILETZ BAY STATE  (See GLENEDEEN BEACH on page 145)

SILVER LAKE F S STRIP  (45S)  3 SW UTC–8(–7DT)  N43°06.66′ W121°05.65′
4492  NOTAM FILE MMV
RWY 03–21: 3000X55 (TURF–DIRT)
  RWY 03: Fence.
  RWY 21: Fence.
03–21 weed growth and sage throughout primary sfc. Rwy 03 outlined with white tires. Rwy 03–21 has fence post at
each end of rwy painted orange and white.
AIRPORT MANAGER: 541-219-1439
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
SISTERS EAGLE AIR (6K5) 1 N UTC–8(–7DT) N44º18.27´ W121º32.35´
3168 NOTAM FILE MMV
RWY 02–20: H3560X60 (ASPH) S–4
RWY 02: Thld dsplcd 340´. Tree.
RWY 20: Trees.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Unattended. Deer on and inv of arpt. Rising terrain off departure end of Rwy 02. Check density alt/acft performance prior to tkf. Avoid overflights of homes to northeast. Pilots may consider a departure climb over meadow approximately 45º to the left of the departure end of Rwy 02. Rwy has w and yellow sidestrips and markings.
AIRPORT MANAGER: (541) 719-0602
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCUTES (H) VORTACW 117.6 DSD Chan 123 N44º15.17´ W121º18.21´ 269º 10.6 NM to fld. 4103/18E.
VORTAC unusable: 220º–240º byd 30 NM

SIXES
CAPE BLANCO STATE (SS6) 4 NW UTC–8(–7DT) N42º51.48´ W124º31.07´
214 NOTAM FILE MMV
RWY 14: Trees.
RWY 32: Brush.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
RCO 122.4 (MC MINNVILLE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.
CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41º46.77´ W124º14.45´ 335º 65.8 NM to fld. 55/14E.
TACAN AZIMUTH & DME unusable: 195º–235º byd 20 NM

SKYPORT (See CORNELIUS on page 139)

SOUTHWEST OREGON RGNL (See NORTH BEND on page 158)

SPORTSMAN AIRPARK (See NEWBERG on page 156)

STARK’S TWIN OAKS AIRPARK (See HILLSBORO on page 146)
SUNRIVER  (S21)  1 W  UTC–8(–7DT)  N43º52.58´ W121º27.18´
4164 B NOTAM FILE MMV
RWY 18–36: H5460X75 (ASPH) S–30 LIRL
RWY 36: Trees.
SERVICE: FUEL 100LL, JET A, A+ LGT ACTIVTY LIRL Rwy 18–36 and VASI Rwy 18—CTAF.
NOISE: For NS ABTMT departing acft are urged to climb west of arpt prior to turning on course.
AIRPORT MANAGER: 541-593-4603
WEATHER DATA SOURCES: AWOS–3PT 128.325 (541) 593–4623.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 126.15
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTAC 117.6 DSD Chan 123 N44º15.17´ W121º18.21´ 178º 23.5 NM to fld. 4103/18E.
VORTAC unusable: 220º–240º byd 30 NM

THE DALLES

COLUMBIA FORGE RNGL/THE DALLES MUNI  (DLS)(KDLS)  2 NE  UTC–8(–7DT)  N45º37.16´ W121º10.10´
247 B NOTAM FILE DLS
RWY 13–31: H5097X100 (ASPH) S–30, D–30 PCN 32 F/C/X/T MIRL 0.5% up SE
RWY 31: REIL
RWY 07–25: H4647X100 (ASPH) S–30, D–30 MIRL 0.7% up E
RWY 07: Thld dsplcd 440´. Trees.
RWY 25: Thld dsplcd 196´.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 13–31, Rwy 07–25 and REIL Rwy 31–CTAF. REIL opr on 7 clicks only.
AIRPORT MANAGER: 509-767-2272
WEATHER DATA SOURCES: ASOS 135.175 (509) 767–1726.
COMMUNICATIONS: CTAF/UNICOM 123.0
SEATTLE CENTER APP/DEP CON 119.65
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.
KLICKITAT (H) VOR/DME 112.3 LTJ Chan 70 N45º42.82´ W121º06.05´ 186º 6.3 NM to fld. 3220/21E.

NW, 17 JUN 2021 to 12 AUG 2021
TILLAMOOK (TMK)(KTMK)  3 S UTC–8(–7DT)  N45º25.10´ W123º48.86´
39  B  NOTAM FILE TMK
RWY 13–31: H5001X75 (ASPH)  S–60, D–75, 2D–125  MIRL
0.4% up SE
RWY 13: REIL. PAPI(P2L)—GA 3.0º TCH 42´. Trees.
RWY 31: PAPI(P2L)—GA 3.5º TCH 40´. Tree.
RWY 01–19: H2911X75 (ASPH) S–40, D–46, 2D–67  MIRL
RWY 01: PAPI(P2L)—GA 4.0º TCH 45´.
RWY 19: PAPI(P2L)—GA 3.0º TCH 40´. Rgt tfc.
SERVICE: FUEL 100LL, JET A
LGT ACTVT REIL Rwy 13; MIRL Rwy 13–31 and Rwy 01–19—CTAF. PAPI Rwys 13 and 31 and Rwys 01 and 19 oper cont.
AIRPORT MANAGER: 503-842-2413
WEATHER DATA SOURCES: AWOS–3 120.0 (503) 842–8792.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 124.2
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45º21.19´ W122º58.69´ 256º 35.6 NM to fld. 1443/21E.

TOKETEE STATE (See CLEARWATER on page 138)

TOLEDO STATE (SS4)  1 SW UTC–8(–7DT)  N44º36.06´ W123º56.38´
12  NOTAM FILE MMV
RWY 13–31: H1750X40 (ASPH)
RWY 13: Trees.
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Numerous deer and waterfowl invof arpt. Owner advises ctc with Department of Aviation 503–378–4880 prior to use. Trees in transition area. Curve apch path from over water to avoid obst in transitional areas. Unpaved ramp and twn. Rwy may be under water during high tides. Ocni driftwood may be on rwy following flooding. +20´ trees in transitional sfc at 50´–75´ from rwy edge.
AIRPORT MANAGER: 503-378-4880
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

TURNO N44º50.85´ W122º57.06´ NOTAM FILE SLE.
NDB (MHV) 266  SL 312º 4.3 NM to McNary Flk. 63/17E.

VALE MILLER MEML AIRPARK (S49)  1 SW UTC–7(–6DT)  N43º57.83´ W117º15.56´
2249  B  NOTAM FILE MMV
RWY 18–36: H3872X65 (ASPH)  LIRL
RWY 18: Thld dsplcd 880´. Road.
RWY 36: Thld dsplcd 125´. Tree.
RWY 10–28: 2100X40 (GRVL–DIRT)
RWY 10: Berm.
RWY 28: Tree.
SERVICE: LGT ACTIVATE LIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Unattended. Rwy 18 has a 660´ grvl ovrn. Rwy 36 has very rough grvl extn. Rwy lgtg obscured by vegetation.
AIRPORT MANAGER: 541-212-1881
COMMUNICATIONS: CTAF/UNICOM 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

VALLEY VIEW (See ESTACADA on page 142)

VANCOUGER N45º41.92´ W122º55.52´
RCO 122.35 (SEATTLE RADIO)

NW, 17 JUN 2021 to 12 AUG 2021
WALDPORT

WALDPORT

WALDPORT

WASCO STATE

WILDHORSE

VERNONIA MUNI

WAKONDA BEACH STATE
ABBOTSFORD  BC  (CYXX)  2 SW  UTC–B(–7DT)  N49°01.52´ W122°21.60´  SEATTLE  H–18, L–1E
194  B  AOE  NOTAM FILE CYXX  Not insp.
RWY 07–25: H9597X200 (ASPH)  HIRL
RWY 07: SSALR, REIL. Rgt tfc.
RWY 01–19: H5328X200 (ASPH)  MIRL
RWY 01: REIL. PAPI(P4L)—GA 3.0º. Rgt tfc.
RWY 19: REIL. PAPI(P4L)—GA 3.0º.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–5328 TODA–6178 ASDA–5328 LDA–5328
RWY 07: TORA–9597 TODA–10101 ASDA–9597 LDA–9597

SERVICE: S4  FUEL  100LL, JET A

AIRPORT REMARKS: Attended continuously. Fuel self-serve with credit card, 604-856-6260. ARFF svc avbl. Turbo–jet, turbo–fan, and turbo–prop not permitted from 0600–1500Z. All other ngt trng as authorized by arpt mgr. Parachute area apx 5 NM NE of arpt. Prior ntc rqr for cstms (1600–0800Z) call 888–226–7277. IFR trng flts PPP ctc 604–775–9674. Helicopter trng on infld. Numerous obst in helicopter trng areas. Ops ltd winter maintenance 1430–0700Z. Other times 2 hrs prior ntc rqr, call out charge. PPP dur winter maintenance exc scheduled ops, alternate or emerg, CRF, PLR/PCN. Turf rwy clsd exc with prior permission and agreement plan with arpt mgr. Tall vehicles on road south of thld Rwy 01. Ltd parking and deicing dur winter ops, all wide body acft 24 hr prior ntc ctc ops 604–864–5544. Transit parking rstd to Apron 1. All other parking PPP ctc ops. Apron 1 north of Twy B, including Twy A, ltd to acft with wingspans of 118´ or less. PPP for larger acft. Hwy D unctl east of blast fence. Turns from Hwy A onto Hwy C rsted to C–130 smaller (blast issue). Hwy G uncontrolled. Rwy 01–19, Hwy B, C, C1, and C4 not avbl for acft taxing when visibility below ½ SM. Night ops must use PAPI. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

COMMUNICATIONS: ATIS 119.8 (1500–0700Z) 877–517–2847
ABBOTSFORD RADIO (CYXX) on arpt 122.5
VICTORIA TERMINAL APP/DEP CON 1 32.7
TOWER 119.4 (inner) 121.0 (outer) (1500–0700Z) Mandatory freq 119.4 (0700–1500Z below 4500´ MSL)
GND CON 121.8 (1500–0700Z)

RADIO AIDS TO NAVIGATION:
WHATCOM  (H) VORTACW 113.0  HuH  Chan 77  N48°56.72´ W122°34.76´  041º 9.9 NM to fld. 83/20E.
TACAN AZM unusable:
155º–165º byd 15 NM blo 6,000´
NDB (HW) 344  XX  N49°00.93 W122°29.27  068º 4.3 NM to fld. /19E.
WHITEROCK NDB (MHW) 332  WC  N49°00.20 W122°45.02  067º 14.7 NM to fld. /19E.
CULTUS NDB (HW) 214  LU  N49°01.27 W122°02.98  252º  12.3 NM to fld. ILS 109.7 I–IXX  Rwy 07  LOC reliable only within 10º either side of centerline.


AJ EISENBERG  (See OAK HARBOR on page 204)

AMERICAN LAKE SPB  (See LAKEWOOD on page 198)
ANACORTES

(74S) 2 W UTC–8(–7DT) N48º29.91´ W122º39.75´

Rwy 18–36: H3015X60 (ASPH–GRVD) S–12.5 MIRL 0.3% up S

Rwy 18: REIL. PAPI(P4R)—GA 3.0º TCH 40´. Tree. Rgt tfc.

Rwy 36: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.

Service: Fuel

Noise: NS ABTMT procedures in effect, ctc arpt mgr 360–293–3134.


Airport manager: 360-293-3134

Communications: CTAF

Clearance delivery phone: For CD ctc Whidbey Apch at 360-257-3310.

Radio aids to navigation: Notam file BLI.

Whatcom (H) VORTAC W113.0 HUH Chan 77 N48º56.72´ W122º34.76´ 167º 27.0 NM to fld. 82/20E.

TACAN azimuth unusable: 155º–165º byd 15 NM bio 6,000´

SEAPLANE REMARKS:


Airport manager: (360) 293-5134

Communications: CTAF 128.25

Clearance delivery phone: For CD ctc Whidbey Apch at 360-257-3310.

ANDERSON FLD (See BREWSTER on page 181)

APEX AIRPARK (See SILVERDALE on page 222)
ARLINGTON MUNI  (AWO)(KAWO)  3 SW  UTC–8(–7DT)  N48°09.65' W122°09.54'  
142  B  TPA—See Remarks  NOTAM FILE AWO  

Rwy 16–34: H5332X100 (ASPH)  S–114, D–150, 2S–175, 2D–270  

MIRL  
Rwy 16: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree. Rgt tfc.  
Rwy 34: MALS. PAPI(P2L)—GA 3.0º TCH 36’.  

Rwy 11: REIL. PAPI(P2L)—GA 3.5º TCH 42’. Rgt tfc.  
Rwy 29: REIL. PAPI(P2L)—GA 4.0º TCH 40’. Tree.  

Service:  S4  FUEL  100LL, JET A  LGT ACTVT MALS Rwy 34; REILS Rwy 11, 29, and 16; PAPI Rwy 11 and 29; MIRL 16–34—CTAF. PAPI Rwy 16 and Rwy 34 opr consly.  


Airport Manager: 360-403-3474  

Weather Data Sources: AWOS–3PT 135.625 (360) 435–8045.  

Communications: CTAF 122.725  

Seattle APP/DEP CON 128.5  

CLNC DEL 121.725  

GCO 121.725 FOR SEA APCH/CD 2 CLICKS; WX 4 CLICKS, ARPT OPS 6 CLICKS, 911(EMERG) 8 CLICKS)  

Clearance Delivery Phone: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4722.  

Radio Aids to Navigation: NOTAM FILE PAE.  

Paine (L) VOR/DME 110.6 PAE Chan 43 N47º55.19’ W122º16.67’ 358º 15.2 NM to fld. 669/20E.  

Waton NDB (LOMW) 382 AW N48º04.57’ W122º09.23’ 342º 5.1 NM to fld. 69/16E.  

Loc 111.5 I–AWO Rwy 34. LOM WATON NDB. LOC unmonitored cont.
AUBURN MUNI (S50)  1 N  UTC–8(–7DT)  N47°19.66’ W122°13.60’
63  B  NOTAM FILE SEA
RWY 16–34: H3842X75 (ASPH)  S–12.5  MIRL
  RWY 16: REIL. VASI(V4R)—GA 4.5º TCH 60’. Thld dsplcd 200’.
    Bldg. Rgt tfc.
  RWY 34: REIL. VASI(V4L)—GA 4.0º TCH 53’. Thld dsplcd 241’.
    Parking lot lights...
SERVICE: S4  FUEL  100LL, JET A  OX, 4  LGT ACTVT REIL Rwys 16 and 34 7 clicks; MIRL Rwy 16–34—CTAF. VASI Rwy 16 and Rwy 34 opr consly.
NOISE: Plan apchs and departures to avoid extremely noise sensitive residential area east of the arpt.
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡. 100LL avbl 24 hrs–credit card self svc. Jet A avbl Mon–Fri 0700–1600 (local) for svc call (206)–767–5290. Ultralights prohibited. Be alert, wildlife on and invof arpt, birds present dawn and dusk, winter wx ops and report Mon–Fri 1600–0100Z‡. Rwy 34 calm wind rwy. No loitering on rwy when 2 or more acft are prsnt in the tfc pat. Pilots bring own tiedowns.
AIRPORT MANAGER: (253) 333-6821
COMMUNICATIONS: CTAF/UNICOM 122.8
©SEATTLE APP/DEP CON 123.85
CLNC DEL 123.85
CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4723.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.
  SEATTLE (H) VORTACW 116.8  SEA  Chan 115  N47°26.12’ W122°18.58’ 133º 7.3 NM to fld. 348/19E.
VOR unusable:
  008º–023º byd 20 NM bio 3,500’
  008º–023º byd 30 NM bio 4,100’
  233º–273º byd 20 NM bio 8,000’
  233º–273º byd 30 NM bio 10,000’
  233º–273º byd 35 NM bio 11,000’
  233º–273º byd 8 NM bio 5,500’
  303º–333º byd 20 NM bio 2,900’
  303º–333º byd 30 NM bio 4,000’
  333º–353º byd 15 NM bio 3,500’
  353º–008º byd 20 NM bio 2,900’
DME unusable:
  008º–028º byd 20 NM bio 4,500’
  008º–028º byd 30 NM bio 7,000’
  203º–219º byd 27 NM
  220º–225º byd 20 NM
  226º–239º byd 27 NM
  240º–253º byd 15 NM
  303º–008º byd 30 NM bio 3,500’
TACAN AZIMUTH unusable:
  008º–163º
  303º–008º byd 30 NM bio 3,500’

AULT FLD  (See WHIDBEY ISLAND NAS (AULT FLD) on page 234)

AVEY FLD  (See LAURIER on page 199)

BADGER MOUNTAIN  N47°35.29’ W120°08.60’  
RCO 122.3 (SEATTLE RADIO)
WASHINGTON

BANDERA STATE  (4W0)  0 W  UTC–8(–7DT)  N47°23.72´ W121°32.19´

1636  NOTAM FILE SEA
RWY 08–26: 2344X100 (TURF)
RWY 08:  Trees.
RWY 26:  Trees.
AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4722.

BATTLE GROUND

CEDARS NORTH  (W58)  1 NW  UTC–8(–7DT)  N45°45.87´ W122°30.91´

275  NOTAM FILE SEA
RWY 08–26: 1960X50 (TURF)
RWY 08:  Trees.
RWY 26:  Trees.
AIRPORT REMARKS: Unattended. Birds on and inv of arpt. Rwy edges marked with white cones. Rwy 08 5´ fence posts, 84´ from thld. Rwy and twy soft in winter.
AIRPORT MANAGER: 360-687-8234
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.

GOHEEN  (W52)  3 NW  UTC–8(–7DT)  N45°49.61´ W122°34.61´

292  NOTAM FILE SEA
RWY 15–33: 2565X50 (TURF)  LIRL
RWY 33:  P–line.
RWY 07–25: 1500X48 (TURF)
RWY 07:  Tree.
RWY 25:  Tree.
SERVICE:  S4  LGT Rwy 15 NSTD VASI, NSTD single lgt VASI both sides of rwy. ACTIVATE LIRL Rwy 15–33—CTAF.
AIRPORT MANAGER: 360-687-3038
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 503-493-7545.

BATTLE GROUND

N45°44.87´ W122°35.49´ NOTAM FILE PDX.

(H) VORTAC 116.6  BTG  Chan 113  179º 8.1 NM to Pearson Fld. 253/21E.
TACAN AZIMUTH & DME unusable:
035º–085º byd 35 NM blo 10,000´
Arial 8

BELLINGHAM INTL (BLI)(KBLI) 3 NW UTC–8(–7DT) N48º47.56´ W122º32.25´ 3NW UTC–8(–7DT) N48º47.56´ W122º32.25´


PCN 57 F/AW/T HIRL

RWY 16: MALS R. PAPI(P4L)—GA 3.0º TCH 50´. RVR–T Rgt tfc.

RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–R

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16:
TORA–6700 TODA–6700 ASDA–6700 LDA–6700

RWY 34:
TORA–6700 TODA–6700 ASDA–6700 LDA–6700

SERVICE: S7 FUEL 100LL, JET A

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16:
TORA–6700 TODA–6700 ASDA–6700 LDA–6700

RWY 34:
TORA–6700 TODA–6700 ASDA–6700 LDA–6700

SERVICE: S7 FUEL 100LL, JET A

AIRPORT REMARKS: Attended continuously. Birds and coyotes on and invol arpt movement areas. PPR for unscheduled air carrier ops with more than 30 px seats ctc ops at 360–739–1944 or at twr.clsd ACTIVATE HIRL.

RWY 16–34, MALS Rwy 16 and REIL Rwy 34—CTAF.

NOISE: NS ABTMT procedures in effect ctc ops at 360–739–1944 or at www.flybli.com/noise.

AIRPORT MANAGER: (360) 676-2500

WEATHER DATA SOURCES: ASOS (360) 671–8688

COMMUNICATIONS: CTAF 124.9 ATIS 134.45 360–647–5939 UNICOM 122.95

RCO 122.15 (SEATTLE RADIO)

TOWER 124.9 (1500–0630Z‡) GND CON 127.4

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Victoria trml on 133.95 or at 604-586-4561.

AIRSPACE: CLASS D svc 1500–0630Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BLI.

WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48º56.72´ W122º34.76´ 150º 9.3 NM to fld. 82/20E.

TACAN AZIMUTH unusable:

155º–165º byd 15 NM blo 6,000´

ILS/DME 108.5 I–BLI Chan 22 Rwy 16. Class IA. ILS DME unusable beyond 30º left of course.

FLOATHAVEN SPB (QW7) 6 SE UTC–8(–7DT) N48º44.14´ W122º20.40´

307 NOTAM FILE SEA

WATERWAY 12W–30W: 10000X4000 (WATER)

SERVICE: S4

AIRPORT MANAGER: 206-909-7299

COMMUNICATIONS: CTAF 122.9

VICTORIA TERMINAL APP/DEP CON 132.7 290.8 604–586–4560

BOEING FLD/KING CO INTL (See SEATTLE on page 218)

BOWERMAN (See HOQUIAM on page 195)

BOWERS FLD (See ELLENSBURG on page 189)
WASHINGTON 181

BREMERTON NTL (PWT)(KPWT)  7 SW UTC–8(–7DT) N47°29.42′ W122°45.89′

444  B  NOTAM FILE PWT
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Rgt tfc.
RWY 20: MALSR. PAPI(P4L)—GA 2.83° TCH 50′. Fence,
SERVICE: S4  FUEL  100LL, JET A  LGT  Actvt MALSR Rwy 20; REIL Rwy 02; PAPI Rwy 02—CTAF. PAPI Rwy 20 opr consly.
AIRPORT REMARKS: Attended Mon–Fri 1600–0030Z‡. 24 hr fuel terminal 300 ′ wsw of Twy E, only for 100LL. Fence crosses north end of abandoned rwy. Winter weather ops and reporting Mon–Fri 1600–0030Z‡. Pilots must prvd tiedowns.
AIRPORT MANAGER: (360) 813-0828
WEATHER DATA SOURCES: AWOS–3PT 121.2 (360) 674–2811.
COMMUNICATIONS: CTAF/UNICOM 123.05
SEATTLE APP/DEP CON 127.1
CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4723.
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION:
OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46º58.30′ W122º54.11′ 351º 31.6 NM to fld. 200/19E.
TACAN AZIMUTH & DME unusable:
223º–258º byd 20 NM b/o 4,100′.
258º–283º byd 30 NM b/o 4,100′.
358º–043º byd 10 NM b/o 6,000′.
358º–043º byd 20 NM b/o 7,000′.
ILS 111.1 I–PWT  Rwy 20. Class IA. Unmonitored.

BREWSTER

ANDERSON FLD (S97)  3 E UTC–8(–7DT) N48º06.28′ W119º43.19′

920  B  NOTAM FILE SEA
RWY 07–25: H4000X60 (ASPH) S–15  MIRL
RWY 07: Trees.
SERVICE: LGT  ACTIVATE MIRL Rwy 07–25—CTAF. Twy lgts on center twy only.
AIRPORT REMARKS: Unattended. Wind indicator lit in non–daylight hrs.
Pilots provide tie down ropes.
AIRPORT MANAGER: (509) 689-3464
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.
MOSES LAKE (H) VOR/DME 115.0 MWH Chan 97 N47º12.65′ W119º19.01′ 325º 56.1 NM to fld. 1193/18E.

BUCKHORN MTN N46º32.49′ W123º01.28′

RGO 122.2 (SEATTLE RADIO)
SKAGIT RGNL  (BVS)/(KBVS)  3 W UTC–8(–7DT)  N48°28.23´ W122°25.30´  
145 B  TPA—See Remarks  NOTAM FILE BVS

RWY 11–29:  H5480X100 (ASPH)  S–60, D–75, 2D–125  MIRL
0.8% up W
RWY 11:  REIL. PAPI(P4L)—GA 3.0º TCH 43´.
RWY 29:  REIL. PAPI(P4L)—GA 3.0º TCH 42´.
RWY 04–22:  H3000X60 (ASPH)  S–12.5  LIRL  0.3% up NE
RWY 04:  PAPI(P2L)—GA 4.0º TCH 43´.
RWY 22:  PAPI(P2L)—GA 3.0º TCH 44´.

SERVICE:  S4  FUEL  100LL, JET A
OX 3, 4  LGT ACTIVATE MIRL Rwy 11–29 and LIRL Rwy 04–22, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.


AIRPORT MANAGER:  360-757-0011
WEATHER DATA SOURCES: AWOS–3 121.125 (360) 757–7767.
COMMUNICATIONS:  CTAF/UNICOM 123.075
® WIHBDEY APP/DEP CON 120.7
CLEARANCE DELIVERY PHONE:  For CD ctc Whidbey Apch at 360-257-3310.
RADIO AIDS TO NAVIGATION:  NOTAM FILE SEA.

CAMAS
GROVE FLD  (1W1)  3 N UTC–8(–7DT)  N45°37.67´ W122º24.26´
429 B  TPA—1229800) NOTAM FILE SEA
RWY 07–25:  H2710X40 (ASPH)  MIRL(NSTD)
RWY 07:  Thld dsplcd 493´. Trees.
RWY 25:  Thld dsplcd 413´. Trees.
SERVICE:  FUEL  LGT Rwy 07–25 NSTD MIRL Rwy 07 and Rwy 25 dsplcd thlds unlighted. ACTIVATE rotating bcn and MIRL Rwy 07–25—CTAF.
NOISE:  Noise abatement procedures in effect, ctc Port of Camas–Washougal at 360–835–2196.
AIRPORT REMARKS:  Unattended. For fuel after hrs credit card lock. Rwy 07–25 has buildings, telephone poles and trees encroaching in safety areas.
AIRPORT MANAGER:  360-835-2196
COMMUNICATIONS:  CTAF 122.9
PORTLAND CLNC DEL 121.65
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.

CASHMERE–DRYDEN  (8S2)  2 SW UTC–8(–7DT)  N47º30.89´ W120º29.08´
858 B  NOTAM FILE SEA
RWY 07–25:  H1800X50 (ASPH)  S–8  MIRL  1.4% up W
RWY 07:  Trees.
RWY 25:  Thld dsplcd 144´. Trees.
SERVICE:  LGT ACTIVATE MIRL Rwy 07–25; bcn—121.7.
AIRPORT MANAGER:  (509) 782-3321
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.
<table>
<thead>
<tr>
<th>Location</th>
<th>Size (acres)</th>
<th>Altitude (feet)</th>
<th>ICAO Code</th>
<th>α</th>
<th>1200</th>
<th>B</th>
<th>NOTAM FILE</th>
<th>SEA</th>
<th>H–1B, L–1C</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHEHALS–CENTRALIA</td>
<td>(CLS)(KCLS)</td>
<td>1 W UTC–8(–7DT)</td>
<td>N46º40.62´ W122º58.97´</td>
<td>177</td>
<td>B</td>
<td>NOTAM FILE</td>
<td>SEA</td>
<td>H–1B, L–1C</td>
<td></td>
</tr>
<tr>
<td>CEDARS NORTH</td>
<td>(See BATTLE GROUND on page 179)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHELAN</td>
<td>(S10)</td>
<td>3 NE UTC–8(–7DT)</td>
<td>N47º51.96´ W119º56.56´</td>
<td>1263</td>
<td>B</td>
<td>NOTAM FILE</td>
<td>SEA</td>
<td>L–13A</td>
<td></td>
</tr>
</tbody>
</table>

**SEATTLE**

**AIRPORT REMARKS:** Attended Mon–Fri 1500–0100Z‡. Fuel avbl 24 hrs by credit card only. No debit cards. Possible wildlife on rwys. Weekend glider activity in spring, summer and early fall.

**AIRPORT MANAGER:** 360-748-1230

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**WEATHER DATA SOURCES:** AWOS–3 118.025 (360) 740–5164.

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

**OLYMPIA (H) VORTACW** 113.4 OLM Chan 81 N46º58.30´ W122º54.11´ 172º 18.0 NM to fld. 200/19E.

**TACAN AZIMUTH & DME unusable:**
- 223º–258º byd 20 NM bmo 4,100.
- 258º–283º byd 30 NM bmo 4,100.
- 358º–043º byd 10 NM bmo 6,000.
- 358º–043º byd 20 NM bmo 7,000.

**Chehalis–Centralia**

**AIRPORT REMARKS:** Attended continuously. Self-svc fuel avbl 24 hrs. Rwy 20 is preferred apch rwy. May through October parachute jumping activities on airfield.

**AIRPORT MANAGER:** 509-682-5976

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Seattle ARTCC at 253-351-3694.

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

**Ephrata (H) VORTACW** 112.6 EPH Chan 73 N47º22.68´ W119º25.44´ 303º 36.1 NM to fld. 1250/21E.

**VOR unusable:**
- 280º–295º byd 25 NM bmo 7,000.

**TACAN AZIMUTH & DME portion unusable:**
- 280º–295º byd 25 NM bmo 7,000.

**Seattle**

**AIRPORT REMARKS:** Attended Mon–Fri 1500–0100Z‡. Fuel avbl 24 hrs by credit card only. No debit cards. Possible wildlife on rwys. Weekend glider activity in spring, summer and early fall.

**AIRPORT MANAGER:** 360-748-1230

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Seattle ARTCC at 253-351-3694.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EPH.
COLFAX

LOWER GRANITE STATE (00W) 12 S UTC–8(–7DT) N46º40.37´ W117º26.50´

719 NOTAM FILE SEA
RWY 14–32: 3400X50 (GRVL) 0.9% up SE
RWY 18: Trees.
RWY 32: Hill.


AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

PORT OF WHITMAN BUSINESS AIR CENTER (S94) 3 SW UTC–8(–7DT) N46º51.52´ W117º24.84´

2181 B TPA—3010(829) NOTAM FILE SEA
RWY 08–26: H3209X60 (ASPH) S–17 MIRL 1.0% up E
RWY 08: Thld dsplcd 492´. Road.
RWY 26: Thld dsplcd 450´. Hill.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–3209 TODA–3209 ASDA–3209 LDA–2718
RWY 26: TORA–3209 TODA–3209 ASDA–3209 LDA–2890

SERVICE: LGT ACTIVATE MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 509-397-2061
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.

PULLMAN (L) VOR/W/DME 109.0 PUW Chan 27 N46º40.45´ W117º13.41´ 305º 13.6 NM to fld. 2772/20E.

COLLEGE PLACE

MARTIN FLD (S95) 1 W UTC–8(–7DT) N46º02.82´ W118º25.03´

746 NOTAM FILE SEA
RWY 05–23: H3819X60 (ASPH) S–12 LIRL(NSTD)
RWY 05: VASI(V2L).
RWY 23: VASI(V2R). Road.

SERVICE: S2 FUEL 100LL LGT Rwy 05–23 NSTD LIRL southwest 1240´ medium ints. Arpt lgtg opr from dusk until 1000Z‡. ACTIVATE NSTD LIRL Rwy 05–23 and Rwy 23—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡. Call in advn 509–386–0000. 24 hr self svc credit card fueling facility. Gliders and other acft perform ops on turf btm Rwy 05–23 and twy. Overnight parking fee of $3.00. Ptv road crosses 700´ from southwest end of rwy. 2/3 of the rwy has wdspr, opn, unsealed cracks and joints, hi lvl of raveling and alligator cracking. Ldg fee.

AIRPORT MANAGER: 509-386-0000
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Chinook Apch at 509-542-4209, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALW.

WALLA WALLA (L) VOR/DME 116.4 ALW Chan 111 N46º05.22´ W118º17.55´ 225º 5.7 NM to fld. 1150/20E.

VOR/DME unusable:
010º–055º byd 31 NM bnd 12,500´
065º–095º byd 20 NM bnd 14,500´
095º–140º byd 20 NM bnd 13,500´
DME portion unusable:
140º–145º byd 20 NM bnd 11,500´
COLVILLE MUNI  (63S)  1 E  UTC–8(–7DT)  N48°32.65´ W117°53.01´ B  NOTAM FILE SEA
RWY 01–19: H2695X40 (ASPH)  S–11  MIRL
RWY 19: Tree.
SERVICE:  FUEL  100LL  LGT Dusk-dawn. ACTIVATE MIRL Rwy 01–19—CTAF.
AIRPORT MANAGER: 509-685-9056
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

COPALIS STATE  (S16)  2 NW  UTC–8(–7DT)  N47°08.69´ W124°11.36´ 1
NOTAM FILE SEA
RWY 14–32: 3560X150 (SAND)
RWY 14: Rgt tfc.
AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

CROSS WINDS  (See CLAYTON on page 184)

DARRINGTON MUNI  (1S2)  0 N  UTC–8(–7DT)  N48°15.52´ W121°36.61´ B  NOTAM FILE SEA
RWY 10–28: H2491X40 (ASPH)  MIRL
RWY 10: Trees.
RWY 28: Road.
SERVICE: LGT ACTVT MIRL Rwy 10–28—CTAF. Arpt bcn OTS.
AIRPORT REMARKS: Unattended. CLOSED when snow on rwy. Turbulence on hot days ldg west in trms east apch. Twys marked with blue reflectors.
AIRPORT MANAGER: 360-631-1928
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
DAVENPORT  (68S)  1 W  UTC–B(–7DT)  N47º39.12´ W118º10.43´
2427  B  NOTAM FILE SEA
RWY 06–24: H3260X60 (ASPH)  MIRL  0.3% up NE
RWY 24: Tree. Rgt tfc.
SERVICE: FUEL  100LL
AIRPORT REMARKS: Attended on call. Mon–Fri 8:00 am to 5:00 pm, call office number, 509–725–4352. After hours call 509–721–0069. Fuel 24 hr credit card svc avbl. Rwy 06–24 markings are faded. Pilots bring own ropes.
AIRPORT MANAGER: 509-725-4352
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Spokane Apch at 509-742-2522
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE  (H) VORTACW 115.5  GEG  Chan 102  N47º33.90´ W117º37.61´ 262º 22.8 NM to fld. 2756/21E.
VOR portion unusable:
300º–330º byd 30 NM blo 9,000´
335º–360º byd 18 NM blo 7,000´
335º–360º byd 25 NM
360º–015º byd 26 NM blo 7,000´

DE VERE FLD  (See CLE ELUM on page 184)

DEER PARK  (DEWI/KDEW)  3 NE  UTC–B(–7DT)  N47º58.02´ W117º25.72´
2211  B  TPA—See Remarks  NOTAM FILE DEW
RWY 16–34: H6100X75 (ASPH)  S–30, D–50  MIRL  0.4% up NW
RWY 16: REIL. PAPI(P4L)—GA 3.5º TCH 38´. Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 40´.
RWY 05–23: H3200X60 (ASPH)  S–12.5 PCN 17 F/C/W/T
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 16 and Rwy 34; MIRL Rwy 16–34—CTAF. PAPI Rwy 16 and 34 opr continuously.
AIRPORT MANAGER: 509-276-3379
WEATHER DATA SOURCES: ASOS 135.175 (509) 276–2303.
COMMUNICATIONS: CTAF/UNICOM 123.0
® SPOKANE APP/DEP CON 123.75
CLEARANCE DELIVERY PHONE: For CD ctc Spokane Apch at 509-742-2522
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE  (H) VORTACW 115.5  GEG  Chan 102  N47º33.90´ W117º37.61´ 357º 25.4 NM to fld. 2756/21E.
VOR portion unusable:
300º–330º byd 30 NM blo 9,000´
335º–360º byd 18 NM blo 7,000´
335º–360º byd 25 NM
360º–015º byd 26 NM blo 7,000´
NDB  (MHW) 365  DPY  N47º58.07´ W117º25.58´ at fld. 2194/16E.  NOTAM FILE DEW. NDB unmonitored.

DESERT AIRE RGNL  (See MATTAWA on page 201)

DOROTHY SCOTT INTL  (See OROVILLE on page 207)
EASTON STATE (ESW)(KESW) 2 N UTC–8(–7DT) N47º15.25´ W121º11.13´
2226 NOTAM FILE SEA
RWY 09–27: 2640X100 (TURF) LIRL 0.5% up W
RWY 09: Trees.
RWY 27: Trees.
AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

EASTSOUND (ORS)(KORS) 1 N UTC–8(–7DT) N48º42.50´ W122º54.64´
35 B TPA—1035(1000) NOTAM FILE ORS
RWY 16–34: H2901X60 (ASPH–AFSC) S–12.5 MIRL 0.8% up S
RWY 16: REIL. PAPI(P4R)—GA 3.48º TCH 35´. Road.
SERVICE: FUEL LGT ACTVT REIL Rwy 16 and Rwy 34; PAPI Rwy 16; MIRL Rwy 16–34: twy lgts—CTAF. REIL Rwy 16 and Rwy 34 on photocell and not avbl durg dalgt. Rwy 34 PAPI unsubl byd 2 degs left of cntrl.
NOISE: NS ABTMT procedures in effect, ctc arpt manager 360–376–5285.
AIRPORT MANAGER: 360-376-5285
COMMUNICATIONS: CTAF 128.25
MT CONSTITUTION RCO 122.3 (SEATTLE RADIO)
WHIDBEY APT/DEP CON 118.2 (ARR and DEP to the South)
VICTORIA TERMINAL APT/DEP CON 132.7 (ARR and DEP to the North)
CLEARANCE DELIVERY PHONE: For CD for dep from rwy 16/34, ctc Victoria trml on 133.95 or at 604-586-4561.
RADIO AIDS TO NAVIGATION:
WHATCOM (H) VORTAC W WHATCOM 113.0 HUH Chan 77 N48º56.72´ W122º34.76´ 203º 19.4 NM to fld. 82/20E.
TACAN AZIMUTH unusable:
155º–169º byd 15 NM blo 6,000´

EATONVILLE (2W3) 1 NE UTC–8(–7DT) N46º52.30´ W122º15.43´
843 TPA—1643(800) NOTAM FILE SEA
RWY 16–34: H2990X36 (ASPH) MIRL
RWY 34: Ground.
SERVICE: LGT Arpt lgts opr dusk–0800Z‡. After 0800Z‡, ACTIVATE MIRL Rwy 16–34—CTAF.
AIRPORT MANAGER: (253) 888-0929
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4723.

ED CARLSON MEML FLD – SOUTH LEWIS CO (See TOLEDO on page 229)

EDIZ HOOK (MHW) 338 NOW at Port Angeles Cgas. 6/17E.
NDB unusable:
120º–190º byd 10 NM
190º–220º byd 15 NM

NW, 17 JUN 2021 to 12 AUG 2021
WASHINGTON 189

ELECTRIC CITY

GRAND COULEE DAM (3W7) 2 SW UTC–8(–7DT) N47º55.32´ W119º04.98´

1593 B NOTAM FILE SEA

RWY 04–22: H4203X75 (ASPH) S–26 MIRL

RWY 04: Hill.


SERVICE: LGT ACTIVATE MIRL Rwy 04–22—CTAF.

AIRPORT REMARKS: Unattended. Geese and other wildlife invof runway.

AIRPORT MANAGER: 509-633-1319

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47º22.68´ W119º25.44´ 002º 35.5 NM to fld. 1250/21E.

VOR unusable:

310º–350º byd 25 NM blo 6,500´

TACAN AZIMUTH & DME portion unusable:

280º–295º byd 25 NM blo 7,000´

310º–350º byd 25 NM blo 6,500´

ELLENSBURG

BOWERS FLD (ELN)(KELN) 2 N UTC–8(–7DT) N47º02.09´ W120º31.73´

1763 B TPA—2597(B34) NOTAM FILE ELN

RWY 11–29: H4300X150 (CONC) S–35, D–57, 2D–100 MIRL

0.4% up NW

RWY 29: PAPI(P4R)–GA 3.0º TCH 40´.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 11–29—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. 100LL and Jet A self svc fuel avbl with credit card. FS Jet A avbl upon req. Dist to go mkrs N side of Rwy 11–29. Rwy 11–29 has 1,460´ stopway NW end. Twys Alpha, Charlie, Echo clsd. Extv flt trng at or blo 7,500´ within 10 NM of ELN (mnt 123.0).

AIRPORT MANAGER: 509-607-6134

WEATHER DATA SOURCES: ASOS 118.375 (509) 925–2040.

COMMUNICATIONS: CTAF/UNICOM 123.0

ELLENSBURG RCO 122.2 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE ELN.

ELLENSBURG (H) VOR/DME 117.9 ELN Chan 126 N47º01.46´ W120º27.50´ 261º 3.0 NM to fld. 1771/21E.

VOR portion unusable:

025º–040º byd 25 NM

040º–065º byd 34 NM

065º–075º byd 34 NM blo 18,000´

075º–080º byd 34 NM

090º–158º byd 10 NM

158º–163º byd 27 NM

163º–248º byd 33 NM

248º–268º byd 33 NM blo 10,000´

300º–350º byd 25 NM

350º–025º byd 25 NM blo 18,000´

DME portion unusable:

025º–070º byd 21.0NM

070º–090º byd 34.0NM

090º–158º byd 10.0NM

158º–163º byd 27.0NM

163º–268º byd 33.0NM

300º–350º byd 21.0NM

350º–025º byd 15.0NM
ELWAH  N48°09.01' W123°40.22'  NOTAM FILE CLM.
NDB (MHW/LOM) 515 CL 089° 7.1 NM to William R Fairchild Intl. 1096/16E.
NDB unusable: 100°–235° byd 12 NM

EPHRATA MUNI  (EPH)(KEPH)  2 SE  UTC–8(–7DT)  N47°18.48' W119°31.01'
1276 B NOTAM FILE  EPH  MON Airport

Rwy 03–21: H5500X75 (ASPH)  S–30, D–60, 2S–114  MIRL
Rwy 03: REIL. PAPI(P4L)—GA 3.0° TCH 40°. Ground. Rgt tfc. 0.3% up.
Rwy 21: REIL. PAPI(P4L)—GA 3.0° TCH 40°.
Rwy 11–29: H3843X60 (ASPH)  S–12  MIRL
Rwy 11: REIL. Ground.
Rwy 29: REIL. PAPI(P2L)—GA 3.0° TCH 40°.
Rwy 04–22: H3467X150 (ASPH)  S–12
Rwy 22: Rgt tcf.

SERVICE: S2  FUEL  100LL  LGT ACTVT REIL Rwys 03, 11, 21 and 29;
MIRL Rwys 03–21 and MIRL Rwys 11–29—CTAF. PAPI Rwy 29, Rwy 03 and Rwy 21 opr consly.


AIRPORT MANAGER: 509-754-3508

WEATHER DATA SOURCES: ASOS 135.775 (509) 754–3761.
COMMUNICATIONS: CTAF/UNICOM 122.8
GRANT COUNTY APP/DEP CON 126.4 (1400–0600Z‡)
SEATTLE CENTER APP/DEP CON 126.1 (0600–1400Z‡)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Grant County Apch at 509-762-2842. when Apch clsd ctc Seattle ARTCC at 253-351-3694.

AIRSPACE: CLASS E svc 1400–0600Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

(V) VORTAC 112.6 EPH Chan 73 N47°22.68’ W119°25.44’ 201° 5.7 NM to fld. 1250/21E.
VOR unusable:
310°–350° byd 25 NM blo 6,500’
TACAN AZIMUTH & DME portion unusable:
280°–295° byd 25 NM blo 7,000’
310°–350° byd 25 NM blo 6,500’

COMM/NAV/WEATHER REMARKS: UNICOM mntd intmtly.
SNOHOMISH CO (PAINE FLD) (PAE)(KPAE) P (AR) 6 SW UTC–8 (–7DT) N47°54.44’ W122°16.93’ SEATTLE
H–1B, L–1D IAF AD

608 B LRA ARFF Index—See Remarks NOTAM FILE PAE

RWY 16R–34L: H9010X150 (ASPH–CONC–GRVD) S–100, D–200, 2S–175, 2D–350, 2D/2D2–830 PCN 83 F/A/W/T HIRL CL

RWY 16R: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 74’. RVR–TR Rgt tfc.

RWY 34L: MALSF. PAPI(P4L)—GA 3.0° TCH 75’. RVR–TR Trees.

RWY 16L–34R: H3004X75 (ASPH) S–12.5 PCN 4 F/B/Y/T MIRL

RWY 16L: REIL. Pole.

RWY 34R: REIL. Pole. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L: TORA–3004 TODA–3004 ASDA–3004 LDA–3004

RWY 16R: TORA–9010 TODA–9010 ASDA–9010 LDA–9010

RWY 34L: TORA–9010 TODA–9010 ASDA–9010 LDA–9010

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT When twr clsd ACTIVATE HIRL Rwy 16R–34L, MALSR Rwy 16R and PAPI Rwy 34R—CTAF.

MILITARY—FUEL 100LL self svc avbl 24 hrs with credit card at cntrl ramp. Hel are prohibited at the self svc fueling island. For jet and hel fuel afh hrs call 425–355–6600.

NOISE: Noise sensitive arpt; for noise abatement proc and tfc proc call arpt ops 425–388–5125. It is req that pilots adhere to the flw noise abatement proc unless otrw instrd by ATCT, itnrrt arr and low apch of smll acft over 250 horsepower auz on Rwys 16L and 34R. Itnrrt dep of smll acft over 250 horsepower on Rwy 34R. Avoid int deps fm Rwy 16L–34R. For NS ABTMT from 0500–1500Z‡ if acft performance/wind allows, use Rwy 16R for arr and Rwy 34L for dep. Lrg acft fly W pat ovr wtr; sml acft fly E pat ovr arpt. Be alert for cnvg tfc on base to final legs Rwy 16R–34L 0500–1500Z‡. Trng flts discouraged after 0600Z‡.


AIRPORT MANAGER: (425) 388-5100

WEATHER DATA SOURCES: ASOS 128.65 (425) 355–6192. LAWRS.

COMMUNICATIONS: CTAF 132.95 ATIS 128.65 425–355–9797 UNICOM 122.95

PAINE RCO 122.55 (SEATTLE RADIO)

SEATTLE APP/DEP CON 128.5

PAINE TOWER 132.95 (Rwy 16R–34L) 120.2 (Rwy 16L–34R) (1500–0500Z‡) GND CON 121.8 CLNC DEL 127.175

CLRNCE DELIVERY PHONE: For Cd when ATCT is clsd ctc Seattle Apch at 206-214-4722.

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.

PAINE (L) VOR/DME 110.6 PAE Chan 43 N47°55.19’ W122°16.67’ at fld. 669/20E.

ILS 109.3 I–PAE Rwy 16R. Class III E. Category Special authorization: Category I ILS evaluated to Category II standards. Must meet Category II tolerances to maintain SA Cat II SIAP. ILS unmonitored 0500–1500Z‡. LOC unusable byd 15 ft of course.

COMM/NAV/WEATHER REMARKS: Emerg freq 121.5 not mnt at twr. Seattle APP CON–TRACON mnt 121.5 for Everett (PAE).
FAIRCHILD AFB  (SKA)(KSKA) AF  (ANG)  10 SW  UTC—8(—7DT)  N47º36.90´ W117º39.35´

192 WASHINGTON

2462  B  TPA—See Remarks  AOE  NOTAM FILE SKA  Not insp.

H—IC, L—13B

RWY 05–23:  H13899X150 (CONC–GRVD)  PCN 88 R/B/W/T  HIRL  CL

RWY 05:  ALSF5.  PAPI(P4L)—GA 3.0º TCH 58´.  RVR—T

RWY 23:  ALSF1.  PAPI(P4L)—GA 3.0º TCH 56´.  RVR—T  Rgt tlc.

SERVICE:  S4  OX 2  MILITARY—JASU  (MA–1A)  (A/M32A–86)  (MC–1A)  FUEL  A+++  FLUID  SP PRESAIR;  De–ice–Not avbl for C5, C17;  LOX


MILITARY REMARKS:  RSTD  PPR includes scheduled AMC msn.  24 hr prior coord rqr.  All inbd pax/cargo acft must ctc comd post no later than 30 min prior to ldg.  AMC acft opr rstd during Bird Watch Cond Moderate (tkf or ldg permission only when departing/arr ree avoid identified bird act, no lcl IFR/FRF tlc pat act) and Severe (tkf and ldg prohibited without Operation Group Commander apvl) ctc PTD or Command Post for current Bird Watch condition.  Pad 5 DZ, 5000´ S of Rwy EFF 1630–2130Z‡ Mon–Fri.  CAUTION  Untl vehicle on twys and ramps.  Helicopter ops invof Fairchild AFB.  Flare rocket firing and demolition of explosives training Wed 1530–2000Z‡, lctd 5,000´ south of Rwy 05–23 abeam Twy F, max alt 1,300´.  Do not mistake Spokane Intl 4.5 NM east for Fairchild AFB.  Exp increased bird act (aprx) Apr–May and Nov–Dec;  review or ck NOTAM for current BASH phase.  CSTMS/AG/IMG C509–247–5502/5439.  TFC PAT  TPA—rectangular 4000(1538), overhead 4500(2038).  MISC  Base Ops OMNI DSN 312–657–2323, 5009–247–2323.  Air evacuation/trans acft ctc ptd no later than 15 min prior to arr.  ARFF avbl upon req.  Afd mgmt ops avbl to store classified up to secret, ltd storage capability.

WASHINGTON ANG OPS 293.7 (Call Expo Ops)

AIRSPACE:  CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION:  NOTAM FILE SKA.

(L) TACAN  Chan 51  SKA (111.4)  N47º36.61´ W117º39.72´  at fld.  2438/16E.

DME unusable:
130º–135º byd 19 NM blo 10,000´
195º–225º byd 19 NM blo 10,000´
265º–270º byd 15 NM blo 8,000´
265º–270º byd 35 NM

TACAN unusable:
130º–135º byd 19 NM blo 10,000´
160º–175º byd 15 NM blo 10,000´
195º–225º byd 19 NM blo 10,000´
265º–270º byd 15 NM blo 8,000´
265º–270º byd 35 NM

ILS 110.3  I–FRC  Rwy 05.  Class IIE.  No NOTAM MP:  Rwy 05/23 1400–1700Z‡ Wed and Thu, (2,000/3+1).

FLY FOR FUN  (See VANCOUVER on page 230)
WASHINGTON 193

FRIDAY HARBOUR (FHR)(KFHR) 0 SW UTC–8(–7DT) N48°31.32’ W123°01.46’
113 B LRA NOTAM FILE FHR
RWY 16–34: H3402X75 (ASPH–GRVD) S–12.5 MIRL 0.8% up N
RWY 16: REIL. PAPI(P2R)—GA 4.0º TCH 43’. Bldg. Rgt tfc.
RWY 34: REIL. PAPI(P4R)—GA 3.5º TCH 42’. Trees. Rgt tfc.
SERVICE: F4 FUEL 100LL LTE ACTVT REIL RWY 16 and 34; PAPI RWY 16 and 34; MIRL RWY 16–34—CTAF. Rwy 16 PAPI UNUSBL BYD 3 DEGS right of CNTRLN.
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡. No attendance during holidays. Bird activity on and invof arpt. Preferred RWY 16 in calm wind conds. Due to high concentration of tfc invof arpt recommend ldg lghts or forward visibility lghts turned on while utilizing arpt. Actw with wingspan greater than 55’, 24 hr PPR, ctc arpt mgr 360–378 4724 or cell 360–317–8674. Customs apron located on east side of terminal ramp. Soft ground btt tiedowns NE parking area. Actw in excess of 7,500 lbs charged fee based on wt ctc arpt mgr for info.
AIRPORT MANAGER: (360) 378-4724
WEATHER DATA SOURCES: ASOS 135.675 (360) 378–8491.
COMMUNICATIONS: CTAF 128.25
CLEARANCE DELIVERY PHONE: For CD ctc Whidbey Apch at 360-257-3310.
RADIO AIDS TO NAVIGATION: NOTAM FILE BJI.
WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48º56.72’ W122º34.76’ 195º 31.0 NM to fld. 82/20E.
TACAN AZIMUTH unusable:
155º–165º byd 15 NM blo 6,000’
NDB (MHW) 284 FHR N48º30.73’ W123º01.43’ at fld. 41/17E. NOTAM FILE FHR.
COMM/NAV/WEATHER REMARKS: 128.25 monitored intermittently.

FRIDAY HARBOR SPB (W33) 0 NE UTC–8(–7DT) N48°32.24’ W123°00.58’
00 AOE LRA NOTAM FILE SEA
WATERWAY 03W–21W: 10000X2000 (WATER)
WATERWAY 03W: Hill.
WATERWAY 12W–30W: 6000X1000 (WATER)
WATERWAY 12W: Hill.
WATERWAY 30W: Hill.
SEAPLANE REMARKS: Unattended. All tkfs should be performed N of Browns Island. US customs user fee arpt. Flight Notification Service (ADCUS) available. General aviation overnight ldg fee.
AIRPORT MANAGER: (360) 378-4724
COMMUNICATIONS: CTAF 128.25
CLEARANCE DELIVERY PHONE: For CD ctc Whidbey Apch at 360-257-3310.

GOHEEN (See BATTLE GROUND on page 179)
GOLDFENALDE  (S20)  1 NW UTC–8(–7DT)  N45º49.92´ W120º50.72´  SEATTLE  L–13A
1678  B  NOTAM FILE SEA
RWY 07–25: H3491X40 (ASPH) S–4  MIRL
RWY 07: Ground.
SERVICE. LGT ACTIVATE MIRL Rwy 07–25—CTAF.
AIRPORT MANAGER: (509) 261-9442
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.
KLICKITAT (H) VOR/DME 112.3 LTJ Chan 70 N45º42.82´ W121º06.05´ 035º 12.9 NM to fld. 3220/21E.

GRAND COULEE DAM (See ELECTRIC CITY on page 189)

GRAY AAF (JOINT BASE LEWIS–MCCCHORD)  (GRF)(KGRF) A (AR ARNG)  1 E UTC–8(–7DT)  SEATTLE  H–1B, L–1D
N47º04.75´ W122º34.85´
301  B  TPA—See Remarks  NOTAM FILE GRF  Not insp.
RWY 15–33: H6124X150 (ASPH)  PCN 55 F/A/W/T  HIRL
RWY 15: SSALR. PAPI(P4L)—GA 3.0º TCH 58´. RVR–T Tower.
RWY 33: SSALR. RVR–R
SERVICE: FUEL  JET A++
MILITARY— FUEL  A++ (Mil) Ltd supply. Ltd tran alert. NATO F24 avbl.
CAUTION Extv NVD trng and PJE. High volume of night vision trng on afld, portions of afld lgtg may be dim or off. Numerous small arms 0.8 NM east of afld. TFC PAT TPA—E/W tfe, fixed wing 1800(1494), rotary wing 800(494). MISC Special VFR day fixed wing 700–1, rotary wing 300–1/2. Ngt fixed wing not auth, rotary wing 500–1. Acft conducting tactical opr on JBLM mil reservation ctc OPS prior to opr. Ctc Gray tfe on CTAF when twr clsd. No hangar for tran acft. Base ops and tower opr continuously. Ctc ops DSN 253–967–6628/5998, C253–967–6676.
AIRPORT MANAGER: 253 967 6676
COMMUNICATIONS: CTAF 119.325  ATIS 124.65   306.2
BULLSEYE RADIO 34.6 141.5 379.1 Opr continuously. Clsd hol. All rotary wing acft ctc Bullseye radio prior to entry.
R6703A–J, range status avbl on UHF 384.525 and VHF 142.7.
SEATTLE APP/DEP CON 120.1
TOWER 119.325  256.8  276.4 (24 hrs clsd hol.) GND CON 121.9 290.2 CLNC DEL 121.9 290.2
PMSV METRO 134.1 38.45 (WX OPS H24, CLSD HOL. WX FLT DSN 357–7061/4363, COML 253–967–7061/4363.
AN/FMQ–19 Automated observing SYS in use, augmented by human OBSN when NEC. DUR WX FLT closures remote briefing SYS AVBL from 25 OWS DSN 228–6598/6599/6588, COML 250–228–6598/6599/6588)
OPS 41.50  138.6  395.225 (Opr cont. Clsd hol.) USAR OPS 30.5 36.10 245.5 ARNG OPS 32.6
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4723. 120.1/290.9.
AIRSPACE: CLASS D svc 24 hours, clsd hol; other times CLASS E.
RADIO AIDS TO NAVIGATION:
OLYMPIA (H) VORTAC 113.4 OLM Chan 81 N46º58.30´ W122º54.11´ 045º 14.7 NM to fld. 200/19E.
TACAN AZIMUTH & DME unusable: 223º–258º byd 20 NM blo 4,100´
258º–283º byd 30 NM blo 4,100´
358º–043º byd 10 NM blo 6,000´
358º–043º byd 20 NM blo 7,000´
ILS/DME 108.3 I–GRF Chan 20 Rwy 15. ILS – No NOTAM MP 1300–1500Z† Fri, Radar – No NOTAM MP 1400–1600Z† Fri.
ASR/PAR (ASR, 1400–0600Z†) (PAR, OPR 1500–0700Z† Mon–Fri. POC DSN 677–3883 or C253–477–3883)
GREENWATER
RANGER CREEK  (21W)  10 SE UTC–8(–7DT)  N47º00.79´ W121º32.02´
2650 NOTAM FILE SEA
RWY 15–33: H2875X30 (ASPH)  0.9% up SE
RWY 15: Trees.
RWY 33: Trees.
AIRPORT REMARKS: Unattended. Arpt clsd Oct 1 to Jun 1 exc for approved mil and public safety/law enforcement
ops. Mountainous terrain surrounds arpt. Pedestrians, vehicles and animals on and invof rwy. USFS campsgrounds east
and north of rwy. Guardrail and road runs full length of eastside of rwy. Ctc WA State Aviation Division 360–709–8015
or 1–800–552–0666 WA area for facility info prior to use. For acft accidents/incidents ctc WA state emergency operations
center 800–258–5990.
AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

GROVE FLD  (See CAMAS on page 182)

HOQUIAM
BOWERMAN  (HQM/KHQM)  2 W UTC–8(–7DT)  N46º58.27´ W123º56.19´
18 B LRA NOTAM FILE HQM
RWY 06–24: H5000X150 (ASPH)  S–30, D–40, 2D–80  HIRL
RWY 06: REIL. PAPI(P4R)—GA 3.0º TCH 40´. Rgt ltc.
RWY 24: MALSR. PAPI(P4L)—GA 3.5º TCH 55´
SERVICE: FUEL 100LL, JET A  LGT
ACTIVATE HIRL Rwy 06–24, PAPI Rwy 06–24, MALSR Rwy 24 and REIL Rwy 06—CTAF.
AIRPORT REMARKS: Unattended. 100LL avbl 24 hrs a day with major credit
card. For Jet A call 360–593–1895 24 hrs a day. Flocks of waterfowl
on and invof arpt. 103´ crane 0.2 NM southwest of AER 24. Svc road
south of rwy in primary sfc. Ultralights prohibited without written
permission from arpt mgr.
AIRPORT MANAGER: 360-533-9544
WEATHER DATA SOURCES: ASOS 135.775 (360) 538–7021.
COMMUNICATIONS: CTAF/UNICOM 122.7
SEATTLE CENTER APP/DEP CON 128.3
 CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle
ARTCC at 253-351-3694.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HQM.
HOQUIAM (H) VORTACW 117.7 HQM Chan 124 N46º56.82´
W124º08.96´ 062º 8.9 NM to fld. 10/19E.
ILS/DME 108.7 I–HQM Chan 24 Rwy 24. Class II.
HOQUIAM N46º56.82´ W124º08.96´ NOTAM FILE HQM.
(H) VORTACW 117.7 HQM Chan 124 062º 8.9 NM to Bowerman. 10/19E.
RCO 122.2 (SEATTLE RADIO)

HOSKINS FLD  (See OLYMPIA on page 206)

ILWACO
PORT OF ILWACO  (7W1)  2 E UTC–8(–7DT)  N46º18.89´ W124º00.23´
13 B NOTAM FILE SEA
RWY 10–28: H2080X50 (ASPH)  S–5
RWY 10: Trees.
RWY 28: PAPI(P2L)—GA 4.0º. Thld dsplcd 300´. Trees.
SERVICE: LGT Arpt bcn pilot activated.
AIRPORT MANAGER: 360-642-3143
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

NW, 17 JUN 2021 to 12 AUG 2021
IONE MUNI  (S23)  2 S  UTC–8(–7DT)  N48°42.51′ W117°24.79′  SEATTLE  L–13B
2110  B  NOTAM FILE SEA
RWY 15–33:  H3643X45 (ASPH)  MIRL
RWY 15:  Thld dsplcd 222’. Fence.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15:  TORA–3421  TODA–3421  ASDA–3421  LDA–3421
RWY 33:  TORA–3644  TODA–3644  ASDA–3644  LDA–3421
AIRPORT REMARKS:  Unattended.  Wildlife invof rwy.  Arpt used for seasonal wildland fire support.  Rwy 15–33 markings are faded.
AIRPORT MANAGER:  509-442-3416
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION:  NOTAM FILE GEG.
SPOKANE  (H) VORTAC
115.5  GEG Chan 102  N47°33.90′ W117°37.61′  346º 69.2 NM to fld. 2756/21E.
VOR portion unusable:
300º–330º byd 30 NM bio 9,000′
335º–360º byd 18 NM bio 7,000′
355º–360º byd 25 NM
360º–015º byd 26 NM bio 7,000′
NDB  (MHW) 379  ION  N48°42.61′ W117°24.81′  at fld. 2107/21E.  NOTAM FILE SEA.  VFR only.

HELIPAD H1:  H60X60 (CONC)  MIRL
HELIPORT REMARKS:  H1 markings are faded.

JEFFERSON CO INTL  (See PORT TOWNSEND on page 211)

JOINT BASE LEWIS–MCCHORD  (See MCCHORD FLD (JOINT BASE LEWIS–MCCHORD) on page 201)

JUMP-OFF-JOE  N46°06.24′ W119°07.92′  SEATTLE  L–13A
RCD 122.4 (SEATTLE RADIO)

KAHLOTUS
LOWER MONUMENTAL STATE  (W09)  5 S  UTC–8(–7DT)  N46°32.98′ W118°32.20′  SEATTLE
813  NOTAM FILE SEA
RWY 01–19:  3300X50 (GRVL)  0.4% up S
RWY 01:  Tower.
RWY 19:  P–line.
AIRPORT MANAGER:  (360) 618-2477
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Chinook Apch at 509-542-4209, when Apch clsd ctc Seattle ARTCC at 253-351-3694.
WASHINGTON

KELSO

SOUTHWEST WASHINGTON RGNL (KLS)(KKLS) 2 SE UTC–8(–7DT) N46º07.08´ W122º53.90´

20 B LRA NOTAM FILE KLS


SERVICE: S4 FUEL 100LL, JET A LGT Rwy 12–30 MIRL NSTD spacing.

ACTIVATE REIL Rwy 12 and 30; PAPI Rwy 12; MIRL Rwy 12–30—CTAF.


AIRPORT MANAGER: (360) 261-8268


COMMUNICATIONS: CTAF/UNICOM 122.8

RCD 122.25 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 124.2

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTAC W 116.6 BTG Chan 113 N45º44.87´ W122º35.49´ 309º 25.7 NM to fld. 253/21E.

TACAN AZIMUTH & DME unusable:

035º–085º byd 35 NM bly 10,000´


AIRPORT MANAGER: 425-486-1257

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4722.

KENMORE AIR HARBOR INC SPB

KENMORE AIR HARBOR INC SPB (S60) 1 S UTC–8(–7DT) N47º45.29´ W122º15.56´

14 LRA NOTAM FILE SEA

WATERWAY 16W–34W: 10000X1000 (WATER) WATERWAY 18W–36W: 3000X1000 (WATER)

SERVICE: S4 FUEL 100LL, JET A


AIRPORT MANAGER: 425-486-1257

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4722.
NORMAN GRIER FLD  (S36)  5 SE UTC–8(–7DT)  N47º20.23´ W122º06.21´

SERVICE: S4  FUEL  100LL


AIRPORT MANAGER:  253-631-7100

COMMUNICATIONS: CTAF/UNICOM  123.0

CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4723.

RADIO AIDS TO NAVIGATION:

SEATTLE  (H) VORTACW  116.8  SEA  Chan 115  N47º26.12´  W122º18.58´  106º 10.3 NM to fld. 348/19E.
VOR unusable:
008º–023º byd 20 NM b 3,500´
008º–023º byd 30 NM b 4,100´
233º–273º byd 20 NM b 8,000´
233º–273º byd 30 NM b 10,000´
233º–273º byd 35 NM b 11,000´
303º–333º byd 20 NM b 2,900´
303º–333º byd 30 NM b 4,000´
353º–008º byd 15 NM b 3,500´
353º–008º byd 20 NM b 2,900´

DME unusable:
008º–028º byd 20 NM b 4,500´
008º–028º byd 30 NM b 7,000´
203º–219º byd 27 NM
220º–225º byd 20 NM
226º–239º byd 27 NM
240º–253º byd 15 NM
303º–008º byd 30 NM b 3,500´

TACAN AZIMUTH unusable:
008º–163º
303º–008º byd 30 NM b 3,500´

KLICKITAT  N45º42.82´ W121º06.05´ NOTAM FILE DLS.  (H) VOR/DME  112.3  LTJ  Chan 70  186º 6.3 NM to Columbia Gorge Rgnl/The Dalles Muni. 3220/21E.

LAKE CHELAN  (See CHELAN on page 183)

LAKE WENATCHEE STATE  (See LEAVENWORTH on page 199)

LAKEWOOD

AMERICAN LAKE SPB  (W37)  3 SW UTC–8(–7DT)  N47º08.49´ W122º33.66´

SERVICE:  NOTAM FILE SEA


AIRPORT MANAGER:  253-589-2489

COMMUNICATIONS: CTAF  122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4723.

LANGLEY

WHIDBEY AIR PARK  (W10)  2 SW UTC–8(–7DT)  N48º01.05´ W122º26.26´

SERVICE:  NOTAM FILE SEA


AIRPORT MANAGER:  (360) 321-0510

COMMUNICATIONS: CTAF  122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4722.
**Laurier**

**Avey Fld** (69S) 2 SW UTC–8(–7DT) N48º59.90′ W118º13.36′

1655 LRA NOTAM FILE SEA

RWY 17–35: 1975X40 (GRVL)

RWY 17: Trees.

RWY 35: Trees.

AIRPORT REMARKS: Unattended. Vehicles and animals on and inof rwy. RWY 17 marked with retro-reflective devices.

Helicopter operations on airport during fire season. Shoulders very soft and rough both sides of rwy. Can. and U.S. customs avbl on hwy to the west. U.S. based acft should park on the U.S. side of ramp, south, and Canadian based acft should park on north side of ramp.

AIRPORT MANAGER: 509-684-2240

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

---

**Leavenworth**

**Lake Wenatchee State** (27W) 14 NW UTC–8(–7DT) N47º49.16′ W120º43.19′

1939 NOTAM FILE SEA

RWY 09–27: 2473X100 (TURF) 0.4% up W

RWY 09: Road.

RWY 27: Road.

AIRPORT REMARKS: Unattended. CLOSED 1 Oct–1 Jun. Pedestrians, vehicles and animals on and inof rwy. Two windsocks, one at each rwy end. Ctc WA State Aviation Division 360–709–8015 or 1–800–552–0666 WA area for facility info prior to use. For acft accidents/incidents ctc WA State emergency operations center 800–258–5990. Rwy marked with reflectors dur dates arpt is open.

AIRPORT MANAGER: (360) 618-2477

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

---

**Lester State** (15S) 2 E UTC–8(–7DT) N47º12.91′ W121º27.74′

1693 NOTAM FILE SEA

RWY 05–23: 400X100 (TURF)

RWY 05: Tree.

RWY 23: Tree.

AIRPORT REMARKS: Unattended. Arpt clsd to fixed wing acft indef. RWY 05–23 clsd indef due to severe erosion from river.

Vehicles, pedestrians and animals on and inof rwy. Ctc WA State Aviation Division 360–651–6300 or 1–800–552–0666 WA area for facility info prior to use. RWY 05–23 sfc rough. Rwy sfc not maintained, very tall grass and weeds.

AIRPORT MANAGER: (360) 618-2477

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

---

**Lind** (9S0) 2 NE UTC–8(–7DT) N46º58.61′ W118º35.23′

1507 B NOTAM FILE SEA

RWY 05–23: H3197X50 (ASPH) HIRL

RWY 23: Hill.

SERVICE: LGT ACTIVATE HIRL Rwy 05–23–CTAF.

AIRPORT REMARKS: Unattended. East end of rwy has 800′ by 50′ dirt graded safety area. Rwy 05–23 markings faded.

AIRPORT MANAGER: 509-677-3241

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Grant County Apch at 509-762-2842, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.

MOSES LAKE (H) VOR/DME 115.0 MWH Chn 97 N47º12.65′ W119º19.01′ 097º 33.0 NM to fld. 1193/18E.

---

**Little Goose Lock and Dam** (See Starbuck on page 227)
LOPEZ

**FISHERMANS BAY SPB**  (81W)  1 N  UTC–(-7DT)  N48°30.99´  W122°55.08´

00  NOTAM FILE SEA
WATERWAY OSW–23W: 3000X150 (WATER)
WATERWAY OWN: Rgt ttc.
AIRPORT MANAGER: 360-468-4116
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Whidbey Apc at 360-257-3310.

**LOPEZ ISLAND**  (S31)  3 N  UTC–(-7DT)  N48°29.04´  W122°56.26´

209  B  NOTAM FILE SEA
RWY 16–34: H2905X61 (ASPH–GRVD) S–12.5 MIRL 1.6º up N
RWY 16: REIL. PAPI(P2L)—GA 4.0º TCH 43´. Trees. Rgt ttc.
RWY 34: REIL. PAPI(P2L)—GA 4.0º TCH 33´. Trees.
AIRPORT MANAGER: 360-468-4116
COMMUNICATIONS: CTAF 128.25
CLEARANCE DELIVERY PHONE: For CD ctc Whidbey Apc at 360-257-3310.

LOST RIVER  (See MAZAMA on page 201)

LOWER GRANITE STATE  (See COLFAX on page 185)

LOWER MONUMENTAL STATE  (See KAHLOTUS on page 196)

**LYNDEN MUNI/JANSEN FLD**  (38W)  1 N  UTC–(-7DT)  N48°57.35´  W122°27.49´

106  B  NOTAM FILE SEA
RWY 07–25: H2425X40 (ASPH) S–12 MIRL(NSTD)
RWY 07: PAPI(P2L)—GA 3.0º TCH 15´. Thld dsplcd 262´. Trees.
SERVICE: FUEL 100LL LGT
AIRPORT MANAGER: 360-354-3446
COMMUNICATIONS: CTAF 122.9
VICTORIA TERMINAL APP/DEP CON 132.7 290.8 604–586–4560
COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks.

**MANSFIELD**  (8W3)  0 E  UTC–(-7DT)  N47°48.56´  W119°38.22´

2272  B  NOTAM FILE SEA
RWY 03–21: H2575X46 (ASPH) LGT
RWY 03: Road.
RWY 21: Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–2400
RWY 21: TORA–2400
SERVICE: LGT Rwy 03–21 no rwy ldgs northside of Rwy 21 end to midfield.
AIRPORT MANAGER: 509-884-2494
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

**MARTIN FLD**  (See COLLEGE PLACE on page 185)
MATTAWA

DEsert AIRE RGnL  (M94)  3 SW  UTC–(8–(7DT))  N46º41.24´  W119º55.18´  586 B  NOTAM FILE SEA
RWY 10–28:  H3665X60 (ASPH)  MIRL
RWY 10:  Bldg.
RWY 28:  PAPi(P2L)—GA 4.0º TCH 45´.

SERViCE:  LGT ACTVT MIRL Rwy 10–28—CTAF 5 mic clicks. ACTVT rotg bcn—CTAF 7 mic clicks.

AIRPORT REMARKS:  Unattended. No touch and go ldgs prior to 1600Z‡. Long final and extd base apchs to Rwy 28 not advised due to close proximity of low flying fast mil jets. Tran parking lctd on southeast and southwest end of arpt. EMS helicopter parking area on southwest end of arpt. Twa marked with retro–reflective devices. Pavement rated for 18,000 lbs aircraft.

AIRPORT MANAGER:  509-596-2298

COMMUNICATIONS:  CTAF/UNICOM

RADIO AIDS TO NAVIGATION:  NOTAM FILE MWH.
Moses Lake (H) VORW/DME 115.0  MWH Chan 97 N47º12.65´ W119º18E. 200º 40.0 NM to fld. 1193/18E.

COMM/NAV/WEATHER REMARKS:  Lcl wx adzy avbl—CTAF 3 mic clicks.

MAZAMA

LOST RIVER  (W12)  5 NW  UTC–(8–(7DT))  N48º38.98´ W120º30.12´  2415  NOTAM FILE SEA
RWY 11–29:  3150X85 (TURF–GRVL)
RWY 11:  Road. Rgt tfc.
RWY 29:  Road.

AIRPORT REMARKS:  Unattended. Arpt CLOSED 1 Nov thru 1 Apr. Watch for vehicles and pedestrians on rwy. Access roads both side of rwy in primary surface, vehicles cross rwy at various locations, primarily at rwy ends.

AIRPORT MANAGER:  (206) 321-2447

COMMUNICATIONS:  CTAF

CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.

MCCHORD FLD (JOINT BASE LEWIS–MCCHORD)  (TCM)(KTCM) AF  3 S  UTC–(8–(7DT))  N47º08.26´ W122º28.59´  322 B TPA—See Remarks AOE NOTAM FILE TCM Not insp.
RWY 16–34:  H10108X150 (ASPH–CONC–GRVD)  PCN 60 F/A/W/T  HIRL  CL
RWY 16:  ALSF1. PAPI(P4R)—GA 3.0º TCH 68´. RVR–T 0.4% up.
RWY 34:  ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 59´. RVR–T Rgt tfc.
RWY 162–342:  H3000X60 (ASPH)

ARRESTING GEAR/SYSTEM
RWY 16  HOOK E5 (240’ OVRN) HOOK BAK–12B(B) (2450’). HOOK BAK–12B(B) (1668’) HOOK E5 (102’ OVRN) RWY 34
SERVICE:  S4  OX 1, 2  LGT Visual TCH set for hgt Gp 3 act only. Rwy 16–34 cntr 72´ thld lgt removed. AMP–1/AMP–3 overt/covert assayt strip lgt inst mid 5000’ Rwy 16–34. MILITARY— JASU (MD–3M) 1(MD–3) 1(MA–1A) (AM32A–60) 1(MC–11)
FUEL  A++  FLUID SP PRESAIR De–ice–Exp 3 hr delay. LHOX LOX

MILITARY REMARKS:  All twy edge lgt and Rwy 16–34 edge, cntrln, TDZ lgt equipped with NSTD LED fixtures may not be compatible with all NVDs or enhanced flight vision systems. RSTD PPR incl scheduled AMC msn due to ltd ramp space, tran actt parking extremely ltd. Tran actt making lo apch, nml tkof, touch and go ldg, or missed apch remain at or blw 1800 ft til dep end of the rwy. Bird haz. South end rwy not visible from official wx station obsn point. When fog/low clouds are present over AER 34, cond report from obsn point may not be representative. CSTMS/AG/IMG Unsked actt arr btxn 0900–1400Z‡ may experience delays for CSTMS/AG/IMG inspections. TFC PAT Before ldg maintain tfc pat alt commensurate with safety as long as practicable. TPA—Rectangular 1800´ (1478) overhead 2300´ (1978).

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRCRAFT MANAGER: 253-982-5611
WEATHER DATA SOURCES: ASOS (253) 982–3434
COMMUNICATIONS: D–ATIS 135.825 270.1 PTD 372.2
SEATTLE APP/DEP CON 126.5 377.15
TOWER 124.8 299.3 GND CON 118.175 279.65
COMD POST 349.4 134.1
PMKV METRO 342.3 Full wx svc avbl H24 exc dur afld/twr closure. DSN 228–3434/2112, C253–982–3434/2112. All obs provided by AN/FMQ–19 automated observing sys; augmented by human obsn when nec. Full svc PMSV avbl via phone patch with comd post. Tran aircrew ctc 25 OWS dur afld closure to request wx briefing DSN 228–6598, or C520–228–6598. when possible provide 3 hr pn for all rqr briefings.

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION:

NOTAM FILE TCM.

(T) TACAN Chan 33 TCM (109.6) N47º08.86’ W122º28.50’ at fld. 283/15E.

No NOTAM MP 0800–1700Z‡ and 2100–2300Z‡ Wed


ILS 108.5 I–TCM Rwy 34. Class IIE. Ry 16–34 backcourse unusable. Ry 16–34 No NOTAM MP 0800–1700Z‡ and 2100–2300Z‡ Tue and Thu.

MEAD FLYING SERVICE (78S) 1 N UTC–8(–7DT) N47º47.23’ W117º21.49’

1905 TPA—250(600) NOTAM FILE SEA

RWY 16–34: H2481X30 (ASPH)

RWY 16: Trees.

RWY 34: Trees.

AIRPORT REMARKS: Attended continuously. No winter maintenance.

AIRPORT MANAGER: 253-880-7805

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Spokane Apch at 509-742-2522.

METERS FLD (See CONCRETE on page 186)

METALINE FALLS

SULLIVAN LAKE STATE (09S) 3 SE UTC–8(–7DT) N48º50.45’ W117º17.04’

2614 NOTAM FILE SEA

RWY 16–34: 1765X100 (TURF)

RWY 16: Trees.

RWY 34: Trees.


AIRPORT MANAGER: (360) 618-2477

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

METHOW VALLEY STATE (See WINTHROP on page 235)

MONROE

FIRST AIR FLD (W16) 2 NW UTC–8(–7DT) N47º52.28’ W121º59.71’

50 NOTAM FILE SEA

RWY 07–25: H2087X34 (ASPH) RWY LGTS(NSTD)

RWY 07: Rgt tlc.

RWY 25: Thld dsplcd 500’.

SERVICE: S4 LGT SS–SR. Solar powered lighting.


AIRPORT MANAGER: 360-794-8570

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4722.
MORTON

STROM FLD  (39P)  0 SE UTC–(7DT)  N46º33.02´  W122º16.00´  SEATTLE
941  B  NOTAM FILE SEA
RWY 07–25:  H1810X40  (ASPH)  MIRL
RWY 25:  Trees.
SERVICE:  LGT ACTIVATE MIRL Rwy 07–25 and rotating bcn—CTAF.
AIRPORT MANAGER:  (360) 496-5210
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.

MOSES LAKE

GRANT CO INTL (MWH)(KMWH)  5 NW UTC–(7DT)  N47º12.52´  W119º19.15´  SEATTLE
1189  B  ARFF Index—See Remarks NOTAM FILE MWH
RWY 14L–32R:  H13503X200  (CONC–GRVD)  S–85, D–155, 2S–175, 2D–320, 2D/2D–600 PCN 103R/B/W/T  HIRL(NSTD)
RWY 14L:  REIL. PAPI(P4L)—GA 3.0º TCH 75´. Bldg.
RWY 32R:  MALSR. PAPI(P4L)—GA 3.0º TCH 76´. Rgt tcf.
RWY 04–22:  H10000X100  (CONC–GRVD)  S–75, D–100, 2S–127, 2D–175, 2D/2D–475 PCN 92 R/B/W/T  MIRL
RWY 04:  REIL. PAPI(P4L)—GA 3.0º TCH 49´. 0.4% down.
RWY 22:  REIL. VASI(V4L)—GA 3.0º TCH 50´. Rgt tcf. 0.3% up.
RWY 09–27:  H3500X90  (CONC–GRVD)  S–100, D–150, 2S–270, 2D–270, 2D/2D–475 PCN 53 R/B/W/T  Rwy LGTS(NSTD) 0.3% up NW
RWY 27:  Rgt tcf.
RWY 18–36:  H3327X75  (ASPH)  S–75, D–170, 2S–175, 2D–300, 2D/2D–400 PCN 112F/A/W/T  MIRL
RWY 18:  Rgt tcf.
RWY 14R–32L:  H2936X75  (CONC)  S–100, D–200, 2S–175, 2D–400, 2D/2D–400 PCN 107R/B/W/T
RWY 14R:  Ground. Rgt tcf.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 04  14L–32R  4700
RWY 14L  04–22  7550
RWY 22  14L–32R  4650
RWY 32R  04–22  5050

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:  TORA–10000 TODA–10000 ASDA–10000 LDA–10000
RWY 09:  TORA–3500 TODA–3500 ASDA–3500 LDA–3500
RWY 14R:TORA–2936 TODA–2936 ASDA–2936 LDA–2936
RWY 27:  TORA–3500 TODA–3500 ASDA–3500 LDA–3500
RWY 32R:TORA–2936 TODA–2936 ASDA–2936 LDA–2936
RWY 32R:TORA–13503 TODA–13503 ASDA–13492 LDA–13492

SERVICE:  S4  FUEL  100LL, JET A, A1+  OK 1  LGT ACTVT MALSR Rwy 32R; REIL Rwy 04; PAPI Rwy 14L—CTAF. Rwy 14L–32R STD HIRL lctd 50´ from rwy edge markings. Rwy 09–27 NSTD, mil ldg zone lghts only.


CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

MOSES LAKE

AIRPORT MANAGER: 509-764-3777
COMMUNICATIONS: CTAF 123.0 (Seattle Radio)
WEATHER DATA SOURCES: AWOS–3 132.775 (360) 675–8431.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Whidbey Apch at 360-257-3310.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

MOSES LAKE MUNI (W20) 2 NE UTC–8(–7DT) N47º08.52´ W119º14.27´

MOSES LAKE (H) VOR/DME N47º12.65´ W119º19.01´ NOTAM FILE MWH.

MOUNT CONSTITUTION

NORMAN GRIER FLD (See KENT on page 198)

OAK HARBOR

AJ EISENBERG (OKH)(KOKH) 3 SW UTC–8(–7DT) N48º15.09´ W122º40.42´

Clearance Delivery: NWS 360-672-5695

Weather Data Sources: AWOS–3 132.775 (360) 675–8431.

Communications: CIF/UNICOM 122.8 ATIS 134.15 (Thru Whidbey Island NAS/Ault Field)

Whidbey App/Dep Con 118.2

Clearance Delivery Phone: For CD ctc Whidbey Apch at 360-257-3310.

Radio Aids to Navigation: NOTAM FILE SEA.

Penn Cove (L) VOR/DME 117.2 CVV Chan 119 N48º14.68´ W122º43.47´ 060º 2.1 NM to fld. 200/19E.

DME Portion usable:
126º–160º byd 30 NM blo 2,200´
250º–360º byd 30 NM blo 3,400´
330º–360º byd 30 NM blo 2,200´

ASR

Washington

NW, 17 Jun 2021 to 12 Aug 2021
WASHINGTON

OCEAN SHORES MUNI (W04) 2 NE UTC–8(–7DT) N46°59.95′ W124°08.54′

15 B NOTAM FILE SEA

RWY 15–33: H3100X50 (ASPH) S–12.5 MIRL
RWY 15: PAPI(P2L)—GA 3.0º TCH 40´.

SERVICE: LGT ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—CTAF.

AIRPORT REMARKS: Unattended. Deer and birds on and inv of arpt. Seabirds in safety and taxi areas and adjacent wetland. Rwy 15–33 has asph 50′ wide with 12.5′ grvl shoulders.

AIRPORT MANAGER: (360) 940-7487

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE HQM.

HOQUIAM (H) VORTACW 117.7 HQM Chan 124 N46º56.82′ W124º08.96′ 346º 3.1 NM to fld. 10/19E.

ODESSA MUNI (43D) 1 N UTC–8(–7DT) N47º20.86′ W118º40.63′

1738 B NOTAM FILE SEA

RWY 02–20: H3124X58 (ASPH) S–5 MIRL 0.6% up N
RWY 02: PAPI(P2L)—GA 3.5º TCH 17´.
RWY 20: PAPI(P2L)—GA 3.0º TCH 14´.


AIRPORT MANAGER: 509-660-3024

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Grant County Apch at 509-762-2842, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47º22.68′ W119º22.68′ W119º22.68′ 072º 30.5 NM to fld. 1250/21E.

VOR unusable:
280º–295º byd 25 NM blo 7,000′
310º–350º byd 25 NM blo 6,500′

TACAN AZIMUTH & DME portion unusable:
310º–350º byd 25 NM blo 6,500′

OKANOGAN LEGION (S35) 1 E UTC–8(–7DT) N48º21.72′ W119º34.05′

1042 B NOTAM FILE SEA

RWY 04–22: H2533X36 (ASPH) S–6 MIRL

SERVICE: S2 FUEL 100LL LGT ACTIVATE MIRL Rwy 04–22 CTAF.


AIRPORT MANAGER: (509) 422-3600

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
OLYMPIA

HOSKINS FLD  (44T)  5 SE  UTC–8(–7DT)  N46º59.54´ W122º49.67´

213  NOTAM FILE SEA

RWY 07–25: 2015X116 (TURF)  0.5% up E

RWY 07: Trees.

RWY 25: Trees.

NOISE: NS ABTMT procedures in effect, call arpt mgr 360–491–6723.


AIRPORT MANAGER: 360-491-6723

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4723.

OLYMPIA RGNL  (OLM)(KOLM)  4 S  UTC–8(–7DT)  N46º58.16´ W122º54.15´

208  B  LRA  NOTAM FILE OLM


HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0º TCH 54´.

RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 50´. Rgt tfc.

RWY 08–26: H4157X150 (ASPH)  S–30

RWY 08: Trees. Rgt tfc.

RWY 26: Tree.

SERVICE: S4  FUEL  100LL, JET A  LGT PAPI Rwy 17 and Rwy 35 opr continuously. When twr clsd ACTIVATE HIRL Rwy 17–35, MALSR Rwy 17, REIL Rwy 35, twy lgts and directional signage—CTAF.

AIRPORT REMARKS: Attended 1600–0200Z‡. Airport field conditions unmonitored 0100–1500Z‡. Twy lgts on Twy A, Twy B, Twy L and Twy W.

AIRPORT MANAGER: 360-528-8074

WEATHER DATA SOURCES: ASOS 135.725 (360) 754–0781. SAWRS.

COMMUNICATIONS: CTAF 124.4 ATIS 135.725 UNICOM 122.95

SEATTLE APP/DEP CON 121.1

TOWER 124.4 (1600–0400Z‡)  GND CON 121.6

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4723.

AIRSPACE: CLASS D svc 1600–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.

(H) VORTACW 113.4 OLM Chan 81 N46º58.30´ W122º54.11´ at fld. 200/19E.

TACAN AZIMUTH & DME unusable:

223º–258º byd 20 NM blo 4,100´

258º–283º byd 30 NM blo 4,100´

358º–043º byd 10 NM blo 6,000´

358º–043º byd 20 NM blo 7,000´

ILS 111.9 I–OLM Rwy 17. Class IB. Unmonitored when ATCT closed. LOC unusable byd 25º rgt of course.

COMM/NAV/WEATHER REMARKS: Emerg freq 121.5 not avbl at twr.
OMAK (OMK/KOMK)  3 N  UTC–8(–7DT)  N48°27.86’ W119°31.08’
1305  B  NOTAM FILE OMK
RWY 17–35: H4667X75 (ASPH–GRVD)  S–75, D–200, 2D–400  MIRL
RWY 17: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
RWY 35: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
SERVICE: FUEL  100LL, JET A  LGT
ACTIVATE REIL Rwy 17 and Rwy 35; MIRL Rwy 17–35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously. Rwy 17 VGSI unusbl byd 2.5 NM, does not provide obstn cnc byd 2.5 NM from thld.
AIRPORT MANAGER: 509-826-1170
WEATHER DATA SOURCES: ASOS 118.325 (509) 826–2655.
COMMUNICATIONS: CTA/UNICOM 122.8
RCO 122.2 (SEATTLE RADIO)
SEATTLE CENTER APP/DEP CON 126.1
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.
EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47º22.68’ W119º25.44’ 336º 65.3 NM to fld. 1250/21E.
VOR unusable:
310º–350º byd 25 NM blo 6,500’
TACAN AZIMUTH & DME portion unusable:
280º–295º byd 25 NM blo 7,000’
310º–350º byd 25 NM blo 6,500’

ORCAS ISLAND (See EASTSOUND on page 188)

OROVILLE

DOROTHY SCOTT INTL (OS7)  2 NE  UTC–8(–7DT)  N48°57.54’ W119º24.72’
1069  B  AOE  LRA  NOTAM FILE SEA
RWY 15–33: H4017X50 (ASPH)  S–5  MIRL
RWY 15: Bldg. Rgt tfc.
RWY 33: Trees.
SERVICE: S4  FUEL  100LL  LGT
ACTIVATE MIRL Rwy 15–33—CTAF.
AIRPORT MANAGER: (509) 560-0292
COMMUNICATIONS: CTA/UNICOM 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.
MOSES LAKE (H) VOR/DME 115.0 MWH Chan 97 N47º12.65’ W119º19.01’ 340º 105.0 NM to fld. 1193/18E.
OTHELLO MUNI (S70)  4 SE  UTC–8(–7DT)  N46º47.65´ W119º04.81´

1149  B  NOTAM FILE SEA

RWY 07–25: H4000X75 (ASPH)  S–16  MIRL  0.3% up E

RWY 07: REIL. Road.

RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 32´. Road.

SERVICE: FUEL 100LL LGT

ACTIVATE REIL Rwy 07 and Rwy 25; PAPI Rwy 25; MIRL Rwy 07–25—CTAF.

AIRPORT REMARKS: Unattended. Irrigation pivot only operates across extended cntrl of Rwy 25. Aprx 750’ byd rwy end dur growing season.

AIRPORT MANAGER: (509) 761-1004

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Grant County Apch at 509-762-2842, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.

PASCO (L) VOR/DME 109.8  PSC Chan 35  N46º16.22´ W119º07.04´  348º 31.5 NM to fld. 406/15E.

DME unusable:

160º–170º byd 30 NM

PACKWOOD (55S)  0 W  UTC–8(–7DT)  N46º36.25´ W121º40.67´

1057  B  NOTAM FILE SEA

RWY 01–19: H2356X38 (ASPH) MIRL

RWY 01: Trees.

RWY 19: Trees.

SERVICE: LGT

ACTIVATE Rwy 01–19 MIRL—CTAF.

AIRPORT REMARKS: Unattended. Rwy 01–19 soft shoulders both sides, use rwy for back taxi.

AIRPORT MANAGER: (360) 864-4966

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

PANGBORN MEML (See WENATCHEE on page 233)
PASCO

TRI-CITIES (PSC)(KPSC) 2 NW UTC–8(–7DT) N46°15.88´ W119°07.14´

410 B Class I, ARFF Index B NOTAM FILE PSC

RWY 03L–21R: H7707X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–400 PCN 47 F/B/X/T HIRL

RWY 03L: REIL. PAPI(P4L)—GA 3.0º TCH 49´. RVR–R Tre.

RWY 12–30: H7704X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–400 PCN 53 F/C/X/T MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0º TCH 56´.


RWY 03R: Rgt tfc.
RWY 21L: Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03L: TORA–7707 TODA–7707 ASDA–7707 LDA–7707
RWY 03R: TORA–4423 TODA–4423 ASDA–4423 LDA–4423
RWY 21L: TORA–4423 TODA–4423 ASDA–4423 LDA–4423
RWY 21R: TORA–7707 TODA–7707 ASDA–7707 LDA–7110
RWY 30: TORA–7704 TODA–7704 ASDA–7704 LDA–7504

SERVICE: 54 FUEL 100LL, JET A1+ OX 2 LGT When twr clsd HIRL Rw 03L–21R and MIRL Rw 12–30 preset on low intensity to increase intensity and ACTIVATE MALSR Rw 21R and ODALS Rw 30—CTAF.

AIRPORT REMARKS: Attended 1600–0400Z‡. After hrs fuel call 509–547–6271 or 509–545–5524. Call out fee. Fuel 24 hour credit card svc avbl. Rw 03R–21L sfc cracking. Waterfowl on and in vicinity of arpt spring and fall. PPR to unscheduled air carrier ops with more than 30 passenger seat call arpt manager 509–547–6352. Rw 21L and Rw 03R not avbl as movement area for air carrier acft with more than 9 passenger seats or greater for ldg and tkf. Rw 03R–21L is avbl for air carrier act for taxiing during dalgt and VFR conditions only.

AIRPORT MANAGER: 509-547-6352

WEATHER DATA SOURCES: ASOS (509) 547–7379 LAWRS SAWRS.

COMMUNICATIONS: CTAF 135.3 ATIS 125.65 UNICOM 122.95

JUMP–OFF–JOE RCO 122.4 (SEATTLE RADIO)

CHINOOK APP/DEP CON 128.75 (N & W) 133.15 (S & E) (1400–0600Z‡)

SEATTLE CENTER APP/DEP CON 132.6 (0600–1400Z‡)

TOWER 135.3 (1400–0600Z‡) GND CON 121.8 CLNC DEL 120.0

AIRSPACE: CLASS D svc 1400–0600Z‡; other times CLASS E.

AIDS TO NAVIGATION: NOTAM FILE PSC.

PASCO (L) VOR/DMX 109.8 PSC Chan 35 N46°16’.22´ W119°07’.04´ at fld. 406/15E.

DME unusable:
160º–170º byd 30 NM
126º–160º byd 30 NM blo 2,200´
250º–260º byd 30 NM blo 3,400´
330º–360º byd 30 NM blo 2,200´

PASCO (L) VOR/DME 117.2 CVV Chan 119 060º 2.1 NM to A) Eisenberg. 200/19E.

DME portion unusable:
126º–160º byd 30 NM blo 2,200´
250º–260º byd 30 NM blo 3,400´
330º–360º byd 30 NM blo 2,200´

PIERCE CO – THUN FLD (See PUYALLUP on page 213)
POINT ROBERTS AIRPARK (1RL) 1 SW UTC–8(–7DT) N48º58.63′ W123º04.75′

11 NOTAM FILE SEA
RWY 16–34: 2265X125 (TURF) LIRL
RWY 34: Trees.
SERVICE: LGT SS–SR.

NOISE: NS ABTMT procedures in effect, ctc arpt mgr for details at 778–846–4311. Tkf to the south, 15 degrees right turn for NS ABTMT. Tkf to the north, turn 30 degrees west as soon as possible.

AIRPORT REMARKS: Attended Mon–Fri 1700–0100Z‡. When able land to the north and depart to the south. Tfc pat west of fld over water. Parking avbl on grass area. No tie downs provided. $5 per ngt fee.

AIRPORT MANAGER: (778) 846-4311

COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc vancouver trml at 604-586-4571.

COMM/NAV/WEATHER REMARKS: Boundary Bay (CZBB) ATIS avbl, 125.5 or 1–877–517–2847 Boundary Bay twr 118.1 or 127.6.

PORT ANGELES SPB (W66) 1 NE UTC–8(–7DT) N48º07.00′ W123º24.79′

00 NOTAM FILE SEA Not insp.

WATERWAY 11W–29W: 3200X999 (WATER)

AIRPORT MANAGER: 360 417 3376

COMMUNICATIONS: CTAF 122.975

––––––––––––––––––––––––––––––––––––––––––––––––––––––––

WILLIAM R FAIRCHILD INTL (CLM)(KCLM) 3 NW UTC–8(–7DT) N48º07.21′ W123º29.98′

291 B LRA NOTAM FILE CLM


RWY 08: MALSR. VASI(V4L)—GA 3.0º TCH 50′. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.7º TCH 50′. Thld dsplcd 1354′. Antenna. Rgt tfc.

RWY 13–31: H3255X50 (ASPH) S–30 1.4% up SE

RWY 13: Trees.


SERVICE: S4 FUEL 100LL, JET A LGT RWY 26 PAPI UNUSBL BYD 8 DEGS L of CNTRLN. ACTVT MALSR Rwy 08; MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: (360) 417-3376

WEATHER DATA SOURCES: ASOS 135.175 (360) 457–1070.

COMMUNICATIONS: CTAF/UNICOM 122.975

PORT ANGELES RCO 122.6 (SEATTLE RADIO)

WHIDBEY APP/DEP CON 118.2

CLNC DEL 124.15

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

TATOOSH (H) VORTAC 112.2 TOU Chan 59 N48º17.99′ W124º37.62′ 081º 46.5 NM to fld. 1650/22E.

ELWA NDB (MHW/LOM) 515 CL N48º09.01′ W123º40.22′ 089º 7.1 NM to fld. 1096/16E. NOTAM FILE CLM. NDB unusable:

100º–235º byd 12 NM

108.9 I–CLM Rwy 08. Class IA. LOM ELWA NDB. NDB/LOM unusable 100º–235º byd 12 NM.

PORT ANGELES N48º06.99′ W123º29.13′

RCO 122.6 (SEATTLE RADIO)

NW, 17 JUN 2021 to 12 AUG 2021
POULSBO

PORT OF POULSBO MARINA MOORAGE SPB (83Q) 0 N UTC–8(–7DT)  N47°43.26’ W122°38.53’


COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4722.
PROSSER (S40) 1 NW UTC–8(–7DT) N46º12.80´W119º47.73´
706 B TPA—1506(800) NOTAM FILE SEA
RWY 08–26: H3452X61 (ASPH) S–16 MIRL 0.6% up W
RWY 08: REIL. Trees.
RWY 26: REIL. Rgt tfc.
SERVICE: FUEL 100LL LGT ACTVT REIL Rwy 08 and Rwy 26; MIRL Rwy 08–26—CTAF.
AIRPORT MANAGER: 509-713-1417
WEATHER DATA SOURCES: AWOS–1
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Chinook Apch at 509-542-4209, when Apch clsd ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.
PASCO (L) VOR/DME 109.8 PSC Chan 35 N46º16.22´ W119º07.04´ 248º 28.5 NM to fld. 406/15E.
DME unusable:
160º–170º byd 30 NM
COMM/NAV/WEATHER REMARKS: UNICOM 122.8: 1700–0100Z‡ only.

PULLMAN/MOSCOW RGNL (PUW)(KPUW) 3 NE UTC–8(–7DT) N46º44.50´W117º06.70´
2567 B Class I, ARFF Index B NOTAM FILE PUW
RWY 05–23:
H7100X150 (ASPH–GRVD) S–120, D–239, 2D–385
PCN 68 F/C/X/T HIRL
RWY 05: MALSR. PAPI(P4L)—GA 3.0º TCH 49´. RVR–T Fence.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–7100 TODA–7100 ASDA–7100 LDA–7100
RWY 23: TORA–7100 TODA–7100 ASDA–7100 LDA–7100
SERVICE: FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 05; REIL Rwy 23; PAPI Rwy 05 and 23; HIRL Rwy 05–23—CTAF.
AIRPORT MANAGER: 509-338-3223
WEATHER DATA SOURCES: ASOS 135.675 (509) 334–3222.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (SEATTLE RADIO)
SEATTLE CENTER APP/DEP CON 123.95
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.
AIRSPACE: CLASS E svc 1400–0600Z‡ Mon–Fri, 1700–0000Z‡ Sat, 1900–0600Z‡ Sun; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.
(L) VOR/DME 109.0 PUW Chan 27 N46º40.45´ W117º13.41´ 029º 6.1 NM to fld. 2772/20E. DME unmonitored.
ILS/DME 110.35 I–PUW Chan 40(Y) Rwy 05. Class IE.
PUYALLUP
PIERCE CO – THUN FLD (PLU)(KPLU)  5 S UTC–8(–7DT) N47°06.24’ W122°17.23’
538  B NOTAM FILE PLU
RWY 17–35: H3651X60 (ASPH)   MIRL
RWY 17: REIL. PAPI(P4L)—GA 4.0º TCH 53’. Trees.
RWY 35: REIL. PAPI(P4R)—GA 4.0º TCH 53’. Road.
SERVICE: S4 FUEL 100LL OK 4 LGT ACTVT REIL Rwy 17 and 35;
PAPI Rwy 17 and 35 and MIRL Rwy 17–35—CTAF.
NOISE: Noise sensitive all quadrants.
AIRPORT REMARKS: Attended 1600–0000Z‡. Fuel avbl 24 hrs with credit
card. Ultralights prohibited.
AIRPORT MANAGER: 253-798-3779
COMMUNICATIONS: CTAF/UNICOM 122.7
**SEATTLE APP/DEP CON** 126.5
CLNC DEL 121.85
CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4723.
RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.
MCCHORD (T) TACAN Chan 33  TCM (109.6) N47º08.86’
W122º28.50’  094º 8.1 NM to fld. 283/15E.
No NOTAM MP 0800–1700Z‡ and 2100–2300Z‡ Wed

QUILLAYUTE
(UIL)(KUIL)  7 E UTC–8(–7DT) N47º56.20’ W124º33.76’
193  NOTAM FILE UIL
RWY 04–22: H4210X100 (CONC)  S–30, D–50  0.4% up NE
RWY 04: Trees.
RWY 22: Thld dispcld 800’.
AIRPORT REMARKS: Unattended. Pedestrians, veh and animals on and invof
rwy.
AIRPORT MANAGER: 360-374-5412
WEATHER DATA SOURCES: ASOS 135.225 (360) 374–9731.
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.
TATOSHI (H) VORTACW 112.2 TOU Chan 59  N48º17.99’
W124º37.62’  151º 22.0 NM to fld. 1650/22E.
QUINCY MUNI  (B8T)  2 SE UTC–8(–7DT)  N47º12.70´ W119º50.39´
1271  B  NOTAM FILE SEA
RWY 09–27: H3660X50 (ASPH–AFSC)  MIRL  0.3% up W
RWY 09: Road.
RWY 27: Thld dspclcd 200´. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–3460  TODA–3460  ASDA–3660  LDA–3660
AIRPORT MANAGER: 509-787-3715
COMMUNICATIONS: CTAF 122.9
GRANT COUNTY APP/DEP CON 126.4 (1400–0600Z‡)
SEATTLE CENTER APP/DEP CON 126.1 (0600–1400Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE EAT.
WENATCHEE (L) VOR/DME 111.0  EAT Chan 47  N47º23.98´ W120º12.65´  112º 18.9 NM to fld. 1222/15E.
VOR unusable: 077º–122º byd 25 NM blo 5,500´
122º–157º byd 15 NM blo 14,500´
157º–247º byd 15 NM
247º–267º byd 35 NM blo 12,000´
294º–307º byd 14 NM blo 7,900´
307º–077º byd 20 NM
DME unusable: 077º–122º byd 25 NM blo 5,500´
122º–157º byd 15 NM blo 14,500´
157º–247º byd 15 NM
247º–267º byd 35 NM blo 12,000´
294º–307º byd 14 NM blo 7,900´
307º–077º byd 20 NM

R & K SKYRANCH  (See ROCHESTER on page 217)
RANGER CREEK  (See GREENWATER on page 195)
WASHINGTON 215

RENTON MUNI (RNT)  0 NW  UTC–8(–7DT)  N47°29.59′  W122°12.95′


RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–5382 TODA–5382 ASDA–5042 LDA–4742
RWY 34: TORA–5382 TODA–5382 ASDA–5082 LDA–4742

SERVICE: S4  FUEL  100LL, JET A, A+ OX 1, 2, 3, 4 LGT
RWY 16–34: MIRL 340’ southwest end unlgtd. ACTIVATE REIL Rwy 16 and Rwy 34, MIRL Rwy 16–34, and twy lgts—CTAF.


AIRPORT REMARKS: Attended 1500Z‡–Dusk. Acft rqrg svcs ctc 122.85 or 122.77. Numerous flocks of birds invof arpt and along Lake Washington shoreline at all times. Rwy 34 12’ blast fence 155’ from EOR. Be alert for Boeing production acft being towed across the rwy dur hrs twr clsd. Spb northwest corner of arpt. TPA–1032(1000). TPA West of the fld is 1218’ AGL due to terrain immediately west of the arpt. West twy clsd to acft with wing span 118’ or over. Twp B btw Twp B3 and Twp B5 clsd to acft with wing 50’ or over. During RNT twr hrs of opr and VMC wx, RNT twr has control of the W channel, over the water, at and blo 800’ AGL. If opr in the W channel above 800’ AGL or outside of RNT twr opr hrs, ctc Boeing twr, 118.3, prior to opr in the W channel. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (425) 430-7471
WEATHER DATA SOURCES: ASOS 126.95 (425) 255–6080. LAWRS.

COMMUNICATIONS: CTAF 124.7 ATIS 126.95 UNICOM 122.95

SEATTLE APP/DEP CON 119.2 (076º–160º Rwy 16) (341º–075º) 120.1 (199º–300º) 120.4 (301º–340º Rwy 34) 125.9 (076º–160º Rwy 34) (301º–340º Rwy 16) 126.5 (161º–198º)
TOWER 124.7 (Oct 1–Apr 30 1500–0400Z‡, May 1–Sept 30 1500–0500Z‡) GND CON 121.6

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4722.

AIRSPACE: CLASS D svc 1500–0400Z‡ Oct 1–Apr 30, 1500–0500Z‡ May 1–Sept 30, other times CLASS G.

SEATTLE (H) VORTACW 116.8  SEA Chan 115 N47°26.12′ W122°18.58′ 029º 5.2 NM to fld. 348/19E.
VOR unusable:
008º–028º byd 20 NM blo 3,500’
030º–330º byd 30 NM blo 4,100’
033º–273º byd 20 NM blo 8,000’
033º–273º byd 30 NM blo 10,000’
033º–273º byd 35 NM blo 11,000’
033º–273º byd 8 NM blo 5,500’
303º–333º byd 20 NM blo 2,900’
303º–333º byd 30 NM blo 4,000’
333º–353º byd 15 NM blo 3,500’
353º–008º byd 20 NM blo 2,900’
DME unusable:
008º–028º byd 20 NM blo 4,500’
008º–028º byd 30 NM blo 7,000’
203º–219º byd 27 NM
220º–225º byd 20 NM
226º–239º byd 27 NM
240º–253º byd 15 NM
303º–008º byd 30 NM blo 3,500’
TACAN AZIMUTH unusable:
008º–163º
303º–008º byd 30 NM blo 3,500’
COMM/NAV/WEATHER REMARKS: Emerg freq 121.5 not avbl at twr.
WILL ROGERS WILEY POST MEML SPB (W36)  1 N  UTC–8 (–7DT)  N47°29.99’ W122°13.16’  SEATTLE
14 LRA  NOTAM FILE RNT
WATERWAY 12W–30W: 5000X200 (WATER)
WATERWAY 12W: Rgt tcf.
SERVICE: S4  FUEL  100LL, JET A, A+  OX 1, 2, 3, 4
SEAPLANE REMARKS: Attended 1500Z–Dusk. Ctc Renton twr when opr, for tcf data. When twr not opr announce intentions on 124.7. During RNT twr hrs of opr and VMC wx, RNT twr has control of the W channel, over the water, at and blo 800′ AGL. If opr in the W channel above 800′ AGL or outside of RNT twr opr hrs, ctc Boeing twr, 118.3, prior to opr in the W channel. Flocks of waterfowl in vcnty, be alert ldgs and tkfs. Water depths vary at docks and seaplane launch ramp. Use caution for localized shoaling. Extv boating and personal watercraft in vcnty. Flight Notification Service (ADCUS) avbl.
AIRPORT MANAGER: (425) 430-7471
COMMUNICATIONS: CTAF 124.7  UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD when Renton muni ATCT is clsd ctc Seattle Apch at 206-214-4722

REPUBLIC
FERRY CO (R49)  6 NE  UTC–8 (–7DT)  N48°43.09’ W118°39.39’  SEATTLE
2522 B  TPA—3322(800)  NOTAM FILE SEA
RWY 17–35: H3498X60 (ASPH)  MIRL
RWY 17: Trees. Rgt tcf.
RWY 35: VASI(V2L)—GA 4.0º TCH 23’. Trees.
SERVICE: LGT
AIRPORT MANAGER: 616 822-0483
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

RICHLAND (RLD)(KRLD)  2 NW  UTC–8 (–7DT)  N46°18.34’ W119°18.25’  SEATTLE
394 B  TPA—1194(800)  NOTAM FILE SEA MON Airport
RWY 01–19: H4009X75 (ASPH)  S–30, D–45, 2D–70  MIRL
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 30’. Antenna.
RWY 08–26: H4001X100 (ASPH)  S–30, D–45, 2D–70  MIRL
RWY 08: PAPI(P2L)—GA 3.0º TCH 40’.
RWY 26: VASI(V4L)—GA 3.0º TCH 52’. Railroad. Rgt tcf.
SERVICE: S4  FUEL  100LL, JET A  OX 1  LGT ACTVT MALS Rwy 19; REIL Rwy 01 and 19; MIRL Rwy 01–19—CTAF. VASI Rwy 26; PAPI Rwy 01, 08 and 19 opr 24 hrs.
AIRPORT MANAGER: 509-375-3060
WEATHER DATA SOURCES: AWOS–3PT  132.675 (509) 375–4247.
COMMUNICATIONS: CTAF/UNICOM 122.7
SEATTLE CENTER APP/DEP CON 132.6 (0600–1400Z‡)
SEATTLE CLNC DEL 122.4
RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.
PASCO (L) VOR/DME 109.8  PSC  Chan 35  N46°16.22′ W119°07.04′  270° 8.1 NM to fld. 406/15E.
DME unusable: 160º–170º byd 30 NM
LOC/DME 110.5  I–RLD  Chan 42  Rwy 19.  LOC and LOM unmonitored when pasco ATCT clsd.

NW, 17 JUN 2021 to 12 AUG 2021
**RITZVILLE**

**PRU FLD** (33S) 1 W UTC–8(–7DT) N47º07.41´ W118º23.36´

1801 B NOTAM FILE SEA

**RWY 01–19:** H3433X40 (ASPH) S–12.5 MRL

**RWY 01:** PAPI(P2L)—GA 4.0º TCH 40´. P–line.

**RWY 19:** PAPI(P2R)—GA 3.5º TCH 45´. Thld dsplcd 820´. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 01:**

TORA–2614 TODA–2614 ASDA–3433 LDA–3433

**RWY 19:**

TORA–3433 TODA–3433 ASDA–3433 LDA–2614

**SERVICE:** LGT ACTIVATE MIRL Rwy 01–19; PAPI Rwy 01 and Rwy 19—CTAF.

**AIRPORT REMARKS:** Unattended. Arpt clsd when snow and ice on rwy. Pilots bring ropes.

**AIRPORT MANAGER:** 509-659-1930

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Grant County Apch at 509-762-2842, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

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

**SPOKANE (H) VORTACW** 115.5 GEG Chan 102 N47º33.90´ W117º37.61´ 2756/21E.

**VOR portion unusable:**

- 300º–330º byd 30 NM blo 9,000´
- 335º–360º byd 18 NM blo 7,000´
- 335º–360º byd 25 NM
- 360º–015º byd 26 NM blo 7,000´
### ROSALIA MUNI

<table>
<thead>
<tr>
<th>210</th>
<th>B</th>
<th>NOTAM FILE SEA</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 02–20:</td>
<td>H2807X45 (ASPH)</td>
<td>S–15.5 MIRL</td>
</tr>
<tr>
<td>RWY 02:</td>
<td>Thld dsplcd 165’. Tree.</td>
<td></td>
</tr>
<tr>
<td>RWY 20:</td>
<td>Thld dsplcd 137’. Road. Rgt ttc.</td>
<td></td>
</tr>
</tbody>
</table>

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWY 02: | TORA—2807 TODA—2807 ASDA—2670 LDA—2505 |
| RWY 20: | TORA—2807 TODA—2807 ASDA—2642 LDA—2505 |

**SERVICE:**

- LGT ACTIVATE MIRL Rwy 02–20—122.9. Rwy 02–20 twy reflectors, no twy lgts.

**AIRPORT REMARKS:**

- Unattended. Pilots bring own ropes.

**AIRPORT MANAGER:** (509) 981-3206

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Spokane Apch at 509-742-2522

### ROSARIO SPB

<table>
<thead>
<tr>
<th>00</th>
<th>NOTAM FILE SEA</th>
</tr>
</thead>
<tbody>
<tr>
<td>WATERWAY 16W–34W:</td>
<td>10000X1000 (WATER)</td>
</tr>
<tr>
<td>WATERWAY 16W:</td>
<td>Hill.</td>
</tr>
<tr>
<td>WATERWAY 07W–25W:</td>
<td>2500X1000 (WATER)</td>
</tr>
<tr>
<td>WATERWAY 07W:</td>
<td>Hill.</td>
</tr>
<tr>
<td>WATERWAY 25W:</td>
<td>Hill.</td>
</tr>
</tbody>
</table>

**SEAPLANE REMARKS:**


**AIRPORT MANAGER:** 360-376-2222

**COMMUNICATIONS:** CTAF 128.25

**CLEARANCE DELIVERY PHONE:** For CD ctc Whidbey Apch at 360-257-3310.

### SANDERSON FLD

(See SHELTON on page 222)

### SEATTLE

**BOEING FLD/ KING CO INTL**

<table>
<thead>
<tr>
<th>(BFI)(KBFI)</th>
<th>4 S</th>
<th>UTC–8(–7DT)</th>
<th>N47°31.80 ’ W122°18.12’</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 14R–32L:</td>
<td>H10007X200 (ASPH–GRVD)</td>
<td>S–100, D–200, 2D–500, 2D/2D–800 PCN 90 F/B/W/T HIRL</td>
<td></td>
</tr>
<tr>
<td>RWY 14L–32R:</td>
<td>H3709X100 (ASPH–GRVD)</td>
<td>S–120, D–250, 2D–550, 2D/2D–1109 PCN 71 F/A/X/T MIRL</td>
<td></td>
</tr>
<tr>
<td>RWY 14L:</td>
<td>REIL. PAPI(P2L)—GA 3.0º TCH 39’. Thld dsplcd 250’.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWY 14R: | TORA–10000 TODA–10000 ASDA–9120 LDA–9120 |
| RWY 32L: | TORA–10000 TODA–10000 ASDA–10000 LDA–10000 |

**SERVICE:**

- S4 FUEL 100LL, JET A OK 1, 2, 3, 4 LGT HIRL Rwy 14R–32L open dusk–dawn. MIRL Rwy 14L–32R not opr 0600–1500Z.

**NOISE:**

- For NS ABTMT procedures, ctc noise office at 206–296–7334.

**AIRPORT REMARKS:**


**NOTICE:**

Flight Notification Service (ADCUS) avbl.

**continued on next page**

**NW, 17 JUN 2021 to 12 AUG 2021**

---

**Note:** The document provided is a snapshot of a page from the FAA's NOTAM (Notice to Airmen) publication, which contains information about air traffic control, navigation, and other pertinent details for pilots and air traffic controllers. The page includes details about specific airports, runway information, service availability, and communication channels. Each section is clearly delineated with headings and subheadings, ensuring that pilots and air traffic controllers can quickly access the necessary information. The document is a critical resource for ensuring safe and efficient air travel.
WASHINGTON
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: (206) 296-7334
WEATHER DATA SOURCES: ASOS (206) 658–6435
COMMUNICATIONS: ATIS 127.75 206–767–4113 UNICOM 122.95
SEATTLE RCO 122.5 (SEATTLE RADIO)
SEATTLE APP/DEP CON 119.2 (076º–160º Rwy 14) (341º–075º) 120.1 (199º–300º) 120.4 (301º–340º Rwy 32) 125.9 (076º–160º Rwy 32) (301º–340º Rwy 14) 126.5 (161º–198º)
BOEING TOWER 118.3 (312º–127º) (Deps Rwy 14L–32R) 120.1 (128º–311º) (Deps Rwy 14R–32L and all jets; heavy acft and IFR arrs)
GND CON 121.9 CLNC DEL 132.4
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4722.
AIRSPACE: CLASS D.
VOR TEST FACILITY (VOT) 108.6
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.
SEATTLE (H) VORTACW 116.8 SEA Chan 115 N47º26.12´ W122º18.58´ 344º 5.7 NM to fld. 348/19E.
VOR unusable:
008º–023º byd 20 NM b/a 3,500´
008º–023º byd 30 NM b/a 4,100´
233º–273º byd 20 NM b/a 8,000´
233º–273º byd 30 NM b/a 10,000´
233º–273º byd 35 NM b/a 11,000´
233º–273º byd 8 NM b/a 5,500´
303º–333º byd 20 NM b/a 2,900´
303º–333º byd 30 NM b/a 4,000´
333º–353º byd 15 NM b/a 3,500´
353º–008º byd 20 NM b/a 2,900´
DME unusable:
008º–028º byd 20 NM b/a 4,500´
008º–028º byd 30 NM b/a 7,000´
203º–219º byd 27 NM
220º–225º byd 20 NM
226º–239º byd 27 NM
240º–253º byd 15 NM
303º–008º byd 30 NM b/a 3,500´
TACAN AZIMUTH unusable:
008º–163º
303º–008º byd 30 NM b/a 3,500´
ILS/DME 110.9 I–BFI Chan 46 Rwy 14R. Class IA. DME unusable byd 30º left of course. LOC unusable byd 20º left of course; backcourse unusable byd 10º left and right of course; backcourse unusable byd 13 NM blw 3,500´.
ILS/DME 110.9 I–CHJ Chan 46 Rwy 32L. Class IA. LOC unusable byd 15º rgt of course. ILS/DME unusable byd 10º rgt of course. Gp unusable byd 7NM from thr.
COMM/NAV/WEATHER REMARKS: Emerg freq 121.5 not avbl at twr.

KENMORE AIR HARBOR SPB (W55) 1 N UTC–8(–7DT) N47º37.74´ W122º20.32´
14 AOE NOTAM FILE SEA
WATERWAY 16W–34W: 5000X500 (WATER)
NOISE: Special NS ABTMT rules in effect ctc opr for pat info. Do not taxi closer than 200´ from shoreline exc in close proximity to Kenmore Air Harbor.
Kite flying in public park at north end of arpt and UAVS operating at the N and S ends. When consistent with safety, avoid `on the step´ ops South and West of red buoy. Five tempo buoys have been placed along the North–South ctrln of Lake Union, each separated by approximately 750´, and mark the aprx location of the preferred seaplane opr area. The buoys have a yellow flashing light that can be ACTIVATED by five clicks on 122.9, to alert boaters of an impending seaplane tkof or landing. Run time on the lights is 60 seconds. The buoy/light system is advisory only, and boaters are not required to clear the area. The buoys will be removed within five days following Labor Day, or earlier. Incr boating ops on lake Apr 15 thru Oct 15. All tkf and ldg in ctr of lake. Call 425–486–1257 X2010 for apvl at least 3 hrs prior to arr. Docking fee. Lake Union dock freq 130.30. $150 transit docking fee. Flight Notification Service (ADCUS) avbl.
AIRPORT MANAGER: 425-486-1257
COMMUNICATIONS: CTA 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4722.

SEATTLE SEAPLANES SPB (QW8) 1 N UTC–8(–7DT) N47º37.66´ W122º19.91´
14 NOTAM FILE SEA
WATERWAY 18W–36W: 9500X300 (WATER)
SERVICE: S2
SEAPLANE REMARKS: Attended 1600Z‡–dusk. Small watercraft act on lake.
AIRPORT MANAGER: 206-329-9638
COMMUNICATIONS: CTA 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4722.
SEATTLE–TACOMA INTL (SEA)(KSEA) 10 S UTC–8(–7DT) N47º26.99´ W122º18.71´

432 B LRA Class I, ARFF Index E NOTAM FILE SEA

RWY 16L–34R: H11901X150 (CONC–GRVD) S–100, D–230, 2D–600, 2D/2D–1400 PCN 110R/B/W/T HIRL CL

RWY 16L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 76´. RVR–TMR 0.6% down.

RWY 34R: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 81´. RVR–TMR 0.8% up.

RWY 16C–34C: H9426X150 (CONC–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D2–1120 PCN 96 R/B/W/T HIRL CL

RWY 16C: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR 0.6% down.

RWY 34C: MALSR. PAPI(P4L)—GA 3.0º TCH 73´. RVR–TMR 0.8% up.

RWY 16R–34L: H8500X150 (CONC–GRVD) S–100, D–216, 2D–448, 2D/2D2–1157 PCN 89 R/B/W/T HIRL CL

RWY 16R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 69´. RVR–TMR 0.6% down.

RWY 34L: MALSR. PAPI(P4L)—GA 3.0º TCH 75´. RVR–TMR 0.8% up.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16C: TORA–9426 TODA–9426 ASDA–9426 LDA–9426

RWY 16L: TORA–11901 TODA–11901 ASDA–11901 LDA–11901

RWY 16R: TORA–8500 TODA–8500 ASDA–8500 LDA–8500

RWY 34C: TORA–9426 TODA–9426 ASDA–9426 LDA–9426

RWY 34L: TORA–8500 TODA–8500 ASDA–8500 LDA–8500

RWY 34R: TORA–11901 TORA–11901 LDA–9426

SERVICE: FUEL JET A, A1

NOISE: NS ABTMT procedures in effect btn 0600–1400Z‡. Air cargo 5 ramp dual eng tax only. For further info ctc SEA NS ABTMT office at 206–787–7496.

AIRPORT REMARKS: Attended continuously. Bird flocks within arpt vcnty, check lcl advisories. 100LL fuel not avbl. Helicopters ldg and dep avoid overflying fuel farm lctd at the southeast corner of the arpt. ASDE–X in use. Opr transponders with altitude reporting mode and ADS–B (if equipped) enabled on all arpt surfaces. When an acft is on the cntr (Green) or otr (Orange/Blue) taxilane, no otr acft can simul use the adj taxilane(s). Orange and Blue taxilanes are rstd to acft with wingspan of 118 ft or less. Two acft can simul use the outer taxilanes. When an acft is on the cntr (Green) or otr (Orange/Blue) taxilane, no otr acft can simul use the adj taxilane(s). Orange and Blue taxilanes are rstd to acft with wingspan of 118 ft or less. Two acft can simul use the outer taxilanes. Taxilane W rstd to acft with wingspan of 118 ft or less. Taxilane X rstd to acft with wingspan of 135 ft or less.

AIRPORT MANAGER: (206) 787-5229

WEATHER DATA SOURCES: ASOS (206) 214–2592 WSP.

COMMUNICATIONS: ATIS 118.0 206–241–6025 UNICOM

SEATTLE APP CON 120.1 (199º–300º) 120.4 (301º–340º Rwy 34) 125.6 (West) 125.9 (301º–340º Rwy 16)

SEATTLE TOWER 119.9 (Rwy 16L–34R, Rwy 16C–34C) 120.95 (Rwy 16R–34L)

GND CON 121.7 CLNC DEL 128.0

SEATTLE DEP CON 119.2 (NORTH Rwy 34/34C/34L) 120.1 (199º–300º) 120.4 (301º–340º Rwy 34) (SOUTH 16L/160/16R) 125.6 (West) 125.9 (301º–340º Rwy 16) (076º–160º Rwy 34) 126.5 (161º–198º)

RAMP CTL 126.25 (Gate Hold) 126.875 (North Ramp) 122.275 (South Ramp)

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart svc; CLASS D.

CONTINUED ON NEXT PAGE

NW, 17 JUN 2021 to 12 AUG 2021
WASHINGTON
CONTINUED FROM PRECEDING PAGE

VOR TEST FACILITY (VOT) 117.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

(H) VORTACW 116.8   SEA Chan 115  N47º26.12´ W122º18.58´ at fld. 348/19E.

VOR unusable:

- 008º–023º byd 20 NM blo 3,500´
- 008º–023º byd 30 NM blo 4,100´
- 233º–273º byd 20 NM blo 8,000´
- 233º–273º byd 30 NM blo 10,000´
- 233º–273º byd 35 NM blo 11,000´
- 233º–273º byd 8 NM blo 5,500´
- 303º–333º byd 20 NM blo 2,900´
- 303º–333º byd 30 NM blo 4,000´
- 333º–353º byd 15 NM blo 3,500´
- 353º–008º byd 20 NM blo 2,900´

DME unusable:

- 008º–028º byd 20 NM blo 4,500´
- 008º–028º byd 30 NM blo 7,000´
- 203º–219º byd 27 NM
- 220º–225º byd 20 NM
- 226º–239º byd 27 NM
- 240º–253º byd 15 NM
- 303º–008º byd 30 NM blo 3,500´

TACAN AZIMUTH unusable:

- 008º–163º
- 303º–008º byd 30 NM blo 3,500´

ILS/DME 110.3 I–SNQ Chan 40 Rwy 16L. Class IIIE. DME also serves ILS Rwy 34R. Possible Rwy 16L glideslope fluctuation on final when weather is 800/2 or better. Possible Rwy 16L glideslope fluctuation prior to DGLAS when weather is less than 800/2. Localizer unusable byd 15º left of course.

ILS/DME 110.75 I–CJL Chan 44(Y) Rwy 16R. Class IIIE. DME also serves ILS Rwy 34L.

COMM/NAV/WEATHER REMARKS: Freq sectors float depending on rwy in use and sectors generally apply to Seattle TCA.

SEKIU (11S) 0 NW UTC–8(–7DT) N48º15.97´ W124º18.84´

RWY 08–26: H2997X50 (ASPH) LIRL

- Thld dispcl 900´. Trees.
- Rwy 26: VASI(NSTD)—GA 4.0º TCH 35´. Tree.

SERVICE: LGT SS–SR.


AIRPORT MANAGER: (360) 417-3376

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
SEQUIM VALLEY  (W28)  4 NW  UTC–8(–7DT)  N48°05.88’ W123°11.28’  

RWY 09–27:  H3508X40 (ASPH)  LIRL  
      RWY 09:  Trees. Rgt tfc.  
      RWY 27:  Trees.  

SERVICE:  FUEL  100LL  LGT  Beacon OTS indefly.  
AIRPORT MANAGER:  360-670-3083  
COMMUNICATIONS:  CTAF/UNICOM 122.7  
CLEARANCE DELIVERY PHONE:  For CD ctc Whidbey Apc at 360-257-3310.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE SEA.  
      TATOOSH (H) VORTAC  112.2  TOU Chan 59 N48º17.99’ W124º37.62’ 079º 59.0 NM to fld. 1650/22E.  

SHELTON  

SANDERSON FLD  (SHN) (KSHN)  3 NW  UTC–8(–7DT)  N47°14.01’ W123°08.85’  

RWY 05–23:  H5005X100 (ASPH)  S–55, D–72, 2D–130  
      PCN 17 F/A/Y/T  MIRL  0.3% up NE  
      RWY 05:  Trees. Rgt tfc.  
      RWY 23:  REIL. PAPI(P4L)—GA 3.0º TCH 47º. Trees.  

SERVICE:  S4  FUEL  100LL, JET A  LGT  ACTVT REIL Rwy 23; PAPI Rwy 23; MIRL Rwy 05–23—CTAF.  
AIRPORT REMARKS:  Attended Mon–Fri 1600–0030Z‡. Parachute Jumping. Parachute operations on the field avoid crossing midfield to enter traffic pattern. 24 hr credit card fuel facility. Bcn on water twr north of rwy.  
AIRPORT MANAGER:  360-426-1151  
WEATHER DATA SOURCES:  ASOS 119.275 (360) 426–6332.  
COMMUNICATIONS:  CTAF/UNICOM 122.8  
SEATTLE APP/DEP COM 121.1  
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle Apc at 206-214-4723.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE OLM.  
      OLYMPIA (H) VORTAC  113.4  OLM Chan 81 N46º58.30’ W122º54.11’ 308º 18.7 NM to fld. 200/19E.  
      TACAN AZIMUTH & DME unusable:  
      223º–258º byd 20 NM b/o 4,100’  
      258º–283º byd 30 NM b/o 4,100’  
      358º–043º byd 10 NM b/o 6,000’  
      358º–043º byd 20 NM b/o 7,000’  

SILVERDALE  

APEX AIRPARK  (8W5)  2 NW  UTC–8(–7DT)  N47°39.38’ W122º43.99’  

RWY 17–35:  H2500X28 (ASPH)  LIRL  0.8% up N  
      RWY 17:  Trees.  

SERVICE:  S4  
AIRPORT MANAGER:  206-390-4131  
COMMUNICATIONS:  CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle Apc at 206-214-4722.  

SKAGIT RGNL  (See BURLINGTON/MOUNT VERNON on page 182)
SKAGIT/BAY VIEW  N48º28.12´ W122º25.10´  NOTAM FILE BVS.
NDB (MHW) 240  BVS  at Skagit Rgnl. 98/16E.
NDB unusable:
350º–030º byd 20 NM

SKYKOMISH STATE  (S88)  1 E  UTC–8(–7DT)  N47º42.66´ W121º20.34´
1002  NOTAM FILE SEA
Rwy 06–24: 2050X100 (TURF)
Rwy 06: Trees.
Rwy 24: Trees.
AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For Cd ctct Seattle ARTCC at 253-351-3694.

SKYLINE SPB  (See ANACORTES on page 176)

SNOHOMISH

HARVEY FLD  (S43)  1 SW  UTC–8(–7DT)  N47º54.29´ W122º06.16´
23  TPA—1007(984)  NOTAM FILE SEA
Rwy 15L–33R: H2672X36 (ASPH)  S–10  LIRL(NSTD)  0.3% up SE
Rwy 15R–33L: 2430X100 (TURF)  0.3% up SE
Rwy 33L: Trees.
SERVICE: 54  FUEL  100LL, JET A
NOISE: NS ABTMT procedures in effect, ctc arpt mgr 360–568–1541.
AIRPORT MANAGER: 360-568-1541
COMMUNICATIONS: CTAF/UNICOM 123.0
SEATTLE APP/DEP CON 128.5
CLEARANCE DELIVERY PHONE: For Cd ctct Seattle Apch at 206-214-4722.
RADIO AIDS TO NAVIGATION: NOTAM FILE PEA.
PAINE (L) VOR/DME 110.6  PAE  Chan 43  N47º55.19´ W122º16.67´  077º 7.1 NM to fld. 669/20E.

SNOHOMISH CO (PAINE FLD)  (See EVERETT on page 191)
SOUTHWEST WASHINGTON RGNL  (See KELSO on page 197)

SPANAWAY

SHADY ACRES  (3B8)  3 SE  UTC–8(–7DT)  N47º04.22´ W122º22.27´

445  NOTAM FILE SEA

RWY 16–34:  H1800X20 (ASPH)  LIRL

RWY 16:  Trees.


AIRPORT REMARKS:  Unattended. Arpt clsd to mil helicopters. Civ hels fly in fixed wing tfc pts due to ltd vis. Twrs lctd: 2100 ft NE, 160 ft AGL red/w. Lgtd at ngt; 2700 ft E 150 ft AGL, lgtd at ngt. Power plants with emissions that may not be visible 0.5 and 1 statute mile northeast of arpt. Dsplcd thld marked with NSTD chevrons. Rwy 16 ID is NSTD distance from rwy end. Trees and bldgs in trsf sfcs.

AIRPORT MANAGER:  253-720-4546

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Seattle Apch at 206-214-4723.
WASHINGTON 225

SPOKANE

FELTS FLD (SFF/KSFF) 4 NE UTC–8(–7DT) N47º40.98´ W117º19.35´

1957 B LRA NOTAM FILE SFF
RWY 04L–22R: H4499X140 (CONC) S–30 MIRL
RWY 04L: REIL. VASI(V2L)—GA 3.0º TCH 50´.
RWY 22R: MALSR. VASI(V2R)—GA 3.5º TCH 44´. Tree. Rgt tfc.
RWY 04R–22L: H2650X75 (ASPH) S–30
RWY 04R: Rgt tfc.
RWY 22L: PAPI(P4L)—GA 3.8º TCH 39´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04L: TORA–4499 TODA–4499 ASDA–4499 LDA–4499
RWY 04R: TORA–2650 TODA–2650 ASDA–2650 LDA–2650
RWY 22L: TORA–2650 TODA–2650 ASDA–2650 LDA–2650
RWY 22R: TORA–4499 TODA–4499 ASDA–4499 LDA–4499

SERVICE: S4 FUEL 100LL, JET A1+ OX 3, 4 LGT When twr clsd
ACTIVATE MIRL Rwy 04L–22R, MALSR Rwy 22R and REIL 04L–CTAF.
VASI Rwy 04L and VASI Rwy 22R opr continuously. PAPI Rwy 22L opr SR–SS. Rwy 22L PAPI unusable byd 5º right side of cntrln.

AIRPORT REMARKS: Attended 1400–0400Z‡. Waterfowl and birds on and inv of arpt. Lgtd crane 1953´ MSL (200´ AGL) 1.25 NM east indef. Acft with tail heights over 20´ must ctc twr prior to taxi. Twr unable to provide ATC svc on perimeter twy due to movement of unctl gnd tfc. Portions of Twy B not visible from twr. PPR for rotorwing acft conducting hover ops above 10´ AGL in non–movement area ctc twr. Cold temperature airport. Altitude correction required at or below –16C. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 509-455-6419
WEATHER DATA SOURCES: ASOS 120.55 (509) 535–3290.
COMMUNICATIONS: CTA 132.5 ATIS 120.55 UNICOM 122.95
SPOKANE RCO 122.55 (SEATTLE RADIO)
SPOKANE APP/DEP CON 133.35
TOWER 132.5 (1400–0400Z‡) GND CON 121.7 CLNC DEL 121.7
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.
AIRSPACE: CLASS B svc 1400–0400Z‡; other times CLASS E.

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

WATERWAY 03W–21W: 6000X100 (WATER)
WATERWAY 21W: Rgt tfc.

SEAPLANE REMARKS: Extv boating in area of water rwy. Water lvl on river may be lwrd by corps of engr. Water area adj to arpt not ctld or mntnd by arpt. Waterway elev 1910 estd. Waterway 03W–21W water rwy advsy svc only area not visible from twr. Ctc Felts twr 132.5 for tfc data.
SPOKANE INTL  (GEG/KGEG) P (ARN)  5 SW  UTC–8(–7DT)  N47º37.14´ W117º32.11´  2385 B AOE  Class I, ARFF Index C  NOTAM FILE GEG  MON Airport


RWY 08–26:  H8199X150 (ASPH–GRVD)  S–150, D–180, 2D–280  PCN 40 R/B/X/T  MIRL

RWY 03:  ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 69’. RVR–TMR Rgt tfc. 0.5% down.

RWY 21:  ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 73’. RVR–TMR Ground. 0.6% up.

RWY 03:  TORA–11002  TODA–11002  ASDA–11002  LDA–11002

RWY 08:  TORA–8199  TODA–8199  ASDA–8199  LDA–8199


RWY 26:  TORA–8199  TODA–8199  ASDA–8199  LDA–8199

SERVICE:  S4  FUEL  100, 100LL, JET A  OX  1, 2, 3, 4  MILITARY—FUEL  A, A+ (C509–455–5204, avbl 1400–0600Z‡, hol 1600–0000Z‡, OT 2 hr PN, $90 per hr fee) (NC–100, 100LL).

AIRPORT REMARKS:  Attended continuously. Waterfowl and birds on and invo of arpt. Twy K unlgtd on ramp side along maintenance ramp and is unavbl blo 1200´ RVR unless under escort by "follow me." Portions of Twy K not visible from twr. Rwy 21 ALSF2 may be opr as SSALR during favorable wx conditions. Be alert to turbulence over smoke stacks 1 mile east of arpt. U.S. Customs user fee arpt. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER:  (509) 455-6418

WEATHER DATA SOURCES:  ASOS (509) 742–2544 WSP.

COMMUNICATIONS:  ATIS 124.325  509–838–0895  UNICOM 122.95

RCO 122.2 (SEATTLE RADIO)

APP/DEP CON 123.75 205º–025º  133.35 26º–204º

TOWER 118.3  GND CON 121.9  CLNC DEL 127.55

AIRSPACE:  CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT): 109.6

RADIO AIDS TO NAVIGATION:  NOTAM FILE GEG.

(H) VORTACW 115.5  GEG  Chan 102  N47º33.90´ W117º37.61´  028º 4.9 NM to fld. 2756/21E.

VOR portion unusable:

300º–330º byd 30 NM blo 9,000´
335º–360º byd 18 NM blo 7,000´
335º–360º byd 25 NM
360º–015º byd 26 NM blo 7,000´

ILS/DME 111.1  I–OLJ  Chan 48  Rwy 03.  Class IIIE.

ILS/DME 111.1  I–EGG  Chan 48  Rwy 21.  Class IIIE.

STANWOOD

CAMANO ISLAND AIRFIELD  (13W)  3 NW  UTC–8(–7DT)  N48º15.42´ W122º26.17´  145 NOTAM FILE SEA.

RWY 16–34:  H1750X24 (ASPH)

RWY 16:  Tree. Rgt tfc.

RWY 34:  Brush. Rgt tfc.

SERVICE:  S4

AIRPORT REMARKS:  Attended Mon–Thr 1630–0130Z‡. No tkofs or ldgs during hrs of darkness. Do not taxi on grass Oct–May. Parallel driveway adjacent to Rwy 16–34. 50 ft trees, 60 ft E of cntrln in pri sfc.

AIRPORT MANAGER:  360-629-4812

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Whidbey Apch at 360-257-3310.

STAMPEDE PASS

ASOS 135.275 (360) 886–2758

STAMPEDE PASS

RCO 122.4 (SEATTLE RADIO)

STANWOOD

CAMANO ISLAND AIRFIELD  (13W)  3 NW  UTC–8(–7DT)  N48º15.42´ W122º26.17´  145 NOTAM FILE SEA.

RWY 16–34:  H1750X24 (ASPH)

RWY 16:  Tree. Rgt tfc.

RWY 34:  Brush. Rgt tfc.

SERVICE:  S4

AIRPORT REMARKS:  Attended Mon–Thr 1630–0130Z‡. No tkofs or ldgs during hrs of darkness. Do not taxi on grass Oct–May. Parallel driveway adjacent to Rwy 16–34. 50 ft trees, 60 ft E of cntrln in pri sfc.

AIRPORT MANAGER:  360-629-4812

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Whidbey Apch at 360-257-3310.
**STARBUCK**

**LITTLE GOOSE LOCK AND DAM** (16W) 7 NE UTC–8(–7DT) N46°35.04’ W118°00.22’

681 NOTAM FILE SEA
RWY 07–25: Grvl (GRVL)
RWY 07: Road.
RWY 25: Hill.


AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

**STEHKIN STATE** (6S9) 3 NW UTC–8(–7DT) N48°20.75’ W120°43.25’

1230 NOTAM FILE SEA
RWY 13–31: Turf (TURF) 1.5% up NW
RWY 13: Trees.
RWY 31: Road.


AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

**STROM FLD** (See MORTON on page 203)

**SULLIVAN LAKE STATE** (See METALINE FALLS on page 202)

**SUNNYSIDE MUNI** (1S5) 2 E UTC–8(–7DT) N46°19.63’ W119°58.22’

768 B NOTAM FILE 1S5
RWY 07–25: Arp LIRL 0.6% up E
RWY 07: PAPI(P2L)—GA 3.0º. Road.
RWY 25: PAPI(P2L)—GA 3.0º. Pole.

SERVICE: FUEL 100LL

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 509-837-5206

WEATHER DATA SOURCES: AWOS–3PT 123.675 (509) 836–2384.

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Chinook Apch at 509-542-4209, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.

PASCO (L) VOR/DME 109.8  PSC Chan 35  N46°16.22’
W119°07.04’ 261º 35.7 NM to fld. 406/15E.

DME unusable:
160º–170º byd 30 NM

**SWANSON** (See EATONVILLE on page 188)
TACOMA NARROWS (TIW) (KTIW) 4 W UTC–8(–7DT) N47º16.08´ W122º34.69´

295 B TPA—1295(1000) LRA NOTAM FILE TIW MON Airport

RWY 17–35: H5002X100 (ASPH—GRVD) S–50, D–80, 2S–102, 2D–80, 2D/2D–150 MIRL

RWY 17: MALSR, PAPI(P4R)—GA 3.0º TCH 52´.

RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd, ACTVT MALSR Rwy 17; REIL Rwy 35; PAPI Rwy 17 and 35; MIRL Rwy 17–35—CTAF. Rwy 35 PAPI unusbl byd 5.0 degrees left of cntrln.

NOISE: Noise sensitive arpt; for NS APTMT and tfc procedures call arpt office 253–798–8550.

AIRPORT REMARKS: Attended 1500–0000Z‡. Deer on and invof arpt. For customs call 253–593–6338 ext #2.

AIRPORT MANAGER: 253-798-8550

WEATHER DATA SOURCES: ASOS (253) 858–6507 LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 124.05 UNICOM 122.95

SEATTLE APP/DEP CON 120.1

TOWER 118.5 (1600–0400Z‡) GND CON 121.8

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4723.

AIRSPACE: CLASS D svc 1600–0400Z‡; other times CLASS E.

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

TATOOSH N48º17.99´ W124º37.62´ NOTAM FILE SEA.

RCD 122.25 (SEATTLE RADIO)

TEKOA WILLARD FLD (73S) 2 NE UTC–8(–7DT) N47º14.13´ W117º02.62´

2520 B NOTAM FILE SEA

RWY 04–22: H2261X40 (ASPH) MIRL

RWY 04: Thld dsplcd 190´. Trees.

RWY 22: Thld dsplcd 240´.

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 04–22—122.8.


COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

TIETON STATE (See RIMROCK on page 217)
TOLEDO  
ED CARLSON MEML FLD – SOUTH LEWIS CO  (TDO)(KTDO)  3 N  UTC–8(–7DT)  N46º28.63´  
W122º48.39´  
374  B  TPA—1174(800)  NOTAM FILE TDO  
RWY 06–24: H4479X150 (ASPH)  S–25  MIRL  0.4% up NE  
RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.  
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 44´.  
SERVICE:  S2  FUEL  100LL  LGT ACTVT REIL Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 06–24—CTAF. REIL Rwys 06 and 24 OTS indef.  
AIRPORT MANAGER: 360-864-4966  
COMMUNICATIONS: CTAF 122.9  
SEATTLE CENTER APP/DEP CON 124.2  
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.  
RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.  
OLYMPIA (H) VORTACW 113.4  OLM Chan 81  N46º58.30´  
W122º54.11´  
153º 29.9 NM to fld. 200/19E.  
TACAN AZIMUTH & DME unusable:  
223º–258º byd 20 NM blo 4,100´.  
258º–283º byd 30 NM blo 4,100´.  
358º–043º byd 10 NM blo 6,000´.  
358º–043º byd 20 NM blo 7,000´.  

TONASKET MUNI  (W01)  2 NW  UTC–8(–7DT)  N48º43.49´  
W119º27.94´  
1311  B  NOTAM FILE SEA  
RWY 15–33: H3053X50 (ASPH)  MIRL  
RWY 15: PAPI(P2L)—GA 5.0º TCH 37º. Road. Rgt tfc.  
RWY 33: PAPI(P2L)—GA 4.5º TCH 31º. Road.  
SERVICE:  LGT ACTIVATE MIRL Rwy 15–33—CTAF.  
AIRPORT REMARKS: Unattended. Mountains surround arpt. For night ops and wind permitting land Rwy 33 and depart Rwy 15. Distance to go markers S side arpt.  
AIRPORT MANAGER: (509) 322-7432  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.  
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.  
EPHRATA (H) VORTACW 112.6  EPH Chan 73  N47º22.68´  
W119º25.44´  
338º 80.9 NM to fld. 1250/21E.  
VOR unusable:  
310º–350º byd 25 NM blo 6,500´.  
TACAN AZIMUTH & DME portion unusable:  
280º–295º byd 25 NM blo 7,000´.  
310º–350º byd 25 NM blo 6,500´.  

TRI–CITIES  (See PASCO on page 209)  
TRINA  N46º10.53´  W118º11.78´  NOTAM FILE ALW.  
NDB (LOMW) 353  AL  196º 6.2 NM to Walla Walla Rgnl. 1443/20E.  

NW, 17 JUN 2021 to 12 AUG 2021
TWISP MUNI (2S0)  1 SE  UTC–B(–7DT)  N48º21.04´ W120º05.64´

1602  B  NOTAM FILE SEA

RWY 10–28:  H2701X60 (ASPH–CONC)  MIRL

RWY 10:  Trees.


SERVICE:  LGT ACTIVATE rotating bcn and MIRL. Rwy 10–28 and PAPI Rwy 28—CTAF.

AIRPORT REMARKS:  Unattended. Mountainous terrain surrounds arpt. Deer and pedestrians on and in vicinity of arpt. Rwy 28 dsplcd thld marked by lgt fixture. Airport CTAF freq 122.9; another airport, Methow Valley State (S52) within 8 NM CTAF freq 122.8.

AIRPORT MANAGER:  (509) 997-1311

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.

VANCOUVER

FLY FOR FUN (W56)  4 NE  UTC–B(–7DT)  N45º41.24´ W122º31.31´

RWY 07–25:  2434X50 (TURF)

RWY 07:  P–line.

RWY 25:  Tree. Rgt tfc.

AIRPORT REMARKS:  Unattended. Arpt CLOSED Christmas and Easter. Taxi on rwy and mowed grass areas only. Rwy 07–25 edge marked with yellow reflector cones.

AIRPORT MANAGER:  360-253-4850

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Portland Apch at 503-493-7545.

PEARSON FLD (VUO)(KVUO)  2 SW  UTC–B(–7DT)  N45º37.23´ W122º39.39´

RWY 08–26:  H3275X60 (ASPH)  MIRL

RWY 08:  VASI(V4R)—GA 3.75º TCH 31´. Bridge.

RWY 26:  REIL. PAPI(P2R)—GA 4.0º TCH 32´. Thld dsplcd 762´. Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:  TORA–3275  TODA–3275  ASDA–3065  LDA–3065

RWY 26:  TORA–3275  TODA–3275  ASDA–3275  LDA–2513

SERVICE:  S4  FUEL  100LL  OX 2  LGT Rwy 08 VASI unusable byd 6º left and rgt of rwy cntrln. ACTIVATE PAPI Rwy 26, MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER:  360-487-8619

WEATHER DATA SOURCES:  ASOS 135.125 (360) 696–1280.

COMMUNICATIONS:  CTAF 119.0

PORTLAND APP CON 118.1 309.4 (100º–279º HIGH)  360.8 (280º–099º)  124.35

CLNC DEL 119.0

VFR ADVSY SVC 119.0

PORTLAND DEP CON 124.35 360.8

AIRSPACE:  CLASS E.

RADIO AIDS TO NAVIGATION:  NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6  BTG Chan 113  N45º44.87´ W122º35.49´  179º 8.1 NM to fld. 253/21E.

TACAN AZIMUTH & DME unusable:

035º–085º byd 35 NM blo 10,000´

COMM/NAV/WEATHER REMARKS:  Arrivals ctc Pearson Advisory on 119.0 prior to entering Special Flight Rules Area for tfc and wake turbulence advisories. Departures ctc Pearson Advisory on 119.0 prior to departure.

NW, 17 JUN 2021 to 12 AUG 2021
WASHINGTON 231

VASHON MUNI  (2S1)  1 NW  UTC–8(–7DT)  N47º27.52´ W122º28.62´  SEATTLE
316  TPA—1299(983)  NOTAM FILE SEAT
RWY 17–35: 2001X60 (TURF)  LIRL(NSTD)  0.4% up N
RWY 35: Trees.
AIRPORT MANAGER: 206-463-3142
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4723.

HELIPAD H1: 98X98 (TURF)  RWY LGTS(NSTD)
HELIPORT REMARKS: Helipad H1 yellow perimeter lgts. Helipad H1 for medivac emerg svcs only. Helipad H1 NSTD rwy lgts.

WALLA WALLA RGNL  (ALW)(KALW)  3 NE  UTC–8(–7DT)  N46º05.55´ W118º17.04´  SEATTLE
1194  B  Class I, ARFF Index A  NOTAM FILE ALW
RWY 02–20: H6527X150 (CONC–GRVD)  S–60, D–80, 2D–130
PCN 33 F/C/X/T  HIRL  0.6% up NE
RWY 02: REIL. PAPI(P4L)—GA 3.0º TCH 45º. RVR–R
RWY 20: MALSR. PAPI(P4L)—GA 3.0º TCH 50´. RVR–T
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6527 TODA–6527 ASDA–6527 LDA–6527
SERVICE: S4  FUEL  100LL, JET A  OK  LGT  When twr clsd ACTIVATE MALSR Rwy 20, REIL Rwy 02 and HIRL Rwy 02–20—CTAF.
AIRPORT MANAGER: 509-525-3100
WEATHER DATA SOURCES: ASOS 135.875 (509) 525–3014.
COMMUNICATIONS: CTAF 118.5 UNICOM 122.95
RCO 122.3 (SEATTLE RADIO)
® CHINOOK APP/DEP CON 133.15 (1400–0600Z)
® SEATTLE CENTER APP/DEP CON 132.6 (0600–1400Z)
TOWER 118.5 (1400–0230Z) GND CON 121.6
CLEARANCE DELIVERY PHONE: When Apch clsd, for CD ctc Seattle ARTCC at 253-351-3694
AIRSPACE: CLASS D svc 1400–0230Z; other times CLASS E.
RADAR AIDS TO NAVIGATION: NOTAM FILE ALW.
(L) VOR/DME 116.4  ALW  Chan 111  N46º05.22´ W118º17.55´ at fld. 1150/20E.
VOR/DME unusable:
010º–065º byd 31 NM bld 12,500´
065º–095º byd 20 NM bld 14,500´
095º–140º byd 20 NM bld 13,500´
DME portion unusable:
140º–145º byd 20 NM bld 11,500´
TRINA NDB (LOMW) 353  AL  N46º10.53´ W118º11.78´  196º 6.2 NM to fld. 1443/20E.
ILS 111.7 I–ALW  Rwy 20. Class IE. LOM TRINA NDB.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
**WARDEN** (2S4) 1 W UTC–8(–7DT) N46°57.95’ W119°03.98’
1276 B NOTAM FILE SEA
RWY 17–35: H2811X60 (ASPH) MIRL
   RWY 17: SAVAS(S2R). Thld dsplcd 560’.
SERVICE: LGT SS–SR.
AIRPORT MANAGER: 509-750-4634
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Grant County Apch at 509-762-2842, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

**WATERVILLE** (2S5) 1 NE UTC–8(–7DT) N47°39.36’ W120°03.39’
2645 B NOTAM FILE SEA
RWY 07–25: H2978X50 (ASPH) S–5 LIRL
   RWY 07: Thld dsplcd 270’. Road.
   RWY 25: Pole.
RUNWAY DECLARED DISTANCE INFORMATION
   RWY 07: TORA–2800 TODA–2800 LDA–2500
   RWY 25: TORA–2500 TODA–2500 LDA–2500
AIRPORT MANAGER: 509-884-2494
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

**WATON** N48°04.57’ W122°09.23’ NOTAM FILE AWO.
NDB (LOMW) 382 AW 342° 5.1 NM to Arlington Muni. 65/16E.
WASHINGTON

WENATCHEE

PANGBORN MEML  (EAT)/(KEAT)  4 E  UTC–B(–7DT)  N47°23.93′ W120°12.41′
1249  B  Class I, ARFF Index A  NOTAM FILE EAT
RWY 12–30: H7000OX150 (ASPH)  S–75, D–100, 2D–250
PCN 46 F/A/X/T  HIRL
RWY 12: REIL. PAPI(P4L)—GA 3.6º TCH 60’. Road. Rgt tfc.
RWY 30: REIL. PAPI(P2L)—GA 4.3º TCH 46’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 30: TORA–7000 TODA–7000 ASDA–7000 LDA–7000

SERVICE:  S4  FUEL  100LL, JET A
OX  1, 2  LGT  ACTIVATE REIL Rwy 12 and Rwy 30, HIRL Rwy 12–30—CTAF. PAPI Rwy 12 and Rwy 30 opr continuously.

AIRPORT REMARKS: Attended 1600–0200Z‡. Cold temperature restricted airport. Altitude correction required at or below –7ºC. 24 hr PPR for unscheduled air carrier ops with more than 30 pax seats call arpt ops, 509–860–1852. Bird hazard. Glider activity from Mar–Nov. UAS activity 1.56 NM E of the EAT VOR, 400 ft and below dur dalgt hrs. Ldg fee.

AIRPORT MANAGER: 509-884-2494
WEATHER DATA SOURCES: ASOS 119.925 (509) 886–4226.
COMMUNICATIONS: CTAF/UNICOM 123.0

WASHINGTON

WESTPORT

WESTPORT  (14S)  1 N  UTC–8(–7DT)  N46°53.82′ W124°06.04′
14  B  NOTAM FILE SEA
RWY 12–30: H2318XS0 (ASPH)  MIRL
RWY 30: PAPI(P2L). Rgt tfc.


AIRPORT MANAGER: 360-268-0131
COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EAT.

WENATCHEE RCO 122.6 (SEATTLE RADIO)

WHIDBEY AIR PARK  (See LANLEY on page 198)
WHIDBEY ISLAND NAS (AULT FLD)  
(NUW)(KNUW)  N  UTC–8(–7DT)  N48°21.11′ W122°39.36′  
47  B  TPA—See Remarks  NOTAM FILE NUW  Not insp.  
SPT_FLD 88001X200 (CONC)  PCN 59 R/B/W/T  HIRL  CL  
Rwy 14: ALSF2. TDZL.  
Rwy 32: ALSF2.  
Rwy 07–25: H8000X200 (CONC)  PCN 35 R/C/W/T  HIRL  
SERVICE: FUEL 100LL, J5 J8 0X 1, 2  LGT OLS lenses avbl to all rwy. HIRL and SFL unavbl to Rwy 07. RCLL avbl to Rwy 14–32 only.  
FUEL J5, J8 FLUID SP PRESAIR De–ice (2 hr PN req) LHOX LOX  
TRAN ALERT Tran crew must provide technical direct/assistance in svc/maint to include direct supervision of fueling. Ltd svc/maint avbl 1500–2300Z‡ Mon–Fri. No maint Sat, Sun and hol. Air Terminal opr 1400–0200Z‡, as rqr OT.  
TFC PAT TPA–Overhead initial for Rwys 07, 14, and 32 4 NM 2500(2453), Rwy 25 6 NM 3000(2953), overhead break 1500(1453), pattern alt 1000(953).  
CSTMS/AG/IMG 48 hr prior notice rqr, ctc Air Terminal Supervisor, 1430–0100Z‡ at DSN 820–2604/6707, C360–257–2604/6707.  
AIRPORT MANAGER: 360 257 2681  
WEATHER DATA SOURCES: ASOS (360) 257–8813  
COMMUNICATIONS: ATIS 134.15 281.5 PTD 350.1  
OAK HARBOR RCO 122.4 (SEATTLE RADIO)  
APP/DEP CON 120.7 270.8 (EAST) 118.2 285.65 (WEST)  
TOWER 127.9 340.2 GND CON 121.75 336.4 CLNC DEL 135.1 379.9  
PRE TAXI CLNC 135.1 124.15 380.0  
PMSV METRO 343.4 BASE OPS 350.1  
AIRSPACE: CLASS C svc ctc APP CON.  
RADIO AIDS TO NAVIGATION: NOTAM FILE NUW.  
(H) TACAN Chan 85 NUW (113.8) N48º21.30´ W122º39.71´ at fld. 60/18E.  
TACAN AZIMUTH unusable: 133º–163º byd 30 NM blo 4,000´  
TACAN operates 1530–0800Z‡  
ILS/DME 110.1 I–NUW Chan 38 Rwy 14.  
Glideslope unusable byd 3º west of course and 5º east of course due to lack of defined GLIDE path and clnc abv path.  
ASR/PAR  
COMM/NAV/WEATHER REMARKS: VFR advisory svc ctc APP CON. Radar see Terminal FLIP for Radar Minima.  

WILBUR  
(28S)  2 SW UTC–8(–7DT)  N47°45.20′ W118°44.64′  
2183  B NOTAM FILE SEA  
Rwy 02–20: H3851X60 (ASPH) S–15.5 MIRL 0.5% up N  
Rwy 02: REIL.  
Rwy 20: PAPI(P2L)—GA 3.0º TCH 44°.  
SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 02–20—CTAF. PAPI Rwy 20 opr continuously.  
AIRPORT MANAGER: 509-647-2396  
WEATHER DATA SOURCES: AWOS–2 (509) 674–0569  
COMMUNICATIONS: CTAF 122.9  
GRANT COUNTY APP/DEP CON 126.4 (1400–0600Z‡)  
SEATTLE CENTER APP/DEP CON 126.1 (0600–1400Z‡)  
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.  
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.  
EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47º22.68′ W119º25.44′  
030º 35.7 NM to fld. 1250/21E.  
VOR unusable: 310º–350º byd 25 NM blo 6,500´  
TACAN AZIMUTH & DME portion unusable: 280º–295º byd 25 NM blo 7,000´  
310º–350º byd 25 NM blo 6,500´  

WILL ROGERS WILEY POST MEML SPB  
(See RENTON on page 216)  
WILLAPA HARBOR  
(See SOUTH BEND(RAYMOND) on page 224)
WILLARD FLD (See TEKOA on page 228)

WILLIAM R FAIRCHILD INTL (See PORT ANGELES on page 210)

WILSON CREEK (5W1)  E UTC=–(–7DT) N47º25.11´ W119º06.55´

1430 NOTAM FILE SEA
RWY 10–28: H2500X50 (ASPH)
RWY 10: Bldg.
AIRPORT MANAGER: (509) 345-2531
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Grant County Apc at 509-762-2842, when Apc clsd ctc Seattle ARTCC at 253-351-3694.

WINTHROP

METHOW VALLEY STATE (S52)  SE UTC=–(–7DT) N48º25.50´ W120º08.75´

1706 NOTAM FILE SEA
RWY 13–31: H5049X75 (ASPH) S–30 MRL
RWY 13: PAPI(P2L)—GA 3.5º TCH 43´. Thld dsplcd 129´.
RWY 31: Thld dsplcd 231´. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 31: TORA–5049 TODA–5049 ASDA–4919 LDA–4619
SERVICE: FUEL 100LL, JET A LGT ACTIVATE MRL Rwy 13–31 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. 100LL and Jet A avbl 24 hrs. Lctd 100 yds N of smoke jumper base. No GA ftc shud oper on the smoke jumper base ramp. Heavily loaded acft may be making straight out departures and long final apch all dalg hrs to include forest fire helibase ops May–Sep. Pedestrians, vehicles, and animals on and nvo1 afgrp. Ctc WA State Aviation Division 360–709–8015 or 1–800–552–0666 WA area for facility info prior to use. For acft accidents/incidents ctc WA state emergency operations center 800–258–5990. Mountainous terrain surrounds arpt.
AIRPORT MANAGER: (360) 618-2477
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.
EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47º22.68´ W119º25.44´ 314º 69.3 NM to fid. 1250/21E.
VOR unusable:
310º–350º byd 25 NM blo 6,500´
TACAN AZIMUTH & DME portion unusable:
280º–295º byd 25 NM blo 7,000´
310º–350º byd 25 NM blo 6,500´
COMM/NAV/WEATHER REMARKS: USDA Forest Svc smoke jump base UNICOM. Ltd advisories related to base ops mostly during summer fire season.
### WOODLAND STATE (W27)  
**NOTAM FILE SEA**

- **RWY 14–32:** H1953X25 (ASPH) LIRL
- **RWY 14:** Thld dsplcd 290’, Pole. Rgt tfc.
- **RWY 32:** Trees.

**AIRPORT REMARKS:** Unattended. Vehicles, pedestrians, and animals on and invof arpt. Ctc WA State Aviation Division 360–709–8015 or 1–800–552–0666 WA area for facility info prior to use. For acft accidents/incidents ctc WA state emergency operations center 800–258–5990. 12’ dike northwest end. Extreme turbulence possible when winds from the east. P–line in apch to Rwy 14. Rwy 32 trees, bridge, low hill at southeast end. 6 ft fence in primary sfc, 105 ft from cntrln, west of rwy and runs entire length.

**AIRPORT MANAGER:** (360) 618-2477

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Portland Apch at 503-493-7545.

---

### YAKIMA AIR TRML/MCALLISTER FLD (YKM)(KYKM)  
**NOTAM FILE YKM**

- **RWY 09–27:** H7604X150 (ASPH–GRVD) S–95, D–160, 2S–175, 2D–220, 2D2–550 PCN 33 F/C/X/T HIRL 0.7% up W
- **RWY 09:** REIL, VASI(V4L)—GA 3.0º TCH 50’. RVR–R
- **RWY 27:** MALSRS. PAPI(P4L)—GA 3.0º TCH 57’. RVR–T
- **RWY 04–22:** H3835X150 (ASPH–PFC) S–70, D–80, 2S–102, 2D–120 PCN 28 F/C/X/T MIRL 0.5% up SW
- **RWY 04:** REIL. PAPI(P4L)—GA 3.0º TCH 57’.
- **RWY 22:** REIL. PAPI(P4L)—GA 3.0º TCH 45’.

**RUNWAY DECLARED DISTANCE INFORMATION**

- **RWY 04:** TORA–3835 TODA–3835 ASDA–3835 LDA–3835
- **RWY 09:** TORA–7604 TODA–7604 ASDA–7604 LDA–7604
- **RWY 22:** TORA–3835 TODA–3835 ASDA–3835 LDA–3835
- **RWY 27:** TORA–7604 TODA–7604 ASDA–7604 LDA–7604

**SERVICE:**  
**FUEL** 100LL, JET A  OX 1, 3  LGT MIRL  
**RWY 04–22:** REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22 OTS when twr clsd. Twy B1 and Twy B2 twy lgts OTS when twr clsd. Twy B lgts south of Rwy 09–27 OTS when twr clsd. When twr clsd ACTIVATE HIRL Rwy 09–27 and MALSRS Rwy 27—CTAF.

**AIRPORT REMARKS:** Attended 1400–0400Z‡. Surf CONDS UNMON 0800–1300Z‡. Be alert, birds invof Yakima River 5 NM east of apch to Rwy 27. Reflectors on Twy C only. Rwy 04–22 some spalling and raveling. PPR for unscheduled air carrier ops with more than 30 Pax seats, call arpt mgr 509–575–6149/6150. Twy B from AER 22 to Twy A rstd to acft with wingspans 79’ or less. Main terminal ramp restricted to air carrier act only. Restricted area outlined with red markings.

**AIRPORT MANAGER:** 509-575-6149

**WEATHER DATA SOURCES:** ASOS (509) 248–1502

**COMMUNICATIONS:** CTAF 133.25 ATIS 125.25 UNICOM 122.95

**RCO** 122.5 (SEATTLE RADIO)

**CHINOOK APP/DEP CON** 123.8 (1400–0600Z‡)

**SEATTLE CENTER APP/DEP CON** 132.6 (0600–1400Z‡)

**TOWER** 133.25 (1400–0600Z‡) GND CON 121.9 CLNC DEL 121.9

**CLEARANCE DELIVERY PHONE:** For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

**AIRSPACE:** CLASS D svc 1400–0600Z‡; other times CLASS E.

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

(H) VORTACW 116.0  YKM  Chan 107  N46º34.21´ W120º26.68´  247º 4.1 NM to fld. 984/21E.

TACAN AZIMUTH & DME unusable:
- 095º–115º byd 26 NM blo 8,000´
- 095º–115º byd 35 NM
- 115º–207º byd 20 NM blo 8,500´
- 115º–207º byd 36 NM blo 10,000´
- 207º–230º byd 20 NM blo 10,000´
- 290º–315º byd 20 NM blo 11,000´
- 315º–080º byd 12 NM blo 15,000´

VOR portion unusable:
- 025º–035º byd 5 NM blo 6,000´
- 080º–105º byd 35 NM blo 6,000´
- 105º–107º byd 25 NM blo 6,000´
- 109º–135º byd 25 NM blo 6,000´
- 135º–180º byd 30 NM blo 7,500´
- 195º–225º byd 30 NM blo 8,500´
- 205º–335º byd 30 NM blo 9,000´
- 350º–080º byd 25 NM blo 9,000´

ILS/DME 110.1 I–YKM  Chan 38  Rwy 27. Class IE. Unmonitored when ATCT closed. Localizer backcourse unusable byd 13nm

COMM/NAV/WEATHER REMARKS: During hrs twr is clsd all ops invof arpt rstd to acft with VHF radio capability, unless an emerg exist necessitating UHF equipped acft to land.
AFTON MUNI (AFO)(KAFO) 1 SW UTC–7(–6DT) N42°42.53´ W110°56.53´

6221 B NOTAM FILE CPR

RWY 16–34: H7025X75 (ASPH) S–24 MIRL 0.5% up S
RWY 16: REIL. PAPI(P4L)—GA 3.5º TCH 52´. Pole. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.5º TCH 52´. Tree.

SERVICE: S4 FUEL 100LL, JET A
100LL, JET A LGT ACTVT REIL Rwy 16 and Rwy 34; MIRL 16–34—CTAF. PAPI Rwy 16 and Rwy 34 opr consly.
PAPI Rwy 16 and PAPI Rwy 34 does not provide obst cinc byd 5.0 NM from thld, unusbl byd 5.0 NM.

AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. Fuel 24 hr credit card svc, full svc Jet avbl. Snowbanks 4´ to 7´ along rwys and twys edges from Oct–May with slick spots all sfcs. Cold temperature restricted airport. Altitude correction required at or below –22C. Pilot supplied ropes required.

AIRPORT MANAGER: 307-885-3245


COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

AIRPORT REMARKS: Unattended. Arpt CLOSED ngts. 24 hr self svc fuel avbl with credit card. Full svc and Jet A and AvGas also avbl. FBO facility, hangar space and ramp space avbl. For rwy cond in winter ctc arpt mgmr. Variable rwy cond and BA winter months. Snowbank along rwy and twy edges possible fall, winter, spring months. Treacherous mtn terrain in close proximity all quads of rwy. Wx permitting land Rwy 13, tkf Rwy 31. Voluntary curfew dusk to dawn. Ngt ldgs ltd to airpark residents only. Ngt time ldgs and tfks not advs to pilots unfamiliar with terrain. Wildlife on and inv of arpt. Bird/waterfowl haz. Rwy 13–31 fences, bldgs and trees within 150´ north and south of cntrln. Arpt rwy 70,000 lb max GWT acft limit, FBO ramp 80,000 lb max single wheel limit, Refuge twy 50,000 lb max GWT. Other residential twys estab their own wt limits and rqr apvl prior to use.

AIRPORT MANAGER: 307-654-4646


COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. Fuel 24 hr credit card svc, full svc Jet avbl. Snowbanks 4´ to 7´ along rwys and twys edges from Oct–May with slick spots all sfcs. Cold temperature restricted airport. Altitude correction required at or below –22C. Pilot supplied ropes required.

AIRPORT MANAGER: 307-885-3245


COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

AIRPORT REMARKS: Unattended. Arpt CLOSED ngts. 24 hr self svc fuel avbl with credit card. Full svc and Jet A and AvGas also avbl. FBO facility, hangar space and ramp space avbl. For rwy cond in winter ctc arpt mgmr. Variable rwy cond and BA winter months. Snowbank along rwy and twy edges possible fall, winter, spring months. Treacherous mtn terrain in close proximity all quads of rwy. Wx permitting land Rwy 13, tkf Rwy 31. Voluntary curfew dusk to dawn. Ngt ldgs ltd to airpark residents only. Ngt time ldgs and tfks not advs to pilots unfamiliar with terrain. Wildlife on and inv of arpt. Bird/waterfowl haz. Rwy 13–31 fences, bldgs and trees within 150´ north and south of cntrln. Arpt rwy 70,000 lb max GWT acft limit, FBO ramp 80,000 lb max single wheel limit, Refuge twy 50,000 lb max GWT. Other residential twys estab their own wt limits and rqr apvl prior to use.

AIRPORT MANAGER: 307-654-4646


COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. Fuel 24 hr credit card svc, full svc Jet avbl. Snowbanks 4´ to 7´ along rwys and twys edges from Oct–May with slick spots all sfcs. Cold temperature restricted airport. Altitude correction required at or below –22C. Pilot supplied ropes required.

AIRPORT MANAGER: 307-654-4646


COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

AIRPORT REMARKS: Unattended. Arpt CLOSED ngts. 24 hr self svc fuel avbl with credit card. Full svc and Jet A and AvGas also avbl. FBO facility, hangar space and ramp space avbl. For rwy cond in winter ctc arpt mgmr. Variable rwy cond and BA winter months. Snowbank along rwy and twy edges possible fall, winter, spring months. Treacherous mtn terrain in close proximity all quads of rwy. Wx permitting land Rwy 13, tkf Rwy 31. Voluntary curfew dusk to dawn. Ngt ldgs ltd to airpark residents only. Ngt time ldgs and tfks not advs to pilots unfamiliar with terrain. Wildlife on and inv of arpt. Bird/waterfowl haz. Rwy 13–31 fences, bldgs and trees within 150´ north and south of cntrln. Arpt rwy 70,000 lb max GWT acft limit, FBO ramp 80,000 lb max single wheel limit, Refuge twy 50,000 lb max GWT. Other residential twys estab their own wt limits and rqr apvl prior to use.

AIRPORT MANAGER: 307-654-4646


COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
BIG PINEY

MILEY MEML FLD (BPI)(KBPI) 3 N UTC–7(–6DT) N42º34.93’ W110º06.53’
6994 B NOTAM FILE BPI
RWY 13–31: H6803X75 (ASPH) S–45, D–60 PCN 31 F/A/X/T MIRL
0.7% up NW
RWY 13: REIL. PAPI(P2L)—GA 3.0º TCH 34’.
RWY 31: REIL. PAPI(P2L)—GA 3.0º TCH 33’.
RWY 08–26: 3301X60 (TURF–DIRT)
RWY 08: Pole.
SERVICE: FUEL 100LL, JET A LGT
Actvt REIL Rwys 13 and 31; PAPI Rwys 13 and 31; MIRL Rwy 13–31—122.7.
AIRPORT MANAGER: (307) 231-5516
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 128.35
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.
BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42º34.77’ W110º06.55’ at fld. 6952/16E.

BOYESN RESERVOIR

TBX N43º27.88’ W108º14.31’/7298
AWOS–3PT 119.150 (307) 709–4487

BOYESN RESERVOIR

N43º27.9’ W108º17.98’ NOTAM FILE CPR.
(H) VORW/DME 117.8 BOY Chan 125 7550/16E.
RCO 122.3 (CASPER RADIO)

BUFFALO

JOHNSON CO (BYG)(KBYG) 3 NW UTC–7(–6DT) N44º22.87’ W106º43.31’
4970 B NOTAM FILE BYG
RWY 13–31: H6143X75 (ASPH) S–12.5 PCN 24 F/D/X/T MIRL
1.1% up NW
RWY 13: PAPI(P4L)—GA 3.0º TCH 51’. Fence.
RWY 31: REIL. PAPI(P4L)—GA 3.0º TCH 42’.
SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 13–31, PAPI Rwys 13 and 31 and REIL Rwy 31—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
CRAZY WOMAN RCO 122.2 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 127.75
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
CRAZY WOMAN (H) VORW/DME 117.3 CJI Chan 120 N43º59.98’ W106º26.14’ 319º 26.0 NM to fld. 4800/13E.

CAMP GUERNSEY (See GUERNSEY on page 248)

NW, 17 JUN 2021 to 12 AUG 2021
CASPER

CASPER/NATRONA CO INTL (CPR)(KCPR) 7 NW UTC–7(–6DT) N42º54.35´ W106º27.82´

5344  B  LRA  Class I, ARFF Index B  NOTAM FILE CPR

RWY 03–21: H1065X150 (ASPH–GRVD) S–130, D–170, 2D–270

PCN 46 F/B/X/T  HIRL

RWY 03: MALSR. PAPI(P4R)–GA 3.0º TCH 50´. RVR–T

RWY 21: REIL. VASI(V4L)–GA 3.0º TCH 56´. RVR–R

RWY 08–26: H8769X150 (ASPH–GRVD) S–85, D–140, 2D–260

PCN 44 F/B/X/T  HIRL

RWY 08: MALSR. VASI(V4R)–GA 3.0º TCH 103´. RVR–T

RWY 26: REIL. PAPI(P4R)–GA 3.0º TCH 50´. RVR–R 0.4% up.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:
TORA–10165 TODA–10165 ASDA–10165 LDA–10165

RWY 08:
TORA–8679 TODA–8679 ASDA–8679 LDA–8679

RWY 21:
TORA–10165 TODA–10165 ASDA–10165 LDA–10165

RWY 26:
TORA–8679 TODA–8679 ASDA–8679 LDA–8679

SERVICE:

S4  FUEL

100LL, JET A

OX

1, 2, 3, 4

LGT

When twr clsd

ACTIVATE HIRL Rwy 03–21 and Rwy 08–26, MALSR Rwy 03 and Rwy 08 and twy lgts—CTAF.

AIRPORT REMARKS:

Attended continuously. Emerg pwr avbl Rwy 08–26 and Rwy 03–21. Rwy 08–26 and Rwy 03–21 have lgtd distance remaining signs. Rwy clsd to FSL, TGL, and PL A aircraft more than 250,000 lbs except for 4 hrs PPR 307–995–3950. 225´ crane 1 NM northeast of arpt. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER:

307-472-6688

WEATHER DATA SOURCES: ASOS (307) 472–8960 LAWRS 1200–0400Z.

COMMUNICATIONS:

CTAF 118.3

ATIS 126.15

UNICOM 122.95

RCO 122.6 (CASPER RADIO)

(forct) APP/DEP CON 120.65 (1200–0400Z)

(1) DENVER CENTER APP/DEP CON 135.6 (0400–1200Z)

TOWER 118.3 (1200–0400Z)

CLNC DEL 121.9

CLEARANCE DELIVERY PHONE: For CD ctc Casper Apch at 307-472-8940, when Apch clsd ctc Denver ARTCC at 303-651-4257.

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE CPR.

Muddy Mountain (H) VOR/DME 116.2 DDY Chan 109 N43º05.45´ W106º16.62´ 205º 13.8 NM to fld. 5863/12E.

ILS 111.3 I–SYD Rwy 03. Class IB. Syd LOC is unmonitored from 0400–1200Z daily.

COMM/NAV/WEATHER REMARKS:

Emerg freq 121.5 not avbl at twr.

HARFORD FLD (HAD)(KHAD) 5 N UTC–7(–6DT) N42º55.46´ W106º18.57´

5370  NOTAM FILE CPR

RWY 07–25: 3810X30 (DIRT)

RWY 07: Bigd.


AIRPORT MANAGER:

307-262-0606

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Casper Apch at 307-472-8940, when Apch clsd ctc Denver ARTCC at 303-651-4257.

CASPER

N43º07.28´ W106º20.73´

RCO 122.6 (CASPER RADIO)

CHEYENNE

L–11E, 12F

CENTRAL WYOMING RGNL (See RIVERTON on page 255)

CHEROKEE

N41º45.34´ W107º34.92´ NOTAM FILE CPR.

(H) VOR/DME 115.0 CKW Chan 97 065º 17.4 NM to Rawlins Muni/Harvey Fld. 7050/15E.

RCO 122.4 (CASPER RADIO)

CHEYENNE

H–3E, L–11E

L–11E, 12F

NW, 17 JUN 2021 to 12 AUG 2021
CHEYENNE RGNL/JERRY OLSON FLD (CYS)(KCYS) P (AF ANG ARNG) 1 N UTC–7(–6DT)

6160 B Class I, ARFF Index A NOTAM FILE CYS MON Airport


RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–R Thld dsplcd 610´. Tree. 0.4% down.

RWY 27: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. RVR–T Thld dsplcd 675´. 0.7% up.

RWY 13–31: H6690X150 (ASPH–GRVD) S–75, D–120, 2S–150, 2D–150, 2D/2D–200 MIRL 0.5% up NW


RWY 31: REIL. PAPI(P4L)—GA 3.0º TCH 55´. Thld dsplcd 1160´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–9270 TODA–9270 ASDA–8595 LDA–7985


SERVICE: S2 FUEL 100LL, JET A, A1 OX 1, 2 LGT ACTIVATE MALSR

Rwy 27, REIL Rwy 09, Rwy 13 and Rwy 31, PAPI Rwy 09, Rwy 27, Rwy 13 and Rwy 31, HIRL Rwy 09–27 and MIRL Rwy 13–31—CTAF


AIRPORT MANAGER: 307-634-7071

WEATHER DATA SOURCES: ASOS (307) 632–7680 SAWRS.

COMMUNICATIONS: CTAH 118.7 ATIS 134.425 UNICOM 122.95

RCO 122.3 (CASPER RADIO)

CHEYENNE APP/DEP CON 124.55 (1300–0500Z‡)

DENVER CENTER APP/DEP CON 125.9 (0500–1300Z‡)

TOWER 118.7 (1300–0500Z‡) GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD ctc Cheyenne Apch at 307-772-6032, when Apch clsd ctc Denver ARTCC at 303-651-4257.

AIRSPACE: CLASS D svc 1300–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.

(H) VORTACW 113.1 CYS Chan 78 N41º12.66´ W104º46.37´ 194º 3.7 NM to fld. 6211/13E.

ILS/DME 110.1 I–CYS Chan 38 Rwy 27. Class IB. Unmonitored when ATCT closed.

ASR/PAR (Mon–Thu 1500–2000Z‡, except federal holidays)
CODY

YELLOWSTONE RGNL (COD)(KCOD) 2 SE UTC–7(–6DT) N44º31.21′ W109º01.43′

5102  B  Class I, ARFF Index A  NOTAM FILE COD

PCN 38 F/D/X/T  HIRL

RWY 04: REIL. PAPI(P4L)—GA 3.5º TCH 63′. Thld dsplcd 690′. Pole. 0.7% down.

RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 53′. Thld dsplcd 400′. Ground.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:
TORA–8268  TODA–8268  ASDA–7868  LDA–7178

RWY 22:
TORA–8268  TODA–8268  ASDA–7578  LDA–7178

SERVICE: S4  FUEL 100, JET A

LGT: ACTIVATE HIRL and REIL Rwy 04–22—CTAF. Rwy 04 PAPI unusbl byd 4.0 NM due to rapidly rising terrain N of final to Rwy 04.

AIRPORT REMARKS: Attended 1200–0700Z‡. Call out after hrs svcs is 307–587–9262. Airfield sfc conds are not mntd btwn the hrs of 0500–1200Z‡. Clsd to unscheduled air carrier ops with more than 30 px seats exc PPR call arpt ops 307–899–5096. Low level waterfowl on lake 1/4 mile SE of Rwy 04 thld. Cold temperature airport. Altitude correction required at or below ~10C. Ldg fee for acft over 9,000 lbs.

AIRPORT MANAGER: 307-587-5096

WEATHER DATA SOURCES: AWOS–3PT 135.075 (307) 527–5197.

COMMUNICATIONS: CTAF/UNICOM

CODY RCO 122.3 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 127.75

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE COD.

CODY (L) VOR/DME 111.8  COD Chan 55  N44º37.23′ W108º57.90′  189º 6.5 NM to fld. 4800/14E.

VOR unusable:
043º–113º byd 10 NM bio 9,500′
DME portion unusable:
043º–113º byd 10 NM bio 9,500′
113º–138º byd 22 NM bio 10,000′
138º–183º byd 32 NM bio 11,000′
183º–343º byd 30 NM bio 17,000′

COKEVILLE MUNI (U06) 3 S UTC–7(–6DT) N42º02.75′ W110º57.96′

6270  B  NOTAM FILE CPR

RWY 15–33: 3400X60 (GRVL–DIRT) S–10

SERVICE: LGT Beacon OTS INDEFLY.

AIRPORT REMARKS: Unattended. 120′ high electrical transmission lines running east–west 2 miles north of arpt. +2′ ground 70′ west of cntrln full length. Uncll vehicle access to arpt. Rwy 15–33 elev highest near midfld. No line of sight between rwy ends. Rwy 15–33 CMPCTD rock and dirt with emulsified sealer sprayed on SFC. Variable rwy conds and braking action during winter months due to thawing and freezing precipitation. Panels chipped and dented with paint peeling. Grass has overgrown and segmented circle is difficult to see.

AIRPORT MANAGER: (307) 270-8266

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADARS: NOTAM FILE CPR.

FORT BRIDGER (L) VOR/DME 108.6  FBR Chan 23  N41º22.71′ W110º25.44′  315º 46.8 NM to fld. 7058/14E.

CONVERSE CO (See DOUGLAS on page 244)
COWLEY/LOVELL/BYRON

NORTH BIG HORN CO (U68) 2 N UTC–7 (–6DT) N44°54.70’ W108°26.73’

4094 B NOTAM FILE CPR
RWY 09–27: HS200X75 (ASPH) S–12.5 MIRL
RWY 09: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Hill.
RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Hill.
RWY 16–34: 1866X65 (DIRT)

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—122.8.


AIRPORT MANAGER: 307-568-2551


COMMUNICATIONS: CTAF/UNICOM 122.8

® SALT LAKE CENTER APP/DEP CON 133.25

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION:

CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23’ W108°57.90’ 038° 28.3 NM to fld. 4800/14E.

VOR unusable:
043°–113° byd 10 NM blo 9,500’
DME portion unusable:
043°–113° byd 10 NM blo 9,500’
113°–138° byd 22 NM blo 10,000’
138°–183° byd 32 NM blo 11,000’
183°–343° byd 30 NM blo 17,000’

COWLEY NDB (MHW) 257 HCY N44°54.84’ W108°26.59’ at fld. 4085/11E. NOTAM FILE CPR.

Unusable: Byd 20 NM

COWLEY N44°54.84’ W108°26.59’ NOTAM FILE CPR.
NDB (MHW) 257 HCY at North Big Horn Co. 4085/11E.

Unusable: Byd 20 NM

CRAZY WOMAN N43°59.98’ W106°26.14’ NOTAM FILE CPR.
(H) VORW/DME 117.3 CZI Chan 120 319° 26.0 NM to Johnson Co. 4800/13E.
RCD 122.2 (CASPER RADIO)

DERYK N44°16.25’ W105°31.33’ NOTAM FILE GCC.
NDB (MHW/LOM) 380 GC 342° 4.7 NM to Northeast Wyoming Rgnl. 4674/9E. NDB unmonitored.

0500–1300Z‡.
DIXON  (DWX)(KDWX)  2 E  UTC–7(–6DT)  N41°02.25´ W107°29.55´
6549  B  NOTAM FILE DWX
RWY 06–24:  H7000X75 (ASPH)  S–24.5  MIRL  1.1% up NE
    RWY 06:  REIL. PAPI(P2L)—GA 3.0º TCH 30´.
    RWY 24:  REIL. Fence.
SERVICE:  FUEL  100LL  LGT ACTVT REILS Rwy 06 and 24; PAPI Rwy 06, MIRL Rwy 06–24—CTAF. MIRLS and REILS only avbl fr SS to SR.
AIRPORT REMARKS:  Unattended. Fuel 24 hr credit card svc avbl. Wildlife on and in vicinity of arpt. 6´ wildlife fence all around arpt with gated cattle guard entrances. Plus 500´ terrain 9,700´ from AER 24. Snow banks +4´ along entire rwy winter months.
AIRPORT MANAGER:  307-380-8057
COMMUNICATIONS:  CTAF
DENVER CENTER APP/DEP CON 120.475
CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:
HAYDEN (H) VOR/DME 115.6  CHE Chan 103  N40º31.20´
    W107º18.29´  331º 32.2 NM to fld. 7271/14E.

DOUGLAS  CONVERSE CO  (DGW)(KDGW)  3 N  UTC–7(–6DT)  N42º47.83´ W105º23.15´
4933  B  NOTAM FILE DGW MON Airport
RWY 11–29:  H6534X100 (ASPH)  MIRL  0.4% up SE
    RWY 11:  REIL. PAPI(P2L)—GA 3.0º TCH 30´.
    RWY 29:  REIL. PAPI(P2L)—GA 3.0º TCH 40´.
RWY 05–23:  4760X75 (GRVL–DIRT)  S–12.5  MIRL  0.3% up NE
    RWY 23:  PAPI(P2L)—GA 3.0º TCH 45´. Hill.
AIRPORT REMARKS:  Attended Mon–Fri 1330–0000Z‡, Sat–Sun 1500–0000Z‡. Fuel after hrs see phone numbers posted in trml lobby. Call out fee will apply. Wildlife on and invof arpt. Retro–reflective markers along all twys.
AIRPORT MANAGER:  307-358-4924
COMMUNICATIONS:  CTAF/UNICOM 122.8
DOUGLAS RCO 122.4 (CASPER RADIO)
DENVER CENTER APP/DEP CON 135.6
CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:
HIPSHER (H) VOR/DME 115.75  IIP Chan 103(Y)  N42º40.57´ W105º13.57´  304º 10.1 NM to fld. 4906/12E.
DUBOIS MUNI (DUB)(KDUB) 3 NW UTC–7(–6DT) N43º32.92´ W109º41.45´
7299 B TPA—See Remarks NOTAM FILE CPR
RWY 10–28: H6700X75 (ASPH) S–24 PCN 8 F/G/Y/T MIRL
0.9% up W
RWY 10: PAPI(P2L)—GA 3.0º TCH 40’. Fence.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Rgt tfc.
SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 28, PAPI Rwy 10 and Rwy 28 and MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hours self serve credit card. TPA—All traffic patterns to north of rwy because of mtns south.
AIRPORT MANAGER: 307-455-2100
WEATHER DATA SOURCES: AWOS–3 PT 118.275 (307) 455–2211.
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

DUNOIR N43º49.70´ W110º20.13´ NOTAM FILE CPR.
(H) VOR/DME 117.2 DNW Chan 119 218º 22.0 NM to Jackson Hole. 7730/15E.
VOR/DME unusable: 010º–030º byd 25 NM blo 17,000´
030º–130º byd 15 NM
130º–210º byd 20 NM
210º–230º byd 25 NM
230º–240º byd 20 NM
240º–270º byd 30 NM
270º–330º byd 20 NM
330º–340º byd 10 NM
340º–010º byd 15 NM
RCO 122.6 (CASPER RADIO)

ELK MOUNTAIN EHY N41º43.52´ W106º27.57´/7299
AWOS–3 118.8 (307) 348–7320 Stand alone mountain top facility.

EVANSTON–UINTA CO BURNS FLD (EVW)(KEVW) 3 W UTC–7(–6DT) N41º16.49´ W111º02.08´
7143 B NOTAM FILE EVW MON Airport
RWY 05–23: H7300X100 (ASPH–GRVD) S–30, D–70 HIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 45º.
RWY 23: MALSR. PAPI(P4L)—GA 3.0º TCH 45º.
SERVICE: FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 05–23, MALSR Rwy 23, REIL Rwy 05—123.0. PAPI Rwy 05 and Rwy 23 opr continuously.
AIRPORT MANAGER: 307-789-2256
WEATHER DATA SOURCES: ASOS 120.0 (307) 789–0585. Opr full–time 0700–0659Z‡.
COMMUNICATIONS: CTAF/UNICOM 123.0
@ SALT LAKE CENTER APP/DEP CON 127.7
GCO 121.72 (SALT LAKE CENTER CD) Casper FSS not avbl.
CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.
(T) VOR/DME 109.6 EVW Chan 33 N41º16.35´ W111º02.81´ at fld. 7145/13E.
ILS/DME 108.9 I–EVW Chan 26 Rwy 23. Class IE. Glideslope unusable byd 5º rgt of course. Status is not remotely Monitored.
FORT BRIDGER (FBR/KFBR)  4 N UTC–7(–6DT)  N41°23.60’ W110°24.36’  
7038  B  NOTAM FILE CPR  
RWY 04–22: H6404X75 (ASPH) S–12.5, D–20, 2D–20  MIRL  
0.5% up SW  
RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 22’.  
RWY 22: REIL. PAPI(P2L)—GA 3.0º TCH 22’.  
RWY 07–25: 3520X50 (TURF–DIRT)  0.3% up SW  
RWY 07: Fence.  
SERVICE: FUEL  100LL  LGT ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, and PAPI Rwy 04 and Rwy 22—122.8.  
AIRPORT MANAGER: (307) 799-5511  
WEATHER DATA SOURCES: AWOS–3PT 118.8 (307) 782–3226.  
COMMUNICATIONS: CTAF/UNICOM 122.8  
RCO 122.3 (CASPER RADIO)  
SALT LAKE CENTER APP/DEP CON 124.35  
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.  
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.  
(L) VOR/W/DME 108.6  FBR  Chan 23 N41°22.71’ W110°25.44’  
CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE GCC.

GILLETTE (H) VOR/DME 114.6  GCC  Chan 93  N44°20.87’ W105°32.61’ at fld. 4336/9E.

VOR portion unusable:
253°–278° byd 20 NM blo 8,000’
DME portion unusable:
163°–193° byd 25 NM blo 10,300’
193°–268° byd 20 NM blo 8,000’
268°–333° byd 22 NM blo 10,500’

DERYK NDB (MHW/LOM) 380  GC  N44°16.25’ W105°31.33’ 342° 4.7 NM to fld. 4674/9E.

NL unmonitored.

0500–1300Z‡.

ILS/DME
110.1 I–LLT Chan 38 Rwy 34. Class IT. LOM DERYK NDB. Glideslope unusable byd 8 NM. Unmonitored when ATCT clsd.

GLENDO

THOMAS MEML (76V)  1 N  UTC−7(−6DT)  N42°31.20’ W105°01.20’

4666  NOTAM FILE CPR

RWY 16–34: 4397X70 (TURF–DIRT)


AIRPORT MANAGER: (307) 331-5005

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

GREEN RIVER

GTR GREEN RIVER INTERGALACTIC SPACEPORT (48U)  4 S  UTC−7(−6DT)  N41°27.48’  SALT LAKE CITY

W109°29.41’

7182  NOTAM FILE CPR

RWY 04–22: 5652X75 (DIRT)


AIRPORT MANAGER: 307-872-0525

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

GREYBULL

SOUTH BIG HORN CO (GEY)(KGEY) 2 NW  UTC−7(−6DT)  N44°31.08’ W108°04.98’  BILLINGS

3942 B NOTAM FILE GEY

RWY 16–34: H7003X150 (ASPH)  S–85, D–150, 2D–290  MIRL

RWY 16:  REIL. PAPI(P4L)—GA 3.0º TCH 50’.

RWY 34:  REIL. PAPI(P4L)—GA 3.0º TCH 50’.

RWY 08–26: H3953X75 (ASPH)  S–12.5

SERVICE:  S4  FUEL  100LL, JET A  DX 1  LGT ACTIVATE MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34, REIL Rwy 16 and Rwy 34—CTAF.


AIRPORT MANAGER: 307-568-2551


COMMUNICATIONS: CTAF 122.9

SALT LAKE CENTER APP/DEP CON 127.75

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.

WORLAND (L) VOR/DME 114.8  RLY  Chan 95  N43°57.85’ W107°57.05’  337° 33.7 NM to fld. 4204/13E.

GREYBULL NDB (MHW) 275  GEY  N44°30.69’  W108°04.97’ at fld. 3920/10E. NOTAM FILE GEY.

GTR GREEN RIVER INTERGALACTIC SPACEPORT (See GREEN RIVER on page 247)
GUERNSEY

CAMP GUERNSEY  (GUR)(KGUR)  CIV/MIL A  I SE  UTC–7(–6DT)  N42°15.59´ W104°43.70´

RWY 14–32:  H5060X90 (ASPH–PFC)  PCN 56 R/B/W/T  MIRL  1.3% up NW

RWY 14:  PAPI(P4L)—GA 3.3º TCH 38’.  
RWY 32:  PAPI(P4L)—GA 3.3º TCH 38’.  Rgt tfc.

SERVICE:  FUEL  100LL, JET A++  LGT ACTVT PAPI RWY 14 and 32;  MIRL RWY 14–32—CTAF.

MILITARY—LGT  Mil bcn.  FUEL  100LL self SVC fuel AVBL H24 with credit card.  A++ AVBL by PPR.

NOISE:  Noise abatement areas border W of afld.


AIRPORT MANAGER:  307-836-7878


COMMUNICATIONS:  CTAF 126.2 ATIS 119.825

© DENVER CENTER APP/DEP CON 135.6 363.025

TOWER 126.2 233.3 (1500–0600Z‡ 01 Apr–30 Sep; 1500–0400Z‡ 01 Oct–31 Mar; Mon–Fri exc hol.)

COWBOY RDO 122.7 (R–7001)

AIRSPACE:  CLASS D svc 1500–0600Z‡ 01 Apr – 30 Sep; 1500–0400Z‡ 01 Oct–31 Mar; Mon–Fri exc hol; other times CLASS E.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DGW.

HIPSTER  (H) VOR/W/DEME 115.75  IIP  Chan 104(Y)  N42°40.57´ W105°13.57´  126º 33.4 NM to fld. 4906/12E.

NDB  (HW) 280°  GYX  N42°14.40´ W104°42.86´  321º 1.3 NM to fld. 4489/11E.  NOTAM FILE CPR.

COMM/NAV/WEATHER REMARKS:  Required call to Guernsey ATCT prior to entering R–7001.

HARFORD FLD  (See CASPER on page 240)

HIPSTER  (H) VOR/W/DEME 115.75  IIP  Chan 104(Y)  N42°40.57´ W105°13.57´  NOTAM FILE DGW.

HOT SPRINGS CO  (See THERMOPOLIS on page 258)
HULETT MUNI  (W43)  2 SE  UTC–7(–6DT)  N44°39.77′  W104°34.07′  
4264  B  NOTAM FILE CPR  
RWY 13–31: H5500X75 (ASPH)  S–12.5  MIRL  1.3% up SE  
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 38°.  
AIRPORT MANAGER: 307-467-5771  
WEATHER DATA SOURCES: AWOS–3PT 128.775 (307) 467–5575.  
COMMUNICATIONS: CTAF/UNICOM 122.8  
DENVER CENTER APP/DEP CON 127.95  
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.  
RADIO AIDS TO NAVIGATION: NOTAM FILE GCC.  
GILLETTE (H) VORW/DME 114.6  GCC Chan 93 N44°20.87′  W105º32.61′ 056º 46.0 NM to fld. 4336/9E.  
VOR portion unusable: 253º–278º byd 20 NM blo 8,000′  
DME portion unusable: 163º–193º byd 25 NM blo 10,300′  
193º–268º byd 20 NM blo 8,000′  
193º–268º byd 30 NM blo 13,000′  
268º–333º byd 22 NM blo 10,500′  
HUNT FLD  (See LANDER on page 251)  
JACKSON HOLE  (JAC)  H–3E, L–11D  UTC–7(–6DT)  N43º36.44′  W110º44.27′  
6451  B  Class I, ARFF Index B  NOTAM FILE JAC MON Airport  
RWY 01–19: H6300X150 (ASPH–PFC) S–75, D–200, 2S–175, 2D–380  
PCN 57 F/A/X/U  HIRL  CL  0.6% up N  
RWY 01: MALS. PAPI(P4L)—GA 3.0° TCH 50°. RVR–TMR Road.  
RWY 19: MALS. PAPI(P4L)—GA 3.0° TCH 53°. RVR–TMR  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 01: TORA–6300 TODA–6300 ASDA–6300 LDA–6300  
RWY 19: TORA–6300 TODA–6300 ASDA–6300 LDA–6300  
SERVICE: S2  FUEL 100LL, JET A  OK  LGT  When twr clsd ACTIVATE HIRL Rwy 01–19, MALS Rwy 01–19, Twy lghts and wind tee—CTAF.  
AIRPORT MANAGER: (307) 733-7695  
WEATHER DATA SOURCES: AWOS–3PT (307) 739–9108 SAWRS 1300–0500Z.  
COMMUNICATIONS: CTAF 118.075  D–ATIS 120.625  UNICOM 122.95  
RCD 122.05 (CASPER RADIO)  
SALT LAKE CENTER APP/DEP CON 133.25  
TOWER 118.075  (1400–0400Z)  GND CON 124.55  
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.  
CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1400–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE JAC.

(L) VOR/DME 115.4  JAC  Chan 101  N43º37.26´ W110º43.90´ at fld. 6452/13E.

VOR/DME unusable:
- 020º–035º byd 20 NM
- 035º–048º byd 11 NM
- 048º–070º byd 10 NM
- 048º–070º byd 5 NM blo 16,000´
- 070º–090º byd 20 NM
- 090º–110º byd 15 NM
- 110º–130º byd 20 NM
- 130º–135º byd 15 NM
- 135º–160º byd 20 NM
- 160º–180º byd 30 NM
- 205º–220º byd 20 NM blo 15,000´
- 220º–270º byd 10 NM
- 270º–280º byd 8 NM blo 15,000´
- 270º–335º byd 10 NM
- 335º–350º byd 15 NM
- VOR unusable:
- 180º–205º byd 38 NM


JOHNSON CO
(See BUFFALO on page 239)

KEMMERER MUNI (EMM)(KEMM)  2 NW UTC–7(–6DT)  N41º49.45´ W110º33.42´

RWY 16–34: H8203X75 (ASPH) S–18 MIRL

RWY 16: REIL PAPI(P2L)—GA 3.25º TCH 34º.

RWY 34: REIL PAPI(P2L)—GA 3.25º TCH 61º.

RWY 10–28: 3271X60 (TURF–DIRT)

RWY 28: Fence.

RWY 04–22: H2671X60 (CONC) S–9 MIRL

RWY 22: Rgt tfc.

SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34, MIRL Rwy 04–22 and Rwy 16–34—CTAF. NSTD PCL, click 3 times only.


AIRPORT MANAGER: (307) 727-7865


COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CITY

H–3E, L–11D

IAP

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

FORT BRIDGER (L) VOR/DME 108.6  FBR  Chan 23  N41º22.71´ W110º25.44´  333º 27.4 NM to fld. 7058/14E.
LANDER

HUNT FLD (LND)(KLND) 1 S UTC–7(–6DT) N42°48.92’ W108°43.71’

RWY 04–22, H5000X75 (ASPH) S–30 PCN 37 F/D/X/T MIRL

0.6% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 41’. Tree.

RWY 22: REIL. PAPI(P2L)—GA 3.0º TCH 41’.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 04 and

Rwy 22; MIRL Rwy 04–22—CTAF. PAPI Rwy 04 and Rwy 22 opr

continuously. Rwy 04 PAPI unusbl byd 2 NM.

AIRPORT REMARKS: Attended 1300–2300Z‡. For svs after hrs call


inv of arpt. Rgt tfc permissible on Rwy 22 departure during heavy

winds to avoid the mountains due to severe downdrafts. +4’

reflectors along twy and rwy edges for winter plowing. Twy entrance

lights. Powerplant rprs ltd to piston engines only. Rwy 22 twr 305’

abv apch end 14,728’ from rwy end 90’ rgt of cntrln.

AIRPORT MANAGER: 307-332-3134

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 133.25

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at

801-320-2568.

RADIO AIDS TO NAVIGATION:

NOTAM FILE CPR.

BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125

N43°27.79’ W108°17.98’ 190º 43.2 NM to fld.

7550/16E.

LARAMIE RGNL (LAR)(KLAR) 3 W UTC–7(–6DT) N41°18.72’ W105°40.50’

RWY 03–21: H8502X150 (ASPH–GRVD) S–86, D–105, 2S–133,

2D–160 MIRL

RWY 03: REIL. PAPI(P4L)—GA 3.0º TCH 32’.

RWY 21: REIL. PAPI(P4L)—GA 3.0º TCH 53’.

RWY 12–30: H6300X100 (ASPH–GRVD) S–86, D–105, 2S–133,

2D–160 MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0º TCH 44’.

RWY 30: ODALS. PAPI(P4L)—GA 3.0º TCH 41’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–8502 TODA–8502 ASDA–8502 LDA–8502

RWY 12: TORA–6300 TODA–6300 ASDA–6300 LDA–6300


RWY 30: TORA–6300 TODA–6300 ASDA–6300 LDA–6300

SERVICE: FUEL 100LL, JET A LGT ACTIVATE ODALS Rwy 30,

REIL Rwy 03, Rwy 12 and Rwy 21, PAPI Rwy 03, Rwy 12, Rwy 21

and Rwy 30 and MIRL Rwys 03–21 and 12–30—CTAF.

AIRPORT REMARKS: Attended 1200–0400Z‡. Afld sfc cond unmonitored

0500–1200Z‡. Class II, ARFF Index A. PPR for unscheduled acft ops

with more than 30 pax seats, call arpt mgr 307–742–4164. Index B

avbl upon req. PPR call arpt mgr 307–742–4164. Cold temperature

restricted airport. Altitude correction required at or below –35C.

AIRPORT MANAGER: 307-742-4164

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 123.05

SHERMAN HIL RCO 122.2 (CASPER RADIO)

RCO 122.6 (CASPER RADIO)

DENVER CENTER APP/DEP CON 125.9

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:

NOTAM FILE LAR.
LUSK MUNI (LSK)(KLSK)  3 E UTC–7(–6DT)  N42°45.23′ W104°24.27′  
4967 B NOTAM FILE CPR  
RWY 10–28: H5058X75 (ASPH) S–12.5 MIRL  
RWY 10: PAPI(P2L)—GA 3.0º TCH 40 ′. Pole.  
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40 ′.  
SERVICE: FUEL 100LL LGT ACTVT REIL Rwy 28; PAPI Rwy 10 and Rwy 28; MIRL Rwy 10–28—122.8.  
AIRPORT REMARKS: Unattended. Fuel avbl via credit card reader.  
AIRPORT MANAGER: 307-334-3622  
COMMUNICATIONS: CTAF/UNICOM 122.8  
RCO 122.3 (CASPER RADIO)  
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.  
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.  
HIPSHER (H) VOR/DME 115.75 IIP Chan 104(Y) N42°40.57′ W105°13.57′ 070º 36.6 NM to fld. 4906/12E.  

MEDICINE BOW (80V)  2 SE UTC–7(–6DT)  N41°53.04′ W106°10.97′  
6658 NOTAM FILE CPR  
RWY 10–28: 3170X80 (TURF–DIRT)  
RWY 06–24: 2680X50 (TURF–DIRT)  
AIRPORT MANAGER: 307-379-2225  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.  

MILEY MEML FLD (See BIG PINEY on page 239)  
MONDELL FLD (See NEWCASTLE on page 253)  
MUDY MOUNTAIN N43°06.45′ W106°16.62′ NOTAM FILE CPR.  
(H) VOR/DME 116.2 DDY Chan 109 205º 13.8 NM to Casper/Natrona Co Intl. 5863/12E.  

CHEYENNE H–5A, L–12F  
CHEYENNE H–3E, 5A, L–12F  
CHEYENNE H–2G, 3E, 5A, L–11E, 12F  

NW, 17 JUN 2021 to 12 AUG 2021
NEWCASTLE

MONDELL FLD  (ECS)(KECS)  5 NW UTC–7(–6DT)  N43º53.06´ W104º18.87´

4178  B  NOTAM FILE CPR

RWY 14–32: H5310X75 (ASPH)  S–30 PCN 13 F/C/W/U  MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Railroad. Rgt tfc.
RWY 32: ODALS. PAPI(P2L)—GA 3.0º TCH 45´.

SERVICE: FUEL 100LL, JET A

LGT ACTVT ODALS Rwy 32; REIL Rwy 14; PAPI Rwy 14 and Rwy 32; MIRL Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended Mon–Sat1500–0000Z‡. Unattended major hols–call aft hrs on these days. For attendant after hrs call 307–746–9732. For fuel after hrs phone 307–746–5805. Wildlife on or near the rwy's. Migratory bird flt paths near arpt. Soft shoulders near edges of rwy's, twys, and ramps. High vol of acft oprng invf Mt Rushmore and Crazy Horse monuments at or blw 7500 ft; pilots are advised to mnt 122.85 for tfc advisories.

AIRPORT MANAGER: 307-746-4666

WEATHER DATA SOURCES: AWOS–3PT 118.0 (307) 746–4896.

COMMUNICATIONS: CTAF/UNICOM 122.8

NEWCASTLE RCO 122.5 (CASPER RADIO)

DENVER CENTER APP/DEP CON 127.95

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.

RAPID CITY  (H) VORTAC 112.3 RAP Chan 70  N43º58.56´ W103º00.74´ 252º 56.7 NM to fld. 3157/13E.

NEWCASTLE (L) VORW 108.2  ECS  N43º52.87´ W104º18.47´ at fld. 4213/11E. NOTAM FILE CPR.

VOR unusable:
003º–023º byd 25 NM blw 10,500´
023º–043º byd 25 NM
043º–063º byd 25 NM blw 12,000´
063º–093º byd 30 NM blw 11,000´
093º–113º byd 30 NM blw 10,500´
328º–003º byd 25 NM blw 9,000´

NORTH BIG HORN CO (See COWLEY/LOVELL/BYRON on page 243)

NORTHEAST WYOMING RGNL (See GILLETTE on page 246)

PHIFER AIRFIELD (See WHEATLAND on page 259)

PINE BLUFFS MUNI  (82V)  3 SW UTC–7(–6DT)  N41º09.15´ W104º08.09´

5152  B  NOTAM FILE CPR

RWY 08–26: H5330X75 (ASPH)  S–12.5 PCN 20 F/A/X/U  MIRL

0.4% up W

RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 25´.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 25´.

SERVICE: FUEL 100LL  LGT ACTIVATE MIRL Rwy 08–26, PAPI Rwys 08 and 26, REIL Rwys 08 and 26 and wind tee—122.8.

AIRPORT REMARKS: Unattended. Fuel avlb 24 hrs a day with credit card self serve.

AIRPORT MANAGER: (970) 227-9286


COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.

CHEYENNE (H) VORTACW 113.1  CYS Chan 78  N41º12.66´ W104º46.37´ 084º 29.1 NM to fld. 6211/13E.
PINEDALE

RALPH WENZ FLD (PNA)(KPNA) 5 SE UTC–7(–6DT) N42°47.84’ W109°48.66’

7096 B NOTAM FILE PNA

RWY 11–29: H8900X100 (ASPH) S–45 MIRL 0.3% up W

RWY 11: ODALS, REIL, PAPI(P4L)—GA 2.83º TCH 40’.

RWY 29: ODALS, REIL, PAPI(P4L)—GA 2.83º TCH 40’.


AIRPORT MANAGER: 307-360-9025


COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.

BIG PINEY (H) VOR/DME 116.5 BPI Chan 112 N42°34.77’ W109°47.05’ 029º 18.6 NM to fld. 6952/16E.

POWELL MUNI (POY)(KPOY) 7 N UTC–7(–6DT) N44°52.03’ W108°47.61’

5096 B NOTAM FILE CPR

RWY 13–31: H6200X100 (ASPH) S–15 MIRL 1.6% up SE

RWY 13: PAPI(P2L)—GA 3.0º TCH 38’.

RWY 31: REIL, PAPI(P2L)—GA 3.0º TCH 36´. Fence.

RWY 17–35: 2709X100 (TURF–DIRT) 0.7% up S

RWY 35: Fence.

RWY 03–21: 2623X100 (TURF–DIRT) 0.7% up NE

RWY 03: Fence.

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL RWY 13–31, REIL RWY 31 and PAPI RWY 13 and RWY 31—122.7.


COMMUNICATIONS: CTAF/UNICOM 122.7

CODY RCO 122.3 (CASPER RADIO)

CODY (L) VOR/DME 111.8 COD Chan 55 N44°37.23’ W108°57.90’ 012º 16.5 NM to fld. 4800/14E.

VOR unusable:
043º–113º byd 10 NM bly 9,500´

DME portion unusable:
043º–113º byd 10 NM bly 9,500´
113º–138º byd 22 NM bly 10,000´
138º–183º byd 32 NM bly 11,000´

NDB (MHW) 344 POY N44°52.01’ W108°47.18’ at fld. 5073/11E. NOTAM FILE CPR.

RALPH WENZ FLD (See PINEDALE on page 254)
RAWLINS MUNI/HARVEY FLD (RWL)(KRWL)  2 NE  UTC–7(–6DT)  N41º48.34´ W107º12.02´

SERVICE:  FUEL  100LL, JET A
LGT ACTIVATE REIL Rwy 22 and Rwy 29, MIRL Rwy 04–22 and Rwy 11–29—123.0. PAPI Rwy 04 and Rwy 22 opr continuously.

AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For fuel after hrs call 307–321–6104 or 208–244–1860. A $70 fee will be charged to all commercial/corporate aircraft unless fuel is purchased. Birds inv of all rwys. Rwy 11–29 ltd to acft up to 12,000 lbs GWT.

AIRPORT MANAGER: (307) 321-6104

WEATHER DATA SOURCES: ASOS 118.525 (307) 328–0031.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCD 122.2 (CASPER RADIO)

DENVER CENTER APP/DEP CON 132.1

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.

AIRSPACE: CLASS E svc 1300–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

CHEROKEE (H) VOR/DME 115.0  CKW Chan 97  N41º45.34´ W107º34.92´  065º 17.4 NM to fld. 7050/15E.

RIVERTON

CENTRAL WYOMING RGNL (RIW)(KRIW)  3 NW  UTC–7(–6DT)  N43º03.86´ W108º27.59´

SERVICE:  FUEL  100LL, JET A
LGT ACTIVATE HIRL Rwy 10–28, MIRL Rwy 01–19, REIL Rwy 01, Rwy 19 and Rwy 10 and MALSR Rwy 28—CTAF. PAPI Rwy 01, Rwy 10, Rwy 19 and Rwy 28 opr 24 hrs.


AIRPORT MANAGER: (307) 857-7704

WEATHER DATA SOURCES: ASOS 121.425 (307) 856–4473.

COMMUNICATIONS: CTAF/UNICOM 122.8
RIVERTON RCD 122.2 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 133.25

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIW.

RIVERTON (L) VOR/DME 114.05  RIW Chan 87(Y)  N43º03.94´ W108º27.33´ at fld. 5458/10E.

ILS 110.5  I–RIW  Rwy 28.  Class IE.  Status is not remotely Monitored.
ROCK SPRINGS

SOUTHWEST WYOMING RGNL (RKS)(KRKS) 7 E UTC–7(–6DT) N41°35.65´ W109°03.91´ SALT LAKE CITY H–3E, L–11E

6765 B ARFF Index—See Remarks NOTAM FILE RKS


RWY 09: ODALS. PAPI(P4L)—GA 3.0º TCH 50´. 0.3% up.

RWY 27: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. 0.4% down.

RWY 03–21: H5228X75 (ASPH–PFC) S–59, D–88, 2D–503 PCN 63 F/A/X/T HIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 30´.

RWY 21: REIL. PAPI(P2L)—GA 3.0º TCH 30´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:
TORA–5228
TODA–5228
ASDA–5228
LDA–5228

RWY 09:
TORA–10000
TODA–10000
ASDA–10000
LDA–10000

RWY 21:
TORA–5228
TODA–5228
ASDA–5228
LDA–5228

RWY 27:
TORA–10000
TODA–10000
ASDA–10000
LDA–10000

SERVICE:
FUEL
100LL, JET A+/ LJT
ACTIVATE MALSR
Rwy 27, ODALS Rwy 09, REIL Rwy 03 and Rwy 21, HIRL Rwy 09–27 and twy lgts—CTAF. PAPI Rwy 09, Rwy 27, Rwy 03 and Rwy 21 opr continuously.

AIRPORT REMARKS:

AIRPORT MANAGER: 307-352-6880

WEATHER DATA SOURCES: ASOS 118.375 (307) 362–2541. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROCK SPRING RCO 122.2 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 124.35

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.

ROCK SPRINGS (H) VORW/DME 116.0 OCS Chan 107 N41°35.41´ W109°00.92´ 263º 2.3 NM to fld. 6785/13E.

VOR unusable:
186º–195º byd 25 NM blo 14,000´

DME unusable:
122º–127º byd 25 NM blo 12,000´

ILS/DME 109.3 I–RKS Chan 30 Rwy 27. Class 1E.

SARATOGA

SHIVELY FLD (SAA)(KSAA) 1 SW UTC–7(–6DT) N41°26.61´ W106°49.65´ CHEYENNE H–3E, L–9E, L–11E

7014 B NOTAM FILE CPR

RWY 05–23: H8801X100 (ASPH–PFC) S–50 PCN 50 F/D/X/U MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 49´. 1.8% down.

RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 47´. 1.8% up.

SERVICE: FUEL
100LL, JET A+ LGT
ACTivate MALSR
PAPI Rwy 05 and Rwy 23; MIRL Rwy 05–23—CTAF.

AIRPORT REMARKS:
Attended Apr–Nov 1500–0000Z‡, Dec–Mar 1500–2300Z‡. Full svc fuel. Fee applied jet acct. After hrs call 307–326–8344. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ldg fee, $100 for turbo jet and $75 for turbo prop acct.

AIRPORT MANAGER: 307-326-8344

WEATHER DATA SOURCES: AWOS–3PT 118.175 (307) 326–5387.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.1

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

CHEROKEE (H) VOR/DME 115.0 CKW Chan 97 N41°45.34´ W107°34.92´ 104º 38.8 NM to fld. 7050/15E.

SARATOGA NDB (MHW) 266 SAA N41°26.70´ W106°49.93´ at fld. 6925/12E.
SHERIDAN CO (SHR)(KSHR) 2 SW UTC–7(–6DT) N44º46.15´ W106º58.82´

WYOMING 257

BILLING:
H–1E, 2G, L–13D

IAP AD

4021 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE SHR MON Airport

RWY 15–33: H8301X100 (ASPH–PFC) S–60, D–75, 2S–95

PCN 22 F/B/X/U HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 50´. 0.5% down.

RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 53´. 0.4% up.


MIRL 1.6% up SW

RWY 06: REIL. PAPI(P4R)—GA 4.0º TCH 57º.

RWY 24: REIL. PAPI(P4R)—GA 3.0º TCH 39º. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5039 TODA–5039 ASDA–5039 LDA–5039

RWY 15: TORA–8301 TODA–8301 ASDA–8301 LDA–8301

RWY 24: TORA–5039 TODA–5039 ASDA–5039 LDA–5039

RWY 33: TORA–8301 TODA–8301 ASDA–8301 LDA–8301

SERVICE:
S4 FUEL
100, JET A, A1+ OX
1, 2, 3 LGT
ACTIVATE MALSR

Rwy 33, REIL Rwy 06, Rwy 24, and Rwy 15, PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33, HIRL Rwy 15–33, and MIRL Rwy 06–24—CTAF.

AIRPORT REMARKS:
Attended dalgt hrs. Conds not monitored at ngt aft the last acr arr til 0500L. See NOTAMS for the most up–to–date conds and updts. Cold temperature airport. Altitude correction required at or below –19C. PPR unscheduled acft ops with more than 30 passenger seats ctc ARFF station 307–673–1875. Fixed wing acft rstd to rwys and twys only. TPA—4821(800) for single engine, and 5521(1500) for turboprop and jet.

AIRPORT MANAGER: 307-674-4222

WEATHER DATA SOURCES: ASOS 135.175 (307) 672–5349. SAWRS 1100–0600Z‡.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.5 (CASPER RADIO)

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:
(L) VOR/DME 115.3 SHR Chan 100 N44º50.54´ W107º03.67´ 5.6 NM to fld. 4397/10E.

VS/DEP CON 127.75

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.

SHively Fld (See SARATOGA on page 256)

SHosHoni Muni (49U) 1 N UTC–7(–6DT) N43º15.06´ W108º07.32´

4818 NOTAM FILE CPR

RWY 08–26: 4650X90 (DIRT) 0.4% up E

RWY 08: P–line.

RWY 11–29: 2950X75 (DIRT) 1.0% up E

RWY 11: Fence.

AIRPORT REMARKS: Unattended. Antelope on arpt. Arpt has uncontrolled vehicle access. Segmented circle is NSTD with alternating 4 white tires and 4 yellow tires, no spacing between sets. Rwy 08–26 no line of sight between rwy ends. Rwy 08–26 and Rwy 11–29 numerous rocks on rwy surface, rwy soft when wet. Rwy 08–26 and Rwy 11–29 thlds not marked.

AIRPORT MANAGER: 307-876-2515

COMMUNICATIONS: CTA 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

SOUTH BIG HORN CO (See GREYBULL on page 247)

SOUTH PASS FWZ N42º30.80´ W108º46.63´/8490

AWOS–3PT 118.350 (307) 709–2644

SOUTHWEST WYOMING RGNL (See ROCK SPRINGS on page 256)
THERMOPOLIS

HOT SPRINGS CO (HSG)(KHSG) 10 NW UTC–7(–6DT) N43º42.82´ W108º23.38´

4892  B  NOTAM FILE CPR

RWY 05–23: H6370X75 (ASPH) S–30, D–45 PCN 29 F/A/X/T MIRL 0.3% up NE
   RWY 05: REIL. PAPI(P2L)—GA 2.75º TCH 39°. Rgt tfc.
   RWY 23: REIL. PAPI(P2L)—GA 2.75º TCH 39°.

SERVICE: FUEL 100LL, JET A  LGT ACTIVATE REIL Rwy 5 and Rwy 23, PAPI Rwy 05 and Rwy 23; MIRL Rwy 05–23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously daylight hrs.


AIRPORT MANAGER: (307) 867-2027
WEATHER DATA SOURCES: AWOS–3PT 121.125 (307) 867–2033.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

BOYSEN RESERVOIR (H) VOR/DME 117.8  BOY Chan 125
   N43º27.79´ W108º17.98´ 329º 15.5 NM to fld. 7550/16E.

THOMAS MEML

(See GLENDO on page 247)

TORRINGTON MUNI (TOR)(KITOR) 2 E UTC–7(–6DT) N42º03.87´ W104º09.16´

4207  B  NOTAM FILE TOR

RWY 10–28: H5703X75 (ASPH) S–33, D–45 MIRL
   RWY 10: PAPI(P2L)—GA 3.0º TCH 40°
   RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40°. Hill.

RWY 02–20: H3001X60 (ASPH)
   RWY 02: Ground. Rgt tfc.

SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 28, PAPI Rwy 10 and Rwy 28 and MIRL Rwy 10–28—122.8. MIRL will only activate if bcn is opr dur dark or overcast periods.

AIRPORT REMARKS: Attended 1500–0000Z‡, exc nati hol. For fuel after hrs call 719–963–3669 or 308–672–1000. Deer and waterfowl on and inof arpt. Rwy 02, 7´ drop off 60’ left and rgt of cntrln at thld, Rwy 10, 7´ drop 100´ from thld and 75´ rgt. Reflectors along parallel twys only, others lgtd.

AIRPORT MANAGER: 307-532-8551
WEATHER DATA SOURCES: ASOS 118.375 (307) 532–8958.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.95
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.

SCOTTSBLUFF (H) VORTAC 112.6  BFF Chan 73 N41º53.65´
   W103º28.92´ 276º 31.7 NM to fld. 4169/13E.

TACAN AZIMUTH & DME unusable:
   025º–060º 25 NM b/o 6,300´
   310º–025º 25 NM b/o 6,500´

NDB (MHV) 293  TOR N42º03.95´ W104º09.20´ at fld. 4200/11E. NOTAM FILE TOR.
UPTON MUNI (83V) 1 SW UTC–7(–6DT) N44º05.43´ W104º38.45´
4290 B NOTAM FILE CPR
RWY 13–31: 3710X80 (GRVL–DIRT) MIRL
RWY 13: SAVASI(S2L)—QA 3.0º TCH 25´.
RWY 31: SAVASI(S2L)—QA 3.0º TCH 25´. Fence.
Non–working +3´ lgts on non–fragile bases at rwy edges OTS indef. All arpt lgts OTS indef. Rwy 13 and Rwy 31 VASI
OTS indef.
AIRPORT MANAGER: (307) 746-8411
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

WENZ N42º47.57´ W109º48.36´ NOTAM FILE PNA.
NDB (MHW) 392 PNA at Ralph Wenz Fld. 7076/13E.

WHEATLAND
PHIFER AIRFIELD (EAN)(KEAN) 1 E UTC–7(–6DT) N42º03.33´ W104º55.70´
4779 B NOTAM FILE CPR
RWY 08–26: H5900X75 (ASPH) S–15 MIRL
RWY 08: PAPI(P2L)—GA 3.0º TCH 42´. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 42´.
SERVICE: LGT ACTVT REIL RWY 26; MIRL RWY 08–26—CTAF. PAPI
RWY 08 & RWY 26 OPR CONSLY.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 307-322-2962
WEATHER DATA SOURCES: AWOS–3PT 121.125 (307) 322–1557.
COMMUNICATIONS: CTAF 122.9
WHEATLAND RCO 122.2 (CASPER RADIO)
DENVER CENTER APP/DEP CON 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIHISHIER (H) VOR/DME 115.75 IIP Chan 104(Y) N42º40.57´ W105º13.57´ 148º 39.5 NM to fld. 4906/12E.
WORLAND MUNI (WRL)(KWRL) 3 S UTC–7(–6DT) N43º57.77´ W107º57.03´
4252  B  NOTAM FILE WRL
RWY 16–34: H7000X100 (ASPH–PFC) S–50, D–70 PCN 18 F/C/X/T
MIRL  1.1% up S
RWY 16: REIL. PAPI(P4L)—QA 3.0º TCH 41´.
RWY 34: REIL. PAPI(P4L)—QA 3.0º TCH 40´.
RWY 10–28: 2502X60 (TURF)  1.6% up SE
RWY 04–22: 2241X60 (TURF)  0.5% up NE
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–2241 TODA–2241 ASDA–2241 LDA–2241
RWY 16: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 22: TORA–2241 TODA–2241 ASDA–2241 LDA–2241
RWY 34: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
SERVICE: S4  FUEL
100LL, JET A  LGT
ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 34—CTAF. PAPI Rwy 16 opr continuously.
AIRPORT MANAGER: 307-347-8977
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.4 (CASPER RADIO)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Salt Lake ARTCC at 801-320-2568.
AIRSPACE: CLASS E svc 1330–0530Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL
(L) VOR/DME 114.8  RLY Chan 95  N43º57.85´ W107º57.05´ at fld. 4204/13E.

YELLOWSTONE RGNL (See CODY on page 242)
SEATTLE APPROACH CONTROL (S46) CONCURRENT OPERATIONS TO BOEING FIELD (BFI) AND SEATTLE-TACOMA INTERNATIONAL AIRPORT (SEA)

The purpose of this Notice is to inform pilots landing/departing from either Boeing Field / King County International Airport (BFI) or Seattle-Tacoma International Airport (SEA) under instrument flight rules (IFR) concerning the special use of visual separation to maintain efficiency at both airports.

Sequencing aircraft simultaneously to BFI and SEA under IFR requires lateral and/or vertical separation between aircraft while ensuring protected airspace for potential missed approaches. These requirements directly affect the capacity of both airports.

BFI field elevation is 21 feet MSL and SEA field elevation is 433 feet MSL. BFI is located 4.5 nautical miles north of SEA. The convergence and divergence of flight paths has made it possible to utilize visual separation under certain weather conditions, which reduces the spacing normally provided to aircraft landing and departing SEA and BFI. In a south flow, the ILS approach to BFI Runway 14R/L converges with the ILS approaches to SEA Runways 16R/C/L directly over BFI. In a north flow, the departure paths for aircraft departing north at both airports diverge directly over the north end of BFI Runway 32L.

INFORMATION:
When weather/operational conditions permit, BFI Tower controllers will provide visual separation during the following operations:
- IFR arrivals to BFI Runways 14R/L and SEA arrivals Runways 16L/C/R
- IFR departures from BFI Runways 32L/R and IFR departures from SEA Runways 34L/C/R

When weather/operational conditions permit, SEA Tower controllers will provide visual separation during the following operations:
- IFR arrivals to BFI Runways 32L/R and IFR departures from SEA Runways 34L/C/R

These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. The special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

If you have any questions or concerns, please contact the manager or designee of one of the facilities listed below during normal business hours.

Seattle Terminal Radar Approach Control : (206) 214-4600
Seattle Airport Traffic Control Tower: (206) 214-2500
Boeing Field Airport Traffic Control Tower: (206) 685-6400

VFR ADVISORY AREA
Canadian Airspace
VICTORIA–VANCOUVER
(Effective: Until Further Notice)

Effective 0901 UTC August 6, 1994, a VFR Advisory Area was permanently established between the two Canadian control zones, from above 1,200 MSL up to 2,500 MSL. Vancouver and Victoria Towers provide radar traffic information to all participating aircraft within the VFR Advisory Area.

PROCEDURES
Victoria/Vancouver
*All aircraft operating between Victoria and Vancouver within the VFR Advisory Area should follow the routes shown on the graphic.
*Northbound: Change from Victoria Tower, 119.1, to Vancouver Tower, 124.0, when instructed by ATC.
*Southbound: Change from Vancouver Tower, 124.0, to Victoria Tower, 119.1, when instructed by ATC.
*Set transponder codes as requested.

TRANSITING TRAFFIC
*Call Vancouver Tower on 124.0 when north of the Active Pass/Samuel Island Line.
*Call Victoria Tower on 119.1 when south of the Active Pass/Samuel Island Line.
*Set Transponder codes as requested.

Routes and recommended altitudes will not be usable by all aircraft at all times because of weather and regulations pertaining to flight over water. Higher altitudes may be requested. If unable to maintain VFR, advice ATC.

CONTINUED ON NEXT PAGE
INTENSIVE FLIGHT TRAINING IN VICINITY OF
PORTLAND-HILLSBORO AIRPORT
HILLSBORO, OR

Intensive flight training activity in areas S to NW of the Portland-Hillsboro Airport within 25 NM at or below 5500 MSL. These areas are in use from sunrise to sunset daily. Participating aircraft reports on 122.75.

NW, 17 JUN 2021 to 12 AUG 2021
**ADVISORY FOR SW TO NW VFR DEPARTURES**

**ASHLAND, OR**

Use caution when departing Ashland Municipal Airport (S03) on a SW to NW heading when aircraft are arriving Runway 32 at Medford Airport (MFR). This scenario often puts aircraft in direct conflict creating a safety concern for the National Airspace System. Many aircraft are overflying Interstate 5 to take advantage of the valley. This makes the airspace over Ashland Airport congested and potentially dangerous. Prior to departure, S03 pilots are encouraged to monitor MFR ATIS on frequency 127.25. When Medford Runway 32 is in use, Ashland departures could be in close proximity to MFR arrivals. If conditions allow, depart on runway heading or remain east of I-5 and contact Cascade Approach on 124.3 for traffic advisories.

Frequencies: CASCADE APPROACH 124.3, MFR ATIS 127.25, MFR TOWER 119.4

Suggested best practices:
- Monitor MFR ATIS for runway in use.
- Use caution if RWY 32 is in use at MFR.
- S03 departures, flying SW to NW recommend runway heading or east of I-5 and contact Cascade Approach for traffic advisories.
- Avoid flying directly over the interstate. Suggest offsetting a mile or more to the east.
- Maintain VFR

For inquiries ctc Cascade Approach Control 541-482-7675

Effective 22 APR 2021 to 15 JUN 2023

Note: These altitudes are what an arrival will be descending to in that segment.
INTENSIVE FLIGHT TRAINING IN THE VICINITY OF BEND AIRPORT, BEND, OR

“East Heli Practice” area: Intensive helicopter flight training activity in the area east of Bend Airport from the surface to 5,000 MSL. Participating aircraft report on 123.3.

“East Practice Area”: Intensive small aircraft and helicopter flight training activity east and south of the Bend airport within 25 NM from the surface to 10,000 MSL. Turbine instruction and flight testing in vicinity of the East Practice Area from 10,000 to 17,500 MSL. These areas are in use from sunrise to sunset daily. Participating aircraft reports on 123.3.

“Specialized Aero Works” area: Aerobatic training 6,000-10,000 MSL. Participating aircraft reports on 123.0.


NW, 17 JUN 2021 to 12 AUG 2021
INTENSIVE FLIGHT TRAINING IN THE VICINITY OF MADRAS AIRPORT, MADRAS, OR

Intensive small aircraft flight training activity in the area south and east of the Madras Airport within 17 NM at or below 7,000 MSL. Turbine instruction and flight testing in vicinity of the North Practice Area primarily from 10,000 to 17,500 MSL. These areas are in use from sunrise to sunset daily. Participating aircraft reports on 123.5.


NW, 17 JUN 2021 to 12 AUG 2021
Special Flight Rules Area
Pearson Field Airport (VUO)
Vancouver, Washington

Pearson advisory service is provided by Portland Tower (PDX) on frequency 119.0. The purpose of the advisory service is to provide traffic advisories to pilots operating to/from Pearson Field. “Pearson Advisory” does not control VFR aircraft on Pearson Field or in the SFRA. However, pilots are required to establish and maintain communications with Pearson Advisory on 119.0. Pilots should exercise caution when arriving and departing VUO due to the close proximity of Portland International Airport (PDX).

Aircraft Operations – FAR 93.163 Regulatory Information

1. Obtain the weather (ASOS 135.125) prior to contacting Pearson Advisory.
2. Establish two-way radio contact with Pearson Advisory on 119.0:
   a. Inbound to Pearson Field (or transitioning through SFRA) – before entering SFRA (see chart below).
   b. Departing Pearson Field – prior to taxiing onto the runway.
3. After initial contact, continue to monitor 119.0 while in the SFRA.
4. Remain outside Portland Class C airspace.
5. Make a right traffic pattern when operating to/from Pearson Field Runway 26.
6. When operating over the runway or extended runway centerline of Pearson Field Runway 8/26 maintain an altitude at or below 700 feet above mean sea level.
7. Two-way communications failure in flight:
   a. VFR aircraft – if ASOS indicates VFR conditions, continue inbound and land
   b. IFR aircraft – comply with FAR 91.185

VUO Airport Recommended Procedures

Departing pilots: After receiving weather and ready to depart, contact Pearson Advisory. Advise you have the weather and your intentions:

Example: “Pearson Advisory, N6776G at runway eight, departing northwest bound with the Pearson weather.”

IFR Pilots: Use Pearson Advisory 119.0 to request clearance and IFR release from VUO.

Arriving Pilots: After receiving weather, contact Pearson Advisory at least five miles from VUO with your position and intentions.

Example: “Person Advisory, N993MM over Vancouver Lake, inbound runway eight with the Pearson weather.”

The geographical reporting points of Vancouver Lake, the Freeway Split, and the Confluence are commonly used (see attached chart). Pilots can expect Pearson Advisory to issue traffic and wake turbulence advisories on PDX traffic and instruction to remain outside Portland Class C airspace. Pilots can also be expected to be advised of the current direction of the PDX traffic flow and should when safe, operate in the same direction as the PDX flow.

After initial contact with Pearson Advisory, pilots should resume broadcasting their position and intentions on CTAF (119.0) as they would at any uncontrolled airport.

Example – “Pearson traffic, Experimental 18LM turning base runway eight.”
CONTROLLED FIRING
Fort Harrison Controlled Firing Area
Helena, Montana
Controlled firing occurs in the vicinity of the Helena, Montana VORTAC (HLN) 24 hours daily, 5’800 MSL and BELOW. The area defined by the following radial/DME coordinates HLN258008, HLN258005, HLN250008, HLN250005.

Limestone Hills Controlled Firing Area
Helena, Montana
Controlled firing occurs in the vicinity of the Helena, Montana VORTAC (HLN) 24 hours daily, FL180 and BELOW. The area defined by the following radial/DME coordinates HLN125026, HLN127028, HLN140025, HLN125028.

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>

MOUNT ST. HELENS NATIONAL VOLCANIC MONUMENT, WASHINGTON
The U.S. Geological Survey (USGS) and the U.S. Forest Service (USFS) conduct low level flights to and from monitor station within the monument and within the crater itself. Due to this activity, the volatility of the volcano and a high volume of sightseeing flights in the area, the following procedures are recommended in the interest of flying safety.

1. VFR aircraft are encouraged to transmit an initial position report on 122.75 MHz in the blind when flying at altitudes of less than 10,000 feet MSL within 10 nautical miles of the Mount St. Helens volcano crater.
2. VFR flight below 3000 feet AGL – strongly not recommended.
3. VFR flight above 3000 feet AGL – fly a counterclockwise pattern, no closer than 3 miles to the volcano summit.

VFR rules of “see and be seen” and good airmanship practices will prevail. Approval to land can only be obtained through appropriate Federal or State authority. Any significant information will be available on the Portland and Seattle ATIS. Marginal radar coverage limits Seattle Center's ability to provide radar flight following to aircraft in orbit of the volcano.

DEVILS TOWER NATIONAL MONUMENT, WYOMING
For reasons of national welfare, pilots are requested to avoid flights within 3 nautical miles of Devils Tower National Monument.

BIRD HAZARD OREGON AND WASHINGTON
Heavy concentration of migratory and wintering flocks of large waterfowl from the Canadian to California borders annually November to May. Caution advised at all airports or while transiting area.

SEATTLE–TACOMA INTL
SEATTLE, WASHINGTON
Gatehold Procedures:
During peak departure periods, gatehold procedures are implemented for all IFR departures. Additional information will be broadcast on ATIS.

Oceanic Departures:
1. Contact Clearance Delivery only when you will be ready to taxi within ten minutes. State destination, requested altitude, “ten minutes to taxi.”
2. If ATC delays are more than 15 minutes for your filed altitude/route, alternatives with less delay will be offered.
3. Failure to depart the gate within ten minutes or reach the runway at the release time specified in the IFR clearance may result in the cancellation of your clearance.

MOUNTAIN HOME, IDAHO
All aircraft operating within 25 NM southwest of V-4, V-330, and V-253 are requested to contact Mountain Home approach on 124.8 for traffic advisories due to intensive military training in the Mountain Home Area.

For further information contact Mountain Home RAPCON 208-828-6069.

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.

NW, 17 JUN 2021 to 12 AUG 2021
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 water 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.

Night Vision Lights Out Operations
Hays MOA, Montana

Lights–out night vision goggle training operations conducted within the Hays MOA at all altitudes from sunset to sunrise when MOA is active by NOTAM. Contact Salt Lake City ARTCC on 133.4 or 119.75 or check the Federal NOTAM System (FNS) website (https://notams.aim.faa.gov/notamSearch/) or contact Flight Service for schedule and NOTAM information.
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.
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.

NW, 17 JUN 2021 to 12 AUG 2021
INTENTIONALLY LEFT BLANK
FAA TELEPHONE NUMBERS AND NWS

SECTION 4: ASSOCIATED DATA

FAA Telephone Numbers and National Weather Service

Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part–time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings.................................................. 1–800–WX–BRIEF (1–800–992–7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)


FLIGHT RESTRICTED ZONE FLIGHTS

Pilots wishing to fly within the Flight Restricted Zone (FRZ) must call the Washington ARTCC Flight Data Unit at 703–771–3476.
<table>
<thead>
<tr>
<th>ARTCC NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>**CLEARANCE DELIVERY TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>505–856–4300</td>
<td>505–856–4561</td>
</tr>
<tr>
<td>Anchorage</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–269–1137</td>
<td></td>
</tr>
<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>770–210–7601</td>
<td>770–210–7692</td>
</tr>
<tr>
<td>Boston</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>603–879–6633</td>
<td>603–879–6859</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>630–906–8221</td>
<td>630–906–8921</td>
</tr>
<tr>
<td>Cleveland</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>440–774–0310</td>
<td>440–774–0490</td>
</tr>
<tr>
<td>Denver</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1600</td>
<td>303–651–4257</td>
</tr>
<tr>
<td>Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>817–858–7500</td>
<td>817–858–7584</td>
</tr>
<tr>
<td>Honolulu</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–840–6100</td>
<td>808–840–6201</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–5300</td>
<td>281–230–5622</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317–247–2231</td>
<td>317–247–2411</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>904–549–1501</td>
<td>904–845–1592</td>
</tr>
<tr>
<td>Kansas City</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>913–254–8500</td>
<td>913–254–8508</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>661–265–8200</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>661–265–8200</td>
<td>661–575–2079</td>
</tr>
<tr>
<td>Memphis</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901–368–8103</td>
<td>901–368–8453</td>
</tr>
<tr>
<td>Miami</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305–716–1500</td>
<td>305–716–1731</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>651–463–5580</td>
<td>651–463–5588</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:40 p.m.</td>
<td>631–468–1001</td>
<td>631–468–1425</td>
</tr>
<tr>
<td>Oakland</td>
<td>310–725–3300</td>
<td>6:30 a.m.–3:00 p.m.</td>
<td>510–745–3331</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>787–253–8663</td>
<td>787–253–8664</td>
</tr>
<tr>
<td>Seattle</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>253–351–3500</td>
<td>253–351–3694</td>
</tr>
<tr>
<td>Washington</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703–771–3401</td>
<td>703–771–3587</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

<table>
<thead>
<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>404–669–1200</td>
<td></td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>847–608–5509</td>
<td></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>
<td></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>
<td></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>
<td></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>
<td></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>
<td></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>
<td></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>
<td></td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
FAA TELEPHONE NUMBERS AND NWS
KEY AIR TRAFFIC FACILITIES

275

DAILY NAS REPORTABLE AIRPORTS
AIRPORT
NAME
Albuquerque Intl Sunport, NM
Andrews AFB, MD
Baltimore/Washington
Intl Thurgood Marshall, MD
Boston Logan Intl, MA
Bradley Intl, CT
Burbank/Bob Hope, CA
Charlotte Douglas Intl, NC
Chicago Midway, IL
Chicago O’Hare Intl, IL
Cleveland Hopkins Intl, OH
Covington/Cincinnati, OH
Dallas–Ft. Worth Intl, TX
Dayton Cox Intl, OH
Denver Intl, CO
Detroit Metro, MI
Fairbanks Intl, AK
Fort Lauderdale Intl, FL
George Bush
Intercontinental/Houston, TX
Hartsfield–Jackson Atlanta Intl, GA
Honolulu (Daniel K Inouye Intl), HI
Houston Hobby, TX
Indianapolis Intl, IN
Kahului/Maui, HI
Kansas City Intl, MO
Las Vegas McCarran, NV
Los Angeles Intl, CA
Louis Armstrong New Orleans Intl, LA
Memphis Intl, TN
Miami Intl, FL
Minneapolis/St. Paul, MN
Nashville Intl, TN
New York Kennedy Intl, NY
New York La Guardia, NY
Newark Liberty Intl, NJ
Norman Y. Mineta San Jose Intl, CA
Ontario Intl, CA
Orlando Intl, FL
Philadelphia Intl, PA
Phoenix Sky Harbor Intl, AZ
Pittsburgh Intl, PA
Portland Intl, OR
Raleigh–Durham, NC
Ronald Reagan Washington
National, DC
Salt Lake City, UT
San Antonio Intl, TX
San Diego Lindbergh Intl, CA
San Francisco Intl, CA
San Juan Intl, PR
Seattle–Tacoma Intl, WA
St. Louis Lambert, MO
Tampa Intl, FL
Ted Stevens Anchorage Intl, AK
Teterboro, NJ
Washington Dulles Intl, DC
West Palm Beach, FL
Westchester Co, NY

*24 HR RGNL
DUTY OFFICE
TELEPHONE #
817–222–5006
718–995–5426

BUSINESS
HOURS
8:00 a.m.–5:00 p.m.
8:00 a.m.–4:30 p.m.

BUSINESS
TELEPHONE #
505–842–4366
301–735–2380

718–995–5426
404–305–5156
404–305–5156
310–725–3300
404–305–5180
817–222–5006
817–222–5006
817–222–5006
817–222–5006
817–222–5006
817–222–5006
425–227–1389
817–222–5006
907–271–5936
404–305–5180

8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:00 a.m.–5:30 p.m.
8:00 a.m.–4:30 p.m.
8:00 a.m.–4:00 p.m.
8:00 a.m.–4:00 p.m.
8:00 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.
8:30 a.m.–5:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:00 a.m.–3:30 p.m.

410–962–3555
617–455–3100
203–627–3428
818–567–4806
704–344–6487
773–884–3670
773–601–7600
216–352–2000
859–372–6440
972–615–2531
937–415–6800
303–342–1600
734–955–5000
907–474–0050
305–356–7932

817–222–5006
404–305–5180
310–725–3300
817–222–5006
817–222–5006
310–725–3300
817–222–5006
310–725–3300
310–725–3300
817–222–5006
404–305–5180
404–305–5180
817–222–5006
404–305–5180
718–995–5426
718–995–5426
718–995–5426
310–725–3300
310–725–3300
404–305–5180
718–995–5426
310–725–3300
718–995–5426
425–227–1389
404–305–5180

7:30 a.m.–4:00 p.m.
7:00 a.m.–3:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–5:00 p.m.
8:00 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:00 a.m.–3:30 p.m.
7:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
7:00 a.m.–4:00 p.m.
8:00 a.m.–4:00p.m.
7:00 a.m.–3:30 p.m.
8:00 a.m.–4:30 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–5:00 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.

713–230–8400
404–669–1200
808–840–6100
713–847–1400
317–484–6600
808–877–0725
816–329–2700
702–262–5978
310–342–4900
504–471–4300
901–322–3350
305–869–5400
612–713–4000
615–781–5460
718–656–0335
718–335–5461
973–565–5000
408–982–0750
909–983–7518
407–850–7000
215–492–4100
602–379–4226
412–269–9237
503–493–7500
919–380–3125

718–995–5426
425–227–1389
817–222–5006
310–725–3300
310–725–3300
404–305–5180
425–227–1389
817–222–5006
404–305–5180
907–271–5936
718–995–5426
718–995–5426
404–305–5180
718–995–5426

8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.
8:00 a.m.–4:30 p.m.
7:00 a.m.–3:30 p.m.
7:30 a.m.–5:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.
8:00 a.m.–4:30 p.m.
8:00 a.m.–4:30 p.m.
8:00 a.m.–4:30 p.m.

703–413–0330
801–325–9600
210–805–5507
619–299–0677
650–876–2883
787–253–8663
206–768–2900
314–890–1000
813–371–7700
907–271–2700
201–288–1889
571–323–6375
561–683–1867
914–948–6520

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
NW, 17 JUN 2021 to 12 AUG 2021


## KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

### TAF

<table>
<thead>
<tr>
<th>Time</th>
<th>Temperature</th>
<th>Humidity</th>
<th>Wind Speed and Direction</th>
<th>Visibility</th>
<th>Pressure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>091730Z</td>
<td>TAF</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>091818</td>
<td>FFM</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092000</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092200</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092400</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092600</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092800</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>093000</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
</tbody>
</table>

### METAR

<table>
<thead>
<tr>
<th>Time</th>
<th>Temperature</th>
<th>Humidity</th>
<th>Wind Speed and Direction</th>
<th>Visibility</th>
<th>Pressure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>091730Z</td>
<td>TAF</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>091818</td>
<td>FFM</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092000</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092200</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092400</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092600</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>092800</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
<tr>
<td>093000</td>
<td>EEG</td>
<td></td>
<td>23</td>
<td>500</td>
<td>1013</td>
<td></td>
</tr>
</tbody>
</table>

### TAF Explanation

- **TAF**
  - Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report
- **KIPIT**
  - ICAO location indicator
- **091730Z**
  - Issuance time: ALL times in UTC "Z", 2-digit date, 4-digit time
- **091818**
  - Valid period: 2-digit date, 2-digit beginning, 2-digit ending times
  - In U.S. **METAR**: CORrected ob; or AUTOnomated ob for automated report with no human intervention; omitted when observer logs on
- **15005KT**
  - Wind: 3 digit true-north direction, nearest 10 degrees (or VariaBle); next 2-3 digits for speed and unit, KT (KMH or MPS); as needed, Gust and maximum speed; 00000KT for calm; for METAR, if direction varies 60 degrees or more, Variability appended, e.g. 180V260
- **5SM**
  - Prevailing visibility: in U.S., Statute Miles & fractions; above 6 miles in TAF Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)
  - Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; °/°; Minus or Plus in U.S., 4-digit value, Feet in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit value (and tendency Down, Up or No change)
- **HZ**
  - Significant present, forecast and recent weather: see table (on back)
- **FEW020**
  - Cloud amount, height and type: SKy Clear 0/8, FEW >0/8-2/8, ScaTiered 3/8-4/8, BroKeN 5/8-7/8, OvErCast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or Cumulonimbus in METAR; in TAF, only CB. Vertical Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated METAR reports only, CleaR for "clear below 12,000 feet"
  - Temperature: degrees Celsius; first 2 digits, temperature °/° last 2 digits, dew-point temperature; Minus for below zero, e.g., M06
  - Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundreds; (Q-hectoPascals, e.g., Q1013)

### METAR Explanation

- **KIPIT**
- **091955Z**
- **COR**
- **22015G25KT**
- **3/4SM**
- **R28L/2600FT**
- **TSRA**
- **OVC010CB**
- **18/16**
- **A2992**
FAA TELEPHONE NUMBERS AND NWS

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

<table>
<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>WS010/31222KT</td>
<td>In U.S. TAF, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); &quot;___&quot;; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT</td>
<td>RMK SLP045 T01820159</td>
</tr>
<tr>
<td>FM1930</td>
<td>FroM and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.</td>
<td></td>
</tr>
<tr>
<td>TEMPO 2022</td>
<td>TEMPOrary: changes expected for &lt; 1 hour and in total, &lt; half of 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<tr>
<td>PROB40 0407</td>
<td>PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<tr>
<td>BECMG 1315</td>
<td>BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
</tbody>
</table>

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER

Intensity or Proximity
- Light "no sign" Moderate + Heavy
  VC Vicinity: but not at aerodrome; in U.S. METAR, between 5 and 10SM of the point(s) of observation; in U.S. TAF, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor
MI Shallow  BC Patches  PR Partial  TS Thunderstorm
BL Blowing   SH Showers  DR Drifting  FZ Freezing

WEATHER PHENOMENA

Precipitation
DZ Drizzle  RA Rain  SN Snow  SG Snow grains
IC Ice crystals  PL Ice pellets  GR Hail  GS Small hail/snow pellets
UP Unknown precipitation in automated observations

Obscuration
BR Mist (≥5/8SM)  FG Fog (<5/8SM)  FU Smoke  VA Volcanic ash
SA Sand  HZ Haze  PY Spray  DU Widespread dust

Other
SQ Squall  SS Sandstorm  DS Duststorm  PO Well developed
c
FC Funnel cloud  +FC tornado/waterspout  dust/sand whirls

- Explanations in parentheses "\(\)\" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS TAFs exclude turbulence, icing & temperature forecasts; NWS METARS exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service

NW, 17 JUN 2021 to 12 AUG 2021
AVIATION WEATHER SERVICE (MILITARY)
△ AIR TRAFFIC CONTROL RADAR
★ UPPER AIR OBSERVING STATION/RADAR
■ RADAR ONLY
● UAOS-BALLOON RELEASES 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 RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.
Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

<table>
<thead>
<tr>
<th>DENVER CENTER</th>
<th>121.5</th>
<th>121.5</th>
<th>125.9</th>
<th>243.0</th>
<th>243.0</th>
<th>284.7</th>
<th>H–1–2–3–4–5–6, L–8–9–10–11–12–13–14–15, A–2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abajo Peak</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
<td>379.85</td>
<td>382.2</td>
<td></td>
<td>(KZDV)</td>
</tr>
<tr>
<td>Ainsworth</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Akron</td>
<td>121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alamosa</td>
<td>121.5</td>
<td>121.5</td>
<td>379.95</td>
<td>354.15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aspen</td>
<td>134.5</td>
<td>121.5</td>
<td>327.8</td>
<td>306.9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brush/A</td>
<td>133.95</td>
<td>317.55</td>
<td></td>
<td>317.55</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brush/B</td>
<td>118.475</td>
<td>225.4</td>
<td></td>
<td>225.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Casper</td>
<td>135.6</td>
<td>121.5</td>
<td>121.5</td>
<td>257.725</td>
<td>243.0</td>
<td>243.0</td>
<td></td>
</tr>
<tr>
<td>Cherokee</td>
<td>132.1</td>
<td>132.1</td>
<td>254.35</td>
<td>254.35</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cheyenne</td>
<td>134.575</td>
<td>132.1</td>
<td>125.9</td>
<td>350.3</td>
<td>307.1</td>
<td>284.7</td>
<td></td>
</tr>
<tr>
<td>Colby</td>
<td>132.175</td>
<td>127.65</td>
<td>360.65</td>
<td>305.35</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cortez</td>
<td>134.7</td>
<td>118.575</td>
<td>348.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crawford</td>
<td>135.025</td>
<td>128.65</td>
<td>121.5</td>
<td>296.7</td>
<td>239.05</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denver/A</td>
<td>133.4</td>
<td>121.5</td>
<td>371.85</td>
<td>371.85</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denver/B</td>
<td>119.85</td>
<td>363.15</td>
<td>363.15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Durango</td>
<td>118.575</td>
<td>226.675</td>
<td>348.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastonville</td>
<td>134.975</td>
<td>128.375</td>
<td>379.95</td>
<td>256.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farmington</td>
<td>128.125</td>
<td>121.5</td>
<td>121.5</td>
<td>386.8</td>
<td>380.15</td>
<td>348.7</td>
<td>290.4</td>
</tr>
<tr>
<td>Goodland</td>
<td>132.7</td>
<td>132.7</td>
<td>132.5</td>
<td>121.5</td>
<td>379.15</td>
<td>226.675</td>
<td>226.675</td>
</tr>
<tr>
<td>Grand Island West</td>
<td>132.7</td>
<td>132.7</td>
<td>397.85</td>
<td>296.7</td>
<td>226.675</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Junction</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Mesa</td>
<td>135.125</td>
<td>134.725</td>
<td>125.675</td>
<td>380.15</td>
<td>323.25</td>
<td>323.25</td>
<td>316.125</td>
</tr>
<tr>
<td>Grand Mesa/A</td>
<td>127.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Mesa/B</td>
<td>134.5</td>
<td>327.8</td>
<td>327.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gunnison</td>
<td>133.525</td>
<td>354.05</td>
<td>319.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanksville</td>
<td>127.55</td>
<td>343.95</td>
<td>343.95</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hayden</td>
<td>128.325</td>
<td>377.075</td>
<td>235.975</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hayes Center</td>
<td>127.025</td>
<td>228.35</td>
<td>228.35</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hill City</td>
<td>132.7</td>
<td>132.7</td>
<td>132.5</td>
<td>379.15</td>
<td>226.675</td>
<td>226.675</td>
<td></td>
</tr>
<tr>
<td>Kremmling</td>
<td>132.85</td>
<td>306.9</td>
<td>282.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>La Junta</td>
<td>134.125</td>
<td>133.4</td>
<td>134.25</td>
<td>128.375</td>
<td>379.95</td>
<td>377.175</td>
<td>370.925</td>
</tr>
<tr>
<td>Lamar</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laramie</td>
<td>127.5</td>
<td>284.7</td>
<td>284.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loveland</td>
<td>121.5</td>
<td>243.0</td>
<td>243.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lusk</td>
<td>135.6</td>
<td>363.025</td>
<td>363.025</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medicine Bow</td>
<td>133.175</td>
<td>132.5</td>
<td>126.5</td>
<td>350.3</td>
<td>285.5</td>
<td>254.35</td>
<td></td>
</tr>
<tr>
<td>Montrose</td>
<td>127.1</td>
<td>343.65</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Platte</td>
<td>132.7</td>
<td>121.5</td>
<td>121.5</td>
<td>226.675</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O`Neill</td>
<td>135.025</td>
<td>239.05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ogallala</td>
<td>132.7</td>
<td>126.325</td>
<td>397.85</td>
<td>257.75</td>
<td>226.675</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pueblo</td>
<td>132.225</td>
<td>128.375</td>
<td>379.95</td>
<td>354.15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rapid City</td>
<td>127.95</td>
<td>121.5</td>
<td>121.5</td>
<td>338.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rifle</td>
<td>134.95</td>
<td>327.075</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scottsbluff</td>
<td>127.95</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sundance</td>
<td>135.6</td>
<td>133.675</td>
<td>363.025</td>
<td>322.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trinidad</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tuba City</td>
<td>132.875</td>
<td>127.65</td>
<td>118.225</td>
<td>386.8</td>
<td>353.95</td>
<td>343.95</td>
<td>335.65</td>
</tr>
<tr>
<td>Walton Peak</td>
<td>126.5</td>
<td>126.5</td>
<td>371.85</td>
<td>371.85</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td>Frequency</td>
<td>Hours</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------</td>
<td>------------------</td>
<td>--------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ashton</td>
<td>123.4 128.35</td>
<td>239.25 239.25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Battle Mountain</td>
<td>123.25 128.725</td>
<td>352.0 383.35 243.0 243.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Big Piney</td>
<td>128.35 125.1</td>
<td>239.25 239.25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Billings</td>
<td>127.75 127.75</td>
<td>351.9 351.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackfoot</td>
<td>128.35 128.35</td>
<td>364.8 239.25 239.25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bliss</td>
<td>128.55 121.15</td>
<td>118.05 379.1 363.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boise</td>
<td>118.05 363.0</td>
<td>269.05 243.0 243.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boysen</td>
<td>133.25 133.25</td>
<td>364.8 353.5 353.5 285.6 285.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bozeman</td>
<td>132.4 132.4</td>
<td>121.5 338.3 338.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bozeman A</td>
<td>118.975 226.675</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bryce Canyon</td>
<td>133.6 121.5 121.5</td>
<td>269.25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burley</td>
<td>118.05 363.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burns</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Butte</td>
<td>133.4 132.4 132.4</td>
<td>364.8 338.3 338.3 285.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cascade</td>
<td>121.15 399.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cedar City</td>
<td>125.575 121.5</td>
<td>379.275 364.8 243.0 243.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conners</td>
<td>121.5 121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coppertown</td>
<td>121.5 121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cut Back</td>
<td>121.5 121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td>127.825 125.575</td>
<td>379.275 370.85 269.275 239.025</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elko</td>
<td>132.25 128.725</td>
<td>121.5 364.8 352.0 338.35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ely</td>
<td>133.45 121.5</td>
<td>317.625</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fairfield</td>
<td>135.775 133.9 127.825</td>
<td>370.85 257.7 239.025</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Bridger</td>
<td>121.5 121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Francis Peak</td>
<td>135.775 127.7</td>
<td>119.95 371.15 364.8 354.125 257.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glasgow</td>
<td>126.85 126.85</td>
<td>121.5 305.2 305.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grassy Mountain</td>
<td>128.55 128.55</td>
<td>269.175</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great Falls</td>
<td>133.4 119.75</td>
<td>285.4 251.15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green River</td>
<td>124.35 124.35</td>
<td>353.5 353.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanksville</td>
<td>133.6 269.25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Idaho Falls</td>
<td>121.5 121.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jackson</td>
<td>133.25 133.25</td>
<td>285.6 285.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Judith Mountain</td>
<td>133.4 126.85</td>
<td>121.5 305.2 285.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lakeside</td>
<td>133.4 119.75</td>
<td>285.4 251.15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Livingston</td>
<td>118.975 226.675</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Livingston A</td>
<td>119.55 235.775</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lovell</td>
<td>133.25 133.25</td>
<td>127.75 351.9 285.6 285.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Malad City</td>
<td>133.8 127.7 125.925 379.25</td>
<td>354.125 350.35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miles City</td>
<td>132.425 126.85</td>
<td>121.5 364.8 317.45 305.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miller Peak</td>
<td>133.4 121.5</td>
<td>285.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miller Peak A</td>
<td>119.75</td>
<td>119.75</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miller Peak B</td>
<td>251.15 251.15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Myton                      | 135.775 119.95 119.95 | 377.15 257.7 257.7  
<p>| Rock Springs 2             | 121.5           | 121.5                                      |
| Rome                       | 128.05 121.15    | 379.1 306.95                               |
| Salmon                     | 132.4 132.4 121.5 | 121.5 338.3 338.3                         |
| Sheridan                   | 127.75 127.75    | 121.5 351.9 351.9                          |
| Squaw Butte                | 128.05 121.15    | 379.1 364.8 306.95                         |
| Sunnyside                  | 133.9 127.925    | 370.85 348.725                             |
| Tonopah                    | 134.525 133.45   | 121.5 327.05 317.625 243.0 243.0            |
| Wallow City                | 126.85 126.85    | 305.2 305.2                                |
| Wilson Creek               | 134.525 133.45   | 127.925 348.725 327.05 317.625             |
| Winnemucca                 | 132.25 121.5     | 121.5 380.05 338.35                       |
| Worland                    | 121.5           |                                            |</p>
<table>
<thead>
<tr>
<th><strong>AIR ROUTE TRAFFIC CONTROL CENTERS</strong></th>
<th>281</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SEATTLE CENTER – 121.5 121.5 243.0 243.0 CPDLC (LOGON KUSA)</strong></td>
<td><strong>H–1–3, L–1–2–11–13 (KZSE)</strong></td>
</tr>
<tr>
<td>Antelope Mountain – 124.85 306.3</td>
<td></td>
</tr>
<tr>
<td>Arcata – 124.85 121.5 121.5 306.3</td>
<td></td>
</tr>
<tr>
<td>Badger Mountain – 134.95 134.95 127.05 127.05 121.5 121.5 353.9 353.9 270.3 270.3 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Beacon Hill – 127.05 127.05 120.3 120.3 353.9 273.6 273.6</td>
<td></td>
</tr>
<tr>
<td>Bellingham – 121.5 121.5</td>
<td></td>
</tr>
<tr>
<td>Cottonwood – 123.95 290.55</td>
<td></td>
</tr>
<tr>
<td>Crescent City – 121.5 121.5</td>
<td></td>
</tr>
<tr>
<td>Ellensburg – 121.5 121.5</td>
<td></td>
</tr>
<tr>
<td>Ephrata – 121.5 121.5</td>
<td></td>
</tr>
<tr>
<td>Ferndale – 135.15 124.85 360.7 306.3</td>
<td></td>
</tr>
<tr>
<td>Hoquiam – 128.3 121.5 121.5 269.0</td>
<td></td>
</tr>
<tr>
<td>Horton – 132.075 127.55 125.8 291.7 257.65 254.35 243.0 243.0 239.0</td>
<td></td>
</tr>
<tr>
<td>Kimberly – 135.45 281.4</td>
<td></td>
</tr>
<tr>
<td>King Mountain – 135.15 127.55 124.85 360.7 306.3 254.35</td>
<td></td>
</tr>
<tr>
<td>Klamath Falls – 134.9 127.6 346.35 263.05</td>
<td></td>
</tr>
<tr>
<td>Klickitat – 135.45 126.6 126.6 121.5 121.5 119.65 343.6 343.6 281.4 257.6</td>
<td></td>
</tr>
<tr>
<td>Lakeside – 123.95 290.55</td>
<td></td>
</tr>
<tr>
<td>Lakeview – 135.35 127.6 346.35 335.55 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Larch Mountain – 128.3 128.3 126.6 126.6 343.6 343.6 269.0 269.0</td>
<td></td>
</tr>
<tr>
<td>Mary – 126.1 291.6</td>
<td></td>
</tr>
<tr>
<td>Medford – 121.5 121.5 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Mohler – 128.45 307.8</td>
<td></td>
</tr>
<tr>
<td>Mt Brynon – 121.5 121.5</td>
<td></td>
</tr>
<tr>
<td>Mullan Pass – 128.45 307.8</td>
<td></td>
</tr>
<tr>
<td>Nassel – 124.2 317.6</td>
<td></td>
</tr>
<tr>
<td>North Bend – 121.5 121.5</td>
<td></td>
</tr>
<tr>
<td>Redmond – 135.35 134.9 128.15 126.15 121.5 121.5 121.35 335.55 279.6 269.475 263.05 257.75 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Rex-Parrett – 121.35 279.6</td>
<td></td>
</tr>
<tr>
<td>Scappoose – 128.15 124.2 317.6 257.75</td>
<td></td>
</tr>
<tr>
<td>Spokane – 123.95 119.225 335.5 290.55 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Tatoosh – 125.1 125.1 319.2 319.2 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Walla Walla – 121.5 121.5</td>
<td></td>
</tr>
<tr>
<td>Wallula – 132.6 121.5 121.5 321.3 269.35 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Wenatchee – 126.1</td>
<td></td>
</tr>
<tr>
<td>Whidbey Island – 134.95 125.1 125.1 319.2 319.2 270.3</td>
<td></td>
</tr>
<tr>
<td>Yakima – 132.6 120.3 120.3 273.6 273.6 269.35</td>
<td></td>
</tr>
</tbody>
</table>

NW, 17 JUN 2021 to 12 AUG 2021
# Flight Service Station Communication Frequencies

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. ‘T’ indicates transmit only and ‘R’ indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

## Boise Radio
- Ashton RCO 122.2
- Bliss RCO 122.4
- Boise RCO 122.6 255.4
- Cascade RCO 122.35
- Coeur d'Alene RCO 122.05
- Connor RCO 122.05
- Cottonwood RCO 122.2
- Hailey RCO 122.4
- Idaho Falls RCO 122.55
- Lewiston RCO 122.35
- Malad City RCO 122.65
- Mountain Home RCO 122.6
- Mullan Pass VOR/DME 122.15
- Pocatello RCO 122.35
- Rome RCO 122.65
- Salmon VOR/DME 122.55
- Stanley RCO 122.6
- Twin Falls RCO 122.25

## Casper Radio
- Big Piney VOR/DME 122.3
- Boyesen Reservoir VOR/DME 122.3
- Casper RCO 122.6
- Casper RCO 255.4
- Cherokee RCO 122.4
- Cheyenne RCO 122.3
- Cody RCO 122.3
- Crazy Woman VOR/DME 122.2
- Douglas RCO 122.4
- Dunoir RCO 122.6
- Fort Bridger RCO 122.3
- Gillette RCO 122.3
- Jackson RCO 122.05
- Laramie VOR/DME 122.6
- Lusk RCO 122.3
- Medicine Bow RCO 122.5
- Newcastle RCO 122.5
- Rawlins RCO 122.2
- Riverton RCO 122.2
- Rock Springs RCO 122.2
- Rock Springs VOR/DME 122.6
- Sheridan RCO 122.5
- Sherman Hill RCO 122.2
- Wheatland RCO 122.2
- Worland RCO 122.4
<table>
<thead>
<tr>
<th>FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREAT FALLS RADIO</td>
</tr>
<tr>
<td>BILLINGS RCO 122.55</td>
</tr>
<tr>
<td>BOZEMAN VOR/DME 122.5</td>
</tr>
<tr>
<td>BUTTE RCO 122.2</td>
</tr>
<tr>
<td>COPPERTOWN RCO 122.65</td>
</tr>
<tr>
<td>CUT BANK VOR/DME 122.2</td>
</tr>
<tr>
<td>DILLON RCO 122.15</td>
</tr>
<tr>
<td>DRUMMOND RCO 122.25</td>
</tr>
<tr>
<td>GLASGOW RCO 122.25</td>
</tr>
<tr>
<td>GREAT FALLS RCO 122.3 255.4</td>
</tr>
<tr>
<td>HARLOWTON RCO 122.4</td>
</tr>
<tr>
<td>HAVRE RCO 122.5</td>
</tr>
<tr>
<td>HELENA RCO 122.55</td>
</tr>
<tr>
<td>JUDITH MOUNTAIN RCO 122.2</td>
</tr>
<tr>
<td>LAKESIDE RCO 122.5</td>
</tr>
<tr>
<td>LEWISTOWN RCO 122.35</td>
</tr>
<tr>
<td>LIVINGSTON RCO 122.2</td>
</tr>
<tr>
<td>MILES CITY RCO 122.2 255.4</td>
</tr>
<tr>
<td>MILLER PEAK RCO 122.45</td>
</tr>
<tr>
<td>SIDNEY RCO 122.3</td>
</tr>
<tr>
<td>TOWER HILL RCO 122.3</td>
</tr>
<tr>
<td>WOLF POINT RCO 122.45</td>
</tr>
</tbody>
</table>

<p>| MC MINNVILLE RADIO                            |
| ASTORIA RCO 122.3                             |
| BAKER CITY RCO 122.4 255.4                    |
| BURNS RCO 122.5                               |
| CAPE BLANCO RCO 122.4                         |
| DOODSON BUTTE RCO 122.6                       |
| ENTERPRISE RCO 122.5                          |
| EUGENE RCO 122.3                              |
| HOOD RIVER RCO 122.3                          |
| KIMBERLY RCO 122.6                            |
| KLAMATH FALLS RCO 122.6 255.4                 |
| LA GRANDE NDB 122.5                           |
| LAKEVIEW VORTAC 122.3                         |
| MEDFORD RCO 122.65                            |
| NEWBERG RCO 122.45                            |
| NEWPORT RCO 122.5                             |
| NORTH BEND RCO 122.4 255.4                    |
| ONTARIO RCO 122.3                             |
| PENDLETON RCO 122.2                           |
| PORTLAND RCO 255.4                            |
| REDMOND RCO 122.5                             |
| ROSEBURG VOR/DME 122.55                       |
| SALEM RCO 122.6                               |
| SEXTON SUMMIT RCO 122.5                       |
| SUNRIVER RCO 122.3                            |</p>
<table>
<thead>
<tr>
<th>Station</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Badger Mountain RCO</td>
<td>122.3</td>
</tr>
<tr>
<td>Bellingham RCO</td>
<td>122.15</td>
</tr>
<tr>
<td>Buckhorn MTN RCO</td>
<td>122.2</td>
</tr>
<tr>
<td>Ellensburg RCO</td>
<td>122.2</td>
</tr>
<tr>
<td>Ephrata RCO</td>
<td>122.2</td>
</tr>
<tr>
<td>Hoquiam RCO</td>
<td>122.2 255.4</td>
</tr>
<tr>
<td>Jump-Off-Joe RCO</td>
<td>122.4</td>
</tr>
<tr>
<td>Klickitat RCO</td>
<td>122.65 255.4</td>
</tr>
<tr>
<td>Larch Mountain RCO</td>
<td>122.3</td>
</tr>
<tr>
<td>Mica Peak RCO</td>
<td>122.65</td>
</tr>
<tr>
<td>Moses Lake VOR/DME</td>
<td>122.4</td>
</tr>
<tr>
<td>Mount Constitution RCO</td>
<td>122.3</td>
</tr>
<tr>
<td>Oak Harbor RCO</td>
<td>122.4</td>
</tr>
<tr>
<td>Paine RCO</td>
<td>122.55</td>
</tr>
<tr>
<td>Port Angeles RCO</td>
<td>122.6</td>
</tr>
<tr>
<td>Pullman VOR/DME</td>
<td>122.6</td>
</tr>
<tr>
<td>Seattle RCO</td>
<td>122.5 255.4</td>
</tr>
<tr>
<td>Southwestern Washington RCO</td>
<td>122.25</td>
</tr>
<tr>
<td>Spokane RCO</td>
<td>122.55 255.4</td>
</tr>
<tr>
<td>Spokane RCO</td>
<td>122.2</td>
</tr>
<tr>
<td>Stampede Pass RCO</td>
<td>122.4</td>
</tr>
<tr>
<td>Tatoosh VORTAC</td>
<td>122.25</td>
</tr>
<tr>
<td>Vancouver RCO</td>
<td>122.35</td>
</tr>
<tr>
<td>Walla Walla RCO</td>
<td>122.3 255.4</td>
</tr>
<tr>
<td>Wenatchee RCO</td>
<td>122.6 255.4</td>
</tr>
<tr>
<td>Yakima RCO</td>
<td>122.5 255.4</td>
</tr>
</tbody>
</table>
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.

### IDAHO

**VOR RECEIVER CHECKPOINTS**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Boise</em> (Boise Air Terminal–Gowen Field)</td>
<td>113.3/BOI</td>
<td>G</td>
<td>296</td>
<td>0.6</td>
<td>Twy A in run-up area Rwy 28R.</td>
</tr>
<tr>
<td><em>Idaho Falls</em> (Idaho Falls Rgnl)</td>
<td>113.85/IDA</td>
<td>G</td>
<td>208</td>
<td>0.8</td>
<td>At intersection of Twys A and A4.</td>
</tr>
<tr>
<td><em>Twin Falls</em> (Joslin Fld–Magic Valley Rgnl)</td>
<td>115.8/TWF</td>
<td>G</td>
<td>065</td>
<td>0.8</td>
<td>On runup area at apch end Rwy 26.</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><em>Boise</em> (Boise Air Terminal–Gowen Field)</td>
<td>116.7</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

---

### MONTANA

**VOR RECEIVER CHECKPOINTS**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Bozeman</em> (Bozeman Yellowstone Intl)</td>
<td>112.4/BZN</td>
<td>G</td>
<td>272</td>
<td>0.5</td>
<td>Twy at apch end Rwy 12.</td>
</tr>
<tr>
<td><em>Great Falls</em> (Great Falls Intl)</td>
<td>115.1/GTF</td>
<td>G</td>
<td>030</td>
<td>2.3</td>
<td>On Twy A between A5 and A6.</td>
</tr>
<tr>
<td></td>
<td>115.1/GTF</td>
<td>G</td>
<td>030</td>
<td>2.9</td>
<td>At intersection of Twy A and A3.</td>
</tr>
<tr>
<td><em>Helena</em> (Helena Rgnl)</td>
<td>117.7/HLN</td>
<td>G</td>
<td>238</td>
<td>0.7</td>
<td>On Twy E on South side of Rwy 27.</td>
</tr>
<tr>
<td><em>Miles City</em> (Frank Wiley Field)</td>
<td>112.1/MLS</td>
<td>G</td>
<td>042</td>
<td>4.2</td>
<td>On twy leading to Rwy 31.</td>
</tr>
<tr>
<td><em>Missoula</em> (Missoula Intl)</td>
<td>112.8/MSO</td>
<td>G</td>
<td>348</td>
<td>0.6</td>
<td>Terminal ramp east of Twy D.</td>
</tr>
<tr>
<td>Facility Name (Airport Name)</td>
<td>Freq/Ident</td>
<td>Type</td>
<td>Check Pt.</td>
<td>Azimuth from Fac. Mag</td>
<td>Dist. from Fac. N.M.</td>
</tr>
<tr>
<td>----------------------------</td>
<td>------------</td>
<td>------</td>
<td>-----------</td>
<td>------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Astoria (Astoria Regional)</td>
<td>114.0/AST</td>
<td>G</td>
<td>156</td>
<td>0.5</td>
<td>East edge of ramp in front of large hangar.</td>
</tr>
<tr>
<td>Corvallis (Corvallis Muni)</td>
<td>115.4/CVO</td>
<td>G</td>
<td>049</td>
<td>0.5</td>
<td>On S edge of terminal ramp.</td>
</tr>
<tr>
<td>Eugene (Mahlon Sweet Field)</td>
<td>112.9/EUG</td>
<td>G</td>
<td>075</td>
<td></td>
<td>Ramp W of old tower near int of Twy D &amp; Twy K.</td>
</tr>
<tr>
<td>Klamath Falls (Crater Lake–Klamath Rgnl)</td>
<td>115.9/LMT</td>
<td>G</td>
<td>298</td>
<td>1.0</td>
<td>On ramp N of Twy E.</td>
</tr>
<tr>
<td>Pendleton (Eastern Oregon Rgnl At Pendleton)</td>
<td>114.7/PDT</td>
<td>G</td>
<td>079</td>
<td>3.8</td>
<td>On W diagonal Twy B.</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..................</td>
<td>111.0</td>
<td>G</td>
<td>Unusable on ANG ramp; Twy B east of Twy B6; Twy B west of Rwy 21; Twy C east of Twy C6; Twy C west of C3; Twy D; Twy H.</td>
</tr>
<tr>
<td>Portland-Hillsboro...............</td>
<td>115.2</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Rogue Valley Intl–Medford......</td>
<td>117.2</td>
<td>G</td>
<td>Unusable on Twy A–6, hangar area W of Twy A–6 and Twy A NW of Twy C.</td>
</tr>
</tbody>
</table>
### WASHINGTON

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type (Check Pt.)</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moses Lake (Grant County Intl)............</td>
<td>115.0/MWH</td>
<td>G 167</td>
<td>1.2</td>
<td>South Twy A, east of compass rose.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>115.0/MWH</td>
<td>G 194</td>
<td>1.2</td>
<td>On runup area Rwy 04.</td>
<td></td>
</tr>
<tr>
<td>Olympia (Olympia Rgnl).....................</td>
<td>113.4/OLM</td>
<td>G 350</td>
<td>0.3</td>
<td>On E runup area Rwy 17.</td>
<td></td>
</tr>
<tr>
<td>Paine (Snohomish Co (Paine Fld))..........</td>
<td>110.6/PAE</td>
<td>G 172</td>
<td>1.16</td>
<td>Intersection Twy A8.</td>
<td></td>
</tr>
<tr>
<td>Paine (Snohomish Co (Paine Fld))..........</td>
<td>110.6/PAE</td>
<td>G 172</td>
<td>1.16</td>
<td>Intersection Twy A8.</td>
<td></td>
</tr>
<tr>
<td>Pasco (Tri-Cities)..........................</td>
<td>109.8/PSC</td>
<td>G 129</td>
<td>0.9</td>
<td>Twy E Rwy 30 runup area.</td>
<td></td>
</tr>
<tr>
<td>Walla Walla (Walla Walla Rgnl)............</td>
<td>116.4/ALW</td>
<td>G 035</td>
<td>0.5</td>
<td>On Twy A between A2 and A3.</td>
<td></td>
</tr>
<tr>
<td>Wenatchee (Pangborn Mem)...................</td>
<td>111.0/EAT</td>
<td>G 102</td>
<td></td>
<td>On Twy A between Twy A2 and A3.</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>Seattle (Boeing Field/King County Intl)</td>
<td>108.6</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Seattle (Seattle-Tacoma Intl)</td>
<td>117.5</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Spokane (Felts Field)</td>
<td>114.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Spokane Intl</td>
<td>109.6</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

### WYOMING

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type (Check Pt.)</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jackson (Jackson Hole)......................</td>
<td>115.4/JAC</td>
<td>G 174</td>
<td>0.5</td>
<td>On Twy A, approximately 1,000' S of AER 19.</td>
<td></td>
</tr>
<tr>
<td>Rock Springs (Southwest Wyoming Rgnl)....</td>
<td>116.0/OCS</td>
<td>G 270</td>
<td>2.3</td>
<td>Intersection Twys B and E.</td>
<td></td>
</tr>
</tbody>
</table>
Parachute Jumping Areas

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.

### Location

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM GEORGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IDAHO</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burley</td>
<td>13 NM; 035º Burley</td>
<td>15,000</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Caldwell Industrial Arpt</td>
<td>20 NM; 269º Boise</td>
<td>17,500</td>
<td>5 NM radius. 1/2 hour before SR–1 hour after SS.</td>
</tr>
<tr>
<td>Joslin Fld–Magic Valley Rgnl</td>
<td>0.1 NM; 359º Twin Falls</td>
<td>14,500</td>
<td>2 NM radius. May–Oct, weekends.</td>
</tr>
<tr>
<td>(c) McCall Muni Arpt, Smokejumper Base</td>
<td>8.55 NM; 012.41º Donnelly</td>
<td>9,500</td>
<td>8 NM radius. Apr–Oct, SR–SS daily.</td>
</tr>
<tr>
<td>(c) Star Skydiving Center</td>
<td>17 NM; 289º Boise</td>
<td>16,000</td>
<td>5NM radius. SR–2 hrs after SS daily.</td>
</tr>
<tr>
<td><strong>MONTANA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bozeman Yellowstone Intl</td>
<td>1 NM; 038º Bozeman</td>
<td>15,000</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Butler Creek</td>
<td>19 NM; 300º Missoula</td>
<td>2,000 AGL</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Dornblaser Fld</td>
<td>5.2 NM; 124º Missoula</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>(c) Grant Creek</td>
<td>1.5 NM; 057º Missoula</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>(c) Helena, Ft Harrison AAF</td>
<td>6 NM; 265º Helena</td>
<td>14,500</td>
<td>2 NM radius. Daily 24 hrs. Helena Rgnl ATCT-A/C (HLN) 118.3.</td>
</tr>
<tr>
<td>(c) Kalispell, Carson Fld Arpt</td>
<td>28 NM; 238º Kalispell</td>
<td>14,000 AGL</td>
<td>2 NM radius. 0800–SS daily.</td>
</tr>
<tr>
<td>Kalispell, City Arpt</td>
<td>6 NM; 230º Kalispell</td>
<td>14,000 AGL</td>
<td>2 NM radius. 0800–SS daily.</td>
</tr>
<tr>
<td>(c) Laurel Muni Arpt</td>
<td>9 NM; 208º Billings</td>
<td>14,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Livingston, Mission Fld</td>
<td>1 NM; 010º Livingston</td>
<td>14,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Missoula Intl Arpt</td>
<td>1.4 NM; 319º Missoula</td>
<td>1,500 AGL</td>
<td>0.5 NM radius. May–Sep daily SR–SS, Oct–Apr occasional use.</td>
</tr>
<tr>
<td>Nine Mile R.S.</td>
<td>17 NM; 293º Missoula</td>
<td>2,000 AGL</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>(c) Raser Ranch</td>
<td>2 NM; 357º Missoula</td>
<td>3,000 AGL</td>
<td>0.5 NM radius Occasional use.</td>
</tr>
<tr>
<td>Roundup Arpt</td>
<td>40 NM; 351º Billings</td>
<td>14,500</td>
<td>Weekends SR–SS.</td>
</tr>
<tr>
<td>(c) Six Mile</td>
<td>15 NM; 304º Missoula</td>
<td>2,000 AGL</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>(c) Stevensville Arpt</td>
<td>25 NM; 166º Missoula</td>
<td>14,000</td>
<td>1 NM radius. Wed and weekends SR–SS.</td>
</tr>
<tr>
<td>(c) Stoney Creek</td>
<td>17 NM; 300º Missoula</td>
<td>2,000 AGL</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Three Forks Arpt</td>
<td>18 NM; 275º Bozeman</td>
<td>14,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>University Campus</td>
<td>5 NM; 112º Missoula</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>West Yellowstone, Yellowstone Arpt</td>
<td>60 NM; 034º DuBois</td>
<td>1,500 AGL</td>
<td>June–Sep.</td>
</tr>
<tr>
<td><strong>OREGON</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Albany, Northwest Parachute Club</td>
<td>18 NM; 032º Corvallis</td>
<td>18,000</td>
<td>2 NM radius. SR–1 hr after SS Wed–Sun. Occasional hours Mon–Tue.</td>
</tr>
<tr>
<td>(c) Creswell, Hobby Fld</td>
<td>15 NM; 125º Eugene</td>
<td>15,000</td>
<td>5 NM radius. SR–SS Daily. Mahlon Sweet Fld Twr-TRACON 119.6.</td>
</tr>
<tr>
<td>(c) Estacada, Beaver Oaks Arpt</td>
<td>25 NM; 076º Newberg</td>
<td>13,000 AGL</td>
<td>1.5 NM radius. 0800–2300 Daily.</td>
</tr>
<tr>
<td>(c) Harrisburg, Daniels Fld Arpt</td>
<td>11 NM; 025º Eugene</td>
<td>13,000 AGL</td>
<td>5 NM radius. 1200–SS Daily, 0800–SS Weekends and Holidays.</td>
</tr>
</tbody>
</table>
### Parachute Jumping Areas

#### Washington

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM GEOPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(c) Hermiston Muni Arpt</td>
<td>16 NM; 286º Pendleton</td>
<td>15,000</td>
<td>2 NM radius. SR–SS weekends. Occasional hours weekdays.</td>
</tr>
<tr>
<td>(c) Madras, Madras Muni Arpt</td>
<td>44-40-16 N 121-11-05 W</td>
<td>13,000</td>
<td>3 NM radius. Continuous SR-SS. Seattle Center 126.15.</td>
</tr>
<tr>
<td>(c) Medford, Beagle Sky Ranch Arpt</td>
<td>5 NM; 35º Rogue Valley</td>
<td>14,000</td>
<td>Daily SR–2200.</td>
</tr>
<tr>
<td>(c) Mollala, Skydive Oregon Arpt</td>
<td>19 NM; 11º Newberg</td>
<td>14,500</td>
<td>5 NM radius. 0800–2200, Daily. Portland Intl Twr 118.1</td>
</tr>
<tr>
<td>(c) Portland, Mulino State Arpt</td>
<td>18 NM; 09º Newberg</td>
<td>12,500</td>
<td>2 NM radius. 1000–SS, Daily. Portland Intl Twr 118.1</td>
</tr>
<tr>
<td>(c) Coupeville NOLF</td>
<td>5 NM; 11º Penn Cove</td>
<td>12,500</td>
<td>2 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Abrams Drop Zone</td>
<td>7.5 NM; 20º McChord</td>
<td>1,000</td>
<td>1 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Anzio Drop Zone</td>
<td>9 NM; 16º McChord</td>
<td>10,000</td>
<td>0.3 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Dakto Drop Zone</td>
<td>7.5 NM; 18º McChord</td>
<td>1,000</td>
<td>0.3 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Darby Drop Zone</td>
<td>8.5 NM; 09º Olympia</td>
<td>10,000</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, El Guettar Drop Zone</td>
<td>7.5 NM; 09º Olympia</td>
<td>10,000</td>
<td>0.3 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Gray AAF (Joint Base Lewis-McChord) Drop Zone</td>
<td>6 NM; 21º McChord</td>
<td>10,000</td>
<td>1 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Marion Drop Zone</td>
<td>11 NM; 19º McChord</td>
<td>10,000</td>
<td>1 NM radius. Occasional use.</td>
</tr>
<tr>
<td>(c) Fort Lewis, Merrill Drop Zone</td>
<td>9 NM; 09º Olympia</td>
<td>10,000</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Mytikia Drop Zone</td>
<td>10 NM; 06º Olympia</td>
<td>1,000</td>
<td>1 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Point Salinas Drop Zone</td>
<td>7.5 NM; 20º McChord</td>
<td>10,000</td>
<td>1 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Pointe De Hoc Drop Zone</td>
<td>11.5 NM; 19º McChord</td>
<td>10,000</td>
<td>0.25 NM radius. Occasional use.</td>
</tr>
<tr>
<td>(c) Fort Lewis, Rogers Drop Zone</td>
<td>7 NM; 16º McChord</td>
<td>10,000</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Fort Lewis, Solo Drop Zone</td>
<td>6.5 NM; 25º McChord</td>
<td>10,000</td>
<td>1 NM radius. Occasional use.</td>
</tr>
<tr>
<td>(c) Lake Chelan Airport</td>
<td>At field</td>
<td>10,000</td>
<td>5 NM radius. 0700-2100.</td>
</tr>
<tr>
<td>Larson/Rainer Drop Zone</td>
<td>17 NM; 21º Moses Lake</td>
<td>3,000</td>
<td>Continuous. Personnel and hvy equip. Grant Co Intl Twr 126.4.</td>
</tr>
<tr>
<td>Monroe, First Air Fld</td>
<td>14 NM; 09º Paine</td>
<td>12,500</td>
<td>0.5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Pullman/Moscow Rgnl Arpt</td>
<td>8 NM; 02º Pullman</td>
<td>13,000</td>
<td>Daily, SR–SS.</td>
</tr>
<tr>
<td>(c) Ritzville, West Plains Skydiving Drop Zone</td>
<td>36 NM; 20º Spokane</td>
<td>15,000</td>
<td>2 NM radius. SR–SS weekends, 1700–SS weekdays. Heavy use Apr–Nov. Grant Co Intl Twr 126.4. Seattle ARTCC 126.1.</td>
</tr>
<tr>
<td>(c) Shelton, Sanderson Fld Arpt</td>
<td>19 NM; 30º Olympia</td>
<td>14,000</td>
<td>2 NM radius. Daily 0800–2300.</td>
</tr>
<tr>
<td>(c) Snohomish, Harvey Fld</td>
<td>7 NM; 07º Paine</td>
<td>15,000</td>
<td>2 NM radius. Continuous.</td>
</tr>
<tr>
<td>(c) Snohomish, Harvey Fld</td>
<td>8 NM; 07º Paine</td>
<td>15,000</td>
<td>1 NM radius. Continuous.</td>
</tr>
<tr>
<td>(c) Spokane, Hayford Drop Zone</td>
<td>12 NM; 34º Spokane</td>
<td>10,000</td>
<td>0.5 NM radius. Occasional use.</td>
</tr>
<tr>
<td>(c) Tacoma, McChord Field (Joint Base Lewis–McChord)</td>
<td>28 NM, 18º Seattle</td>
<td>1,500 AGL</td>
<td>Weekends and occasional nights.</td>
</tr>
<tr>
<td>(c) Tekoa, Willard Fld</td>
<td>31 NM; 11º Spokane</td>
<td>12,500</td>
<td>1 NM radius. Daily.</td>
</tr>
<tr>
<td>(c) Toledo, Ed Carlson Mem Fld–South Lewis Co</td>
<td>30 NM; 15º Olympia</td>
<td>12,500</td>
<td>5 NM radius. Continuous.</td>
</tr>
</tbody>
</table>
Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

### UNITED STATES

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabaniss Fld NOLF, TX (NGW)</td>
<td>L–20H, 21A</td>
</tr>
<tr>
<td>Corpus App/Dep Con 125.4 307.9</td>
<td></td>
</tr>
<tr>
<td>Navy Cabaniss Tower 119.65 299.6 (Mon–Thu 1400–0500Z‡, Fri 1400–0100Z‡)</td>
<td></td>
</tr>
<tr>
<td>Fentress NALF, VA (NFE)</td>
<td>H–10I, 12I, L–35D</td>
</tr>
<tr>
<td>Oceana App/Dep Con 123.9 266.8</td>
<td></td>
</tr>
<tr>
<td>Fry, OH (OØH8)</td>
<td>L–27E</td>
</tr>
<tr>
<td>Columbus App/Dep Con 118.425</td>
<td></td>
</tr>
<tr>
<td>Gila Bend AF AUX, AZ (GXF)</td>
<td>H–4J, L–5B</td>
</tr>
<tr>
<td>Luke App/Dep Con 125.45 263.125 (South) (Mon–Thu 1300–0530Z, Fri 1300–1300Z, clsd weekends and hol)</td>
<td></td>
</tr>
<tr>
<td>Glasgow Industrial, MT (Ø7MT)</td>
<td>H–1E, 2G, L–13D</td>
</tr>
<tr>
<td>Salt Lake Center App/Dep Con 126.85 305.2</td>
<td></td>
</tr>
<tr>
<td>Joe Williams NOLF, MS (NJW)</td>
<td>H–6J, L–18G</td>
</tr>
<tr>
<td>Meridian App/Dep Con 276.4</td>
<td></td>
</tr>
<tr>
<td>Bravo Tower 118.475 279.2 355.8 (Mon–Fri 1400–2330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Oak Grove MCOLF, NC (13NC)</td>
<td>L–35B</td>
</tr>
<tr>
<td>Cherry Point App/Dep Con 119.35 377.175</td>
<td></td>
</tr>
<tr>
<td>Shell AHP, AL (SXS)</td>
<td>L–22I</td>
</tr>
<tr>
<td>Cairns App/Dep Con 133.45 239.275 (24 hrs Tue–Sat, 1200–0500Z‡ Sun–Mon) other times ctc</td>
<td></td>
</tr>
<tr>
<td>Jax Center App/Dep Con 134.3 322.55</td>
<td></td>
</tr>
<tr>
<td>Shell Tower 139.125 244.5 (1230–0600Z‡ Mon–Fri, exc hol)</td>
<td></td>
</tr>
<tr>
<td>USAF Academy Bullseye Aux Airfield, CO (CO9Ø)</td>
<td>L–10F</td>
</tr>
<tr>
<td>ASOS 125.0</td>
<td></td>
</tr>
<tr>
<td>Webster NOLF, MD (NUI)</td>
<td>H–10I, 12I, L–34E, 36I</td>
</tr>
<tr>
<td>Patuxent App/Dep Con 121.0 250.3</td>
<td></td>
</tr>
<tr>
<td>Navy Webster Tower 126.2 358.0 (Mon–Fri, exc hol, other times on request, 1400–2200Z‡ or SS, whichever occurs first)</td>
<td></td>
</tr>
<tr>
<td>For Cnc Del when NHK Apch is clsd ctc Potomac Apch at 866–640–4124</td>
<td></td>
</tr>
<tr>
<td>Whitehouse NOLF, FL (NEN)</td>
<td>H–8H, L–21D, 24G</td>
</tr>
<tr>
<td>Jax Center App Con 127.775 377.075</td>
<td></td>
</tr>
<tr>
<td>Jax Center Dep Con 127.775 379.9</td>
<td></td>
</tr>
<tr>
<td>Whitehouse Tower 125.15 307.325 340.2 (Manned during scheduled operations only)</td>
<td></td>
</tr>
<tr>
<td>William P Gwinn, FL (Ø6FA)</td>
<td>H–8I, L–23C</td>
</tr>
<tr>
<td>Palm Beach App/Dep Con 317.4</td>
<td></td>
</tr>
<tr>
<td>Gwinn Tower 120.4 279.25 (Mon–Fri 1300–2100Z‡)</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.65 279.25</td>
<td></td>
</tr>
</tbody>
</table>

### CANADA

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbotsford, BC (CYXX)</td>
<td>H–1B, L–12F</td>
</tr>
<tr>
<td>ATIS 119.8 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Victoria Trml App/Dep Con 132.7 (Avbl on ground)</td>
<td></td>
</tr>
<tr>
<td>Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.8</td>
<td></td>
</tr>
<tr>
<td>MF 119.4 295.0 (0700–1500Z‡) Shape irregular to 4500’</td>
<td></td>
</tr>
<tr>
<td>Amos/Magny, QC (CYEY)</td>
<td>H–11B</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.9</td>
<td></td>
</tr>
<tr>
<td>Armitage, ON (CYAR)</td>
<td>L–14I</td>
</tr>
<tr>
<td>MF 122.3 (5 NM to 4500’ No ground station)</td>
<td></td>
</tr>
<tr>
<td>Barrie–Orillia (Lake Simcoe Regl), ON (CYLS)</td>
<td>H–11B, L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 124.025</td>
<td></td>
</tr>
<tr>
<td>Bathurst, NB (CZBF)</td>
<td>L–32J</td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 134.25 AWOS 127.925</td>
<td></td>
</tr>
<tr>
<td>Boundary Bay, BC (CZBB)</td>
<td>H–1B, L–1E</td>
</tr>
<tr>
<td>ATIS 125.5 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Vancouver App/Dep Con 132.3 363.8</td>
<td></td>
</tr>
<tr>
<td>Tower 118.1 (Inner) 127.6 (Outer) 1500–0700Z‡</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 124.3</td>
<td></td>
</tr>
<tr>
<td>MF 118.1 (0700–1500Z‡ to 2000’. Vancouver Trml 125.2 above 2000’. Shape irregular to 2500’.)</td>
<td></td>
</tr>
<tr>
<td>Brampton, ON (CNC3)</td>
<td>L–31D</td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 119.3</td>
<td></td>
</tr>
<tr>
<td>Brandon Muni, MB (CYBR)</td>
<td>H–2H</td>
</tr>
<tr>
<td>Winnipeg Center App/Dep Con 132.25</td>
<td></td>
</tr>
<tr>
<td>MF 122.1 (5 NM to 4000’)</td>
<td></td>
</tr>
</tbody>
</table>

NW, 17 JUN 2021 to 12 AUG 2021
<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
<th>CANADA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brantford, ON (CYFD)</td>
<td>L–31D</td>
<td></td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 128.27</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brockville Rgnl Tackaberry ON (CNL3)</td>
<td>L–32G</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 134.675</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bromont, QC (CZBM)</td>
<td>L–32G</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 132.35  MF 122.15 (5 NM to 3400’) AUTO 122.975 (English only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burlington Executive, ON (CZBA)</td>
<td>L–31D</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 119.3 AUTO 122.55</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Castlegar/West Kootenay Rgnl, BC (CYCG)</td>
<td>H–1C</td>
<td></td>
</tr>
<tr>
<td>Vancouver Center App/Dep Con 134.2 227.3 MF 122.1 (5 NM to 6500’)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 135.30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charlottetown, PE (CYYG)</td>
<td>H–11E, L–32J</td>
<td></td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200’)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chatham–Kent, ON (CYCK)</td>
<td>H–10G, L–30G</td>
<td></td>
</tr>
<tr>
<td>Cleveland Center App/Dep Con 132.25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collingwood, ON (CNY3)</td>
<td>H–11B, L–31D</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 124.02</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cornwall Rgnl, ON (CYCC)</td>
<td>L–32G</td>
<td></td>
</tr>
<tr>
<td>Boston Center App/Dep Con 135.25 377.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cranbrook/Canadian Rockies Intl, BC (CYXC)</td>
<td>H–1C</td>
<td></td>
</tr>
<tr>
<td>Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100’)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Debent, NS (CCQ3)</td>
<td>H–11E, L–32J</td>
<td></td>
</tr>
<tr>
<td>Halifax Trml App/Dep Con 119.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Digby, NS (CYID)</td>
<td>L–32J</td>
<td></td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 123.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downsview, ON (CYZD)</td>
<td>H–11B, L–31E</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 133.4 MF 126.2 (1300–2300Z’, 3 NM to 1700’)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drummondville, QC (CSC3)</td>
<td>L–32H</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 132.35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Earlton (Timiskaming Rgnl), ON (CYXR)</td>
<td>H–11B</td>
<td></td>
</tr>
<tr>
<td>MF 122.0 (5 NM to 3800’)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elliot Lake Muni, ON (CYEL)</td>
<td>L–31C</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 135.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Frances Muni, ON (CYAG)</td>
<td>L–14H</td>
<td></td>
</tr>
<tr>
<td>Minneapolis Center App/Dep Con 120.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fredericton Intl, NB (CYFC)</td>
<td>H–11E, L–32J</td>
<td></td>
</tr>
<tr>
<td>ATIS 127.55 (1045–0345Z’, OT AWOS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 124.3 135.5 270.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tower 119.0 (1045–0345Z’) Gnd Con 121.7 (1045–0345Z’) MF 119.0 (0345–1045Z’, 5 NM to 3500’)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goderich, ON (CYGD)</td>
<td>H–11B, L–31D</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 135.3 266.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenwood, NS (CYZX)</td>
<td>H–11E, L–32J</td>
<td></td>
</tr>
<tr>
<td>ATIS 128.85 244.3 (1100–0000Z’)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>App/Dep Con 120.6 335.9 Tower 119.5 236.6 324.3 Gnd Con 133.75 289.4 Clncl Del 128.025 283.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grimbsy Air Park, ON (CNZ6)</td>
<td>L–31E</td>
<td></td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halifax/Newfoundland, NS (CYAW)</td>
<td>H–11E, L–32J</td>
<td></td>
</tr>
<tr>
<td>ATIS 129.175 308.8 (Ltd hrs)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halifax/Stanfield Intl, NS (CYHZ)</td>
<td>H–11E, L–32J</td>
<td></td>
</tr>
<tr>
<td>ATIS 121.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 135.3 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clncl Del 123.95</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hamilton, ON (CYHM)</td>
<td>H–10H, 11B, L–11B</td>
<td></td>
</tr>
<tr>
<td>ATIS 128.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 119.7 Tower 125.0 Gnd Con 121.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kingston, ON (CYGK)</td>
<td>H–11C, L–31E, 32F</td>
<td></td>
</tr>
<tr>
<td>ATIS 135.55 (1115–0400Z)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 135.05 (0400–1115Z’) MF 122.5 (1115–0400Z’, 5 NM to 3300’)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Kitchener/Waterloo, ON (CYKF)
- ATIS 125.1 (1200–0400Z)
- Toronto Trml App/Dep Con 128.275
- Waterloo Tower 126.0 118.55 (1200–0400Z)  Gnd Con 121.8
-MF 126.0 (0400–1200Z)  5 NM to 4000’  AWOS 125.1 (0400–1200Z)

### Lachute, QC (CSE4)
- Montreal Center App Con 124.65 268.3
- Montreal Center Dep Con 132.85 268.3

### La Tuque, QC (CYLQ)
- Montreal Center App/Dep Con 134.5

### Langley, BC (CYNJ)
- ATIS 124.5 (1630–0230Z, DT 1530–0330Z)
- Victoria Trml App/Dep Con 132.7 290.8  Tower 119.0 (1630–03230Z, DT 1530–0330Z)
- Gnd Con 121.9  MF 119.0 (0230–1630Z, DT 0330–1530Z 3 NM to 1900’)

### Leamington, ON (CLM2)
- Detroit Approach App/Dep Con 134.3

### Lethbridge, AB (CYQL)
- ATIS 124.4 (1245–0545Z)
- Edmonton Center App/Dep Con 132.75 265.2  MF 121.0 (5 NM to 6000’)

### Lindsay, ON (CNF4)
- Toronto Center App/Dep 134.25

### London, ON (CYXU)
- ATIS 127.8 (1120–0345Z)
- Tower 119.4 125.65 (1120–0345Z)  Gnd Con 121.9
- MF 119.4 (0345–1120Z 5 NM to 3000’)

### Manitouwanning/Manitoulin East Muni, ON (CYEM)
- Toronto Center App/Dep 135.4 260.9

### Maniwaki, QC (CYMW)
- Montreal Center App/Dep Con 126.57

### Mascouche, QC (CSK3)
- MF 122.35 (5 NM to 2500’). No gnd station. Excluding the portion S of the N shore of Riviere des Milles–îles and 1 NM around Lac Agile Mascouche arpt.)

### Medicine Hat, AB (CYYH)
- ATIS 124.875 (1245–0345Z)
- MF 122.2 (1245–0345Z 5 NM to 5400’)

### Midland/Huronia, ON (CYEE)
- Toronto Center App/Dep 124.025

### Miramichi, NB (CYAU)
- Moncton Center App/Dep Con 123.9

### Montreal/Pierre Elliott Trudeau Intl, QC (CYUL)
- ATIS 133.7
- Montreal Trml App Con 118.9 126.9 132.85 268.3
- Tower 119.3 119.9 124.3 (old port) 267.1  Gnd Con 121.0 275.8
- Cncl Del 125.6  Apron 122.075
- Trml Dep Con 120.42 (SE–S–SW) 124.65 (W–NW–NE) 268.3  VFR Advisory 134.15

### Montreal/Trudeau Intl (Mirabel), QC (CYMX)
- ATIS 125.7
- Montreal Center App/ Dep Con 124.65 268.3
- MF 119.1 (7 NM shape irregular to 2000’ ) (03–11Z DT 02–10Z)
- (emerg only 450–476–3141) VFR Advisory 134.15
- GND 121.8 (11–03Z DT 10–02Z) TWR 119.1 (11–03Z DT 10–02Z)
- (emerg only 450–476–3142)
- GND Advisory 121.8 (03–11Z DT 02–10Z) (emerg only 450–476–3141)

### Montreal/Pierre Elliott Trudeau Intl, QC (CYUL)
- ATIS 133.7
- Montreal Trml App Con 118.9 126.9 132.85 268.3
- Tower 119.3 119.9 124.3 (old port) 267.1  Gnd Con 121.0 275.8
- Cncl Del 125.6  Apron 122.075
- Trml Dep Con 120.42 (SE–S–SW) 124.65 (W–NW–NE) 268.3  VFR Advisory 134.15

---

**NW, 17 JUN 2021 to 12 AUG 2021**
<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montreal/St–Hubert, QC (CYHU)</td>
<td>H–11C, L–32G</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.15 268.3</td>
<td></td>
</tr>
<tr>
<td>St. Hubert Tower 118.4 (VFR Arr North) 121.3 (VFR Arr South and East)</td>
<td></td>
</tr>
<tr>
<td>5 NM shape irregular to 2000’</td>
<td>VFR Advisory 134.15</td>
</tr>
<tr>
<td>MIL 135.9 322.1 (438 Sqn Ops)</td>
<td></td>
</tr>
<tr>
<td>Muskoka, ON (CYQA)</td>
<td>H–11B, L–31D</td>
</tr>
<tr>
<td>Timmins Radio App/Dep Con 122.3</td>
<td></td>
</tr>
<tr>
<td>MF 122.3 (5 NM to 3900’)</td>
<td></td>
</tr>
<tr>
<td>Nanaimo, BC (CYCD)</td>
<td>H–1B, L–1E</td>
</tr>
<tr>
<td>Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330–0530Z‡</td>
<td></td>
</tr>
<tr>
<td>(5 NM to 2500’)</td>
<td></td>
</tr>
<tr>
<td>North Bay, ON (CYYB)</td>
<td>L–31E</td>
</tr>
<tr>
<td>ATIS 124.9 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep 127.25</td>
<td></td>
</tr>
<tr>
<td>MF 118.3 (1130–0330Z‡ 7 NM to 5000’)</td>
<td></td>
</tr>
<tr>
<td>Oshawa, ON (CYYO)</td>
<td>L–31E</td>
</tr>
<tr>
<td>ATIS 125.675 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>Tower 120.1 (1130–0330Z‡) Gnd Con 118.4</td>
<td></td>
</tr>
<tr>
<td>MF 120.1 (0330–1130Z‡ 5 NM to 3000’)</td>
<td></td>
</tr>
<tr>
<td>Ottawa/Carp, ON (CYRP)</td>
<td>L–31E, 32F</td>
</tr>
<tr>
<td>ATIS 121.15</td>
<td></td>
</tr>
<tr>
<td>Ottawa Trml App/Dep Con 127.7</td>
<td></td>
</tr>
<tr>
<td>Ottawa/Gatineau, QC (CYND)</td>
<td>H–11C, L–32G</td>
</tr>
<tr>
<td>Ottawa Trml App/Dep Con 127.7 128.175</td>
<td></td>
</tr>
<tr>
<td>MF 122.3 (5 NM shape irregular to 2500)</td>
<td></td>
</tr>
<tr>
<td>VFR Advisory Ottawa Trml 127.7</td>
<td></td>
</tr>
<tr>
<td>Ottawa/MacDonald–Cartier Intl, ON (CYOW)</td>
<td>L–11C</td>
</tr>
<tr>
<td>ATIS 121.15</td>
<td></td>
</tr>
<tr>
<td>Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.9 Clnc Del 119.4</td>
<td></td>
</tr>
<tr>
<td>Ottawa Dep Con 128.175</td>
<td></td>
</tr>
<tr>
<td>Owen Sound/Billy Bishop Rgnl, ON (CYOS)</td>
<td>L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep 132.575 290.6</td>
<td></td>
</tr>
<tr>
<td>Pelee Island, ON (CYPT)</td>
<td>L–30F</td>
</tr>
<tr>
<td>Cleveland Center App/Dep Con 126.35 360.0</td>
<td></td>
</tr>
<tr>
<td>Pembroke, ON (CYYA)</td>
<td>H–11C, L–31E, 32F</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 135.2</td>
<td></td>
</tr>
<tr>
<td>Petawawa Advisory 126.4 250.1 (Mon–Fri 1300–2130Z†, OT PPR)</td>
<td></td>
</tr>
<tr>
<td>Pemberton, BC (CYPF)</td>
<td>H–1B</td>
</tr>
<tr>
<td>Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100)</td>
<td></td>
</tr>
<tr>
<td>Peterborough, ON (CYPQ)</td>
<td>H–11B, L–31E, 32F</td>
</tr>
<tr>
<td>Toronto Center App/Dep 134.25</td>
<td></td>
</tr>
<tr>
<td>MF 123.0 (5 NM to 3600’)</td>
<td></td>
</tr>
<tr>
<td>Pincher Creek, AB (CZPC)</td>
<td>H–1D</td>
</tr>
<tr>
<td>Edmonton Center App/Dep Con 132.75 265.2</td>
<td></td>
</tr>
<tr>
<td>Pitt Meadows, BC (CYPK)</td>
<td>L–1E</td>
</tr>
<tr>
<td>ATIS 125.0 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Vancouver Center App Con 128.6 (Outer) 352.7</td>
<td></td>
</tr>
<tr>
<td>Pitt Tower 126.3 (1500–0700Z‡) Gnd Con 123.8</td>
<td></td>
</tr>
<tr>
<td>Vancouver Center Dep Con 132.3 (South) 363.8</td>
<td></td>
</tr>
<tr>
<td>Nov–Mar Mon–Fri 126.3 (0700–1500Z‡) (3NM to 2500)</td>
<td></td>
</tr>
<tr>
<td>Quebec/Jean Lesage Intl, QC (CYQB)</td>
<td>H–11D, L–32H</td>
</tr>
<tr>
<td>ATIS 134.6</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8</td>
<td></td>
</tr>
<tr>
<td>Tower 118.65 236.6 Gnd Con 121.9 250.0</td>
<td></td>
</tr>
<tr>
<td>Riviere Du Loup, QC (CYRI)</td>
<td>H–11D</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.1 299.6</td>
<td></td>
</tr>
<tr>
<td>Rouyn Noranda, QC (CYUY)</td>
<td>H–11B</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.9</td>
<td></td>
</tr>
<tr>
<td>MF 122.2 (5 NM to 4000’)</td>
<td></td>
</tr>
</tbody>
</table>

**NW, 17 JUN 2021 to 12 AUG 2021**
<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saint John, NB (CYSJ)</td>
<td>H-11E, L-32J</td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')</td>
<td></td>
</tr>
<tr>
<td>Sarnia (Chris Hadfield), ON (CYZR)</td>
<td>H-10G, 11B, L-30F</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 134.375</td>
<td></td>
</tr>
<tr>
<td>Sault Ste Marie, ON (CYAM)</td>
<td>H-2K, L-31B</td>
</tr>
<tr>
<td>ATIS 133.05 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 132.65 344.5</td>
<td></td>
</tr>
<tr>
<td>Tower 118.8 (1130–0330Z‡) Gnd Con 121.7 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>MF 118.8 (0330–1130Z‡ 5 NM irregular shape to 3000')</td>
<td></td>
</tr>
<tr>
<td>Sherbrooke, QC (CYSC)</td>
<td>H-11D, L-32H</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 132.55 MF 123.5 (Ld hrs 5 NM to 3800')</td>
<td></td>
</tr>
<tr>
<td>South Fence Muni, ON (CNP3)</td>
<td>L-31E, 32F</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 124.275</td>
<td></td>
</tr>
<tr>
<td>Southport, MB (CYPG)</td>
<td>H-2H</td>
</tr>
<tr>
<td>ATIS 120.85 (Mon–Fri 1400–2300Z‡ except holidays)</td>
<td></td>
</tr>
<tr>
<td>Tower 126.2 384.2 (Mon–Fri 1400–2300Z‡ except holidays)</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.7 275.8</td>
<td></td>
</tr>
<tr>
<td>Sault Ste Marie, ON (CYAM)</td>
<td>L-31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 124.025</td>
<td></td>
</tr>
<tr>
<td>St. Catherines/niagara District, ON (CYSN)</td>
<td>H-10H, 11B, L-31E</td>
</tr>
<tr>
<td>ATIS 128.525 (1215–0200Z‡)</td>
<td></td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>MF 123.25 (1215–0200Z‡ 5 NM to 3300')</td>
<td></td>
</tr>
<tr>
<td>St. Fredric, QC (CSZ4)</td>
<td>L-32H</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 135.025 270.9</td>
<td></td>
</tr>
<tr>
<td>St. Georges, QC (CYSG)</td>
<td>H-32H, L-11D</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 132.35</td>
<td></td>
</tr>
<tr>
<td>MF 122.15 (5 NM 3900' ASL)</td>
<td></td>
</tr>
<tr>
<td>St. Jean, QC (CYJN)</td>
<td>L-32G</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.15 268.3</td>
<td></td>
</tr>
<tr>
<td>Tower 118.2 (Apr–Oct 1230–0230Z‡ Nov–Mar 1300–0200Z‡)</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.7</td>
<td></td>
</tr>
<tr>
<td>Sudbury, ON (CYSB)</td>
<td>H-31B, 10G, L-31D</td>
</tr>
<tr>
<td>ATIS 127.4</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 135.5</td>
<td></td>
</tr>
<tr>
<td>MF 125.5 (7 NM to 4000') Clnc Del 121.8</td>
<td></td>
</tr>
<tr>
<td>Summerside, PE (CYSU)</td>
<td>H-11E, L-32J</td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 124.4 384.8</td>
<td></td>
</tr>
<tr>
<td>Thunder Bay, ON (CYQT)</td>
<td>H-2J, L-14J</td>
</tr>
<tr>
<td>ATIS 128.8 (1100–0400Z‡)</td>
<td></td>
</tr>
<tr>
<td>Winnipeg Center App/Dep Con 132.125</td>
<td></td>
</tr>
<tr>
<td>Tower 118.1 (1100–0400Z‡) Gnd Con 121.9 (1100–0400Z‡)</td>
<td></td>
</tr>
<tr>
<td>App/Dep 119.2 MF 118.1 (0400–1100Z‡ 5 NM to 4000')</td>
<td></td>
</tr>
<tr>
<td>Timmins/Victor M. Power, ON (CYTS)</td>
<td>H-11B</td>
</tr>
<tr>
<td>ATIS 124.95</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000')</td>
<td></td>
</tr>
<tr>
<td>Toronto/Butterville Muni, ON (CYKZ)</td>
<td>L-31E</td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>MF 124.8 (No gnd station. 5 NM shape irregular 2000 ASL)</td>
<td></td>
</tr>
<tr>
<td>Toronto/Billy Bishop Toronto City Airport, ON (CYTZ)</td>
<td>L-31E</td>
</tr>
<tr>
<td>ATIS 133.6 (1130–0400Z‡)</td>
<td></td>
</tr>
<tr>
<td>App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>Tower 118.2 119.2 (1130–0400Z‡) Gnd Con 121.7</td>
<td></td>
</tr>
<tr>
<td>Toronto/Lester B Pearson Intl, ON (CYYZ)</td>
<td>H-11B, L-31D</td>
</tr>
<tr>
<td>ATIS 120.825 133.1 App Con 132.8 124.475 125.4 Dep Con 127.575 128.8</td>
<td></td>
</tr>
<tr>
<td>Tower 118.35 118.7 Gnd Con 121.9 121.65 119.1</td>
<td></td>
</tr>
<tr>
<td>Clnc Del 121.3 (1200–0400Z‡) Apron Coordinator 122.875 (122.825)</td>
<td></td>
</tr>
<tr>
<td>Apron Tow Coordinator 136.525</td>
<td></td>
</tr>
<tr>
<td>Trenton, ON (CYTR)</td>
<td>H-11C, L-31E, 32F</td>
</tr>
<tr>
<td>ATIS 135.45 257.7</td>
<td></td>
</tr>
<tr>
<td>App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8</td>
<td></td>
</tr>
<tr>
<td>Clnc Del 124.35 286.4</td>
<td></td>
</tr>
<tr>
<td>Trenton/Mountain View, ON (CPZ3)</td>
<td>H-11C, L-31E, 32F</td>
</tr>
<tr>
<td>Trenton Mil Advisory 268.0 or 122.35</td>
<td></td>
</tr>
<tr>
<td>Trois–Rivieres, QC (CYRQ)</td>
<td>H-11C, L-32H</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 128.225</td>
<td></td>
</tr>
<tr>
<td>MF 122.35 (5 NM to 3200')</td>
<td></td>
</tr>
<tr>
<td>Val–D’or, QC (CYVO)</td>
<td>H-11B</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030–0325Z‡ 5 NM to 4000')</td>
<td></td>
</tr>
<tr>
<td>FACILITY NAME</td>
<td>CHART &amp; PANEL</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Vancouver Intl, BC (CYVR)</td>
<td>H–1B, L–1E</td>
</tr>
<tr>
<td>ATIS 124.6</td>
<td></td>
</tr>
<tr>
<td>App Con 128.6 128.17 (Outer) 133.1 134.225 (Inner) 352.7</td>
<td></td>
</tr>
<tr>
<td>Dep Con 126.125 (north) 132.3 (south) 363.8</td>
<td></td>
</tr>
<tr>
<td>Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnct Del 121.4</td>
<td></td>
</tr>
<tr>
<td>Victoria Intl, BC (CYYJ)</td>
<td>H–1B, L–1E</td>
</tr>
<tr>
<td>ATIS 118.8 (0800–1400Z‡)</td>
<td></td>
</tr>
<tr>
<td>App Con 125.95 Decon 133.85</td>
<td></td>
</tr>
<tr>
<td>Tower 119.1 (Outer) 119.7 (Inner) 239.6</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.9 361.4 (1400–0800Z‡) OT ctc Kamloops 119.7</td>
<td></td>
</tr>
<tr>
<td>Clnct Del 126.4 (1400–0800Z‡)</td>
<td></td>
</tr>
<tr>
<td>Victoriaville, QC (CSR3)</td>
<td>L–32H</td>
</tr>
<tr>
<td>Montreal Center App Con 132.35 AUTO 122.17 (bil)</td>
<td></td>
</tr>
<tr>
<td>Waterville/Kings Co Muni, NS (CCW3)</td>
<td>L–32J</td>
</tr>
<tr>
<td>Greenwood Trml App/Dep Con 120.6 335.9</td>
<td></td>
</tr>
<tr>
<td>Greenwood Tower 119.5 324.3</td>
<td></td>
</tr>
<tr>
<td>Wiarton, ON (CYYV)</td>
<td>H–11B, L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 132.575</td>
<td></td>
</tr>
<tr>
<td>MF 122.2 (5 NM to 3700’)</td>
<td></td>
</tr>
<tr>
<td>Windsor, ON (CYQG)</td>
<td>H–10G, L–8J</td>
</tr>
<tr>
<td>ATIS 134.5 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Detroit App/Dep Con 118.95 132.35 134.3 284.0</td>
<td></td>
</tr>
<tr>
<td>Tower 124.7 (1130–0330Z‡) Gnd Con 121.7 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>MF 124.7 (0330–1130Z‡ 6 NM irregular shape to below 3000’)</td>
<td></td>
</tr>
<tr>
<td>VFR Advisory Detroit App Con 134.3 AWOS 134.5 (0330–1130Z‡)</td>
<td></td>
</tr>
<tr>
<td>Yarmouth, NS (CYQI)</td>
<td>H–11E, L–32J</td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100’)</td>
<td></td>
</tr>
<tr>
<td>MEXICO</td>
<td></td>
</tr>
<tr>
<td>FACILITY NAME</td>
<td>CHART &amp; PANEL</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Juarez App Con 119.9 Juarez Tower 118.9</td>
<td></td>
</tr>
<tr>
<td>Del Norte Intl (MMAN)</td>
<td>H–7B, L–20G</td>
</tr>
<tr>
<td>ATIS 127.55 (1300–0300Z‡)</td>
<td></td>
</tr>
<tr>
<td>Monterrey App 119.75 120.4 Tower 118.6 Gnd 122.0</td>
<td></td>
</tr>
<tr>
<td>Durango Intl (MMDO/DGO)</td>
<td>H–7A</td>
</tr>
<tr>
<td>ATIS 132.1</td>
<td></td>
</tr>
<tr>
<td>Tower 118.1 Durango Info 122.3</td>
<td></td>
</tr>
<tr>
<td>ATIS 127.9</td>
<td></td>
</tr>
<tr>
<td>Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Tijuana Clnct Del 122.35 Tijuana Info 132.1</td>
<td></td>
</tr>
<tr>
<td>Reynosa App Con 127.2 Reynosa Tower 118.8</td>
<td></td>
</tr>
<tr>
<td>General Mariano Escobedo Intl/Monterrey Intl (MMMY)</td>
<td>H–7B, L–20G</td>
</tr>
<tr>
<td>Monterrey ATIS 127.7 Monterrey App Con 119.75 120.4</td>
<td></td>
</tr>
<tr>
<td>Monterrey Dep Con 119.75 Monterrey Tower 118.1 Monterrey Gnd 121.9</td>
<td></td>
</tr>
<tr>
<td>Monterrey Clnct Del 123.75 (1200–0400Z‡) Monterrey Info 122.45</td>
<td></td>
</tr>
<tr>
<td>General R Fierro Villalobos Intl/Chihuahua Intl (MMCU)</td>
<td>L–6I</td>
</tr>
<tr>
<td>ATIS 127.9 (1300–0300Z‡)</td>
<td></td>
</tr>
<tr>
<td>Chihuahua App Con 121.0 Chihuahua Tower 118.4</td>
<td></td>
</tr>
<tr>
<td>General Rodolfo Sanchez Taboada Intl/Mexicali Intl (MMML)</td>
<td>H–4I, L–4J, 5A</td>
</tr>
<tr>
<td>ATIS 127.6 (1400–0200Z‡)</td>
<td></td>
</tr>
<tr>
<td>Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3</td>
<td></td>
</tr>
<tr>
<td>General Servando Canales Intl/Matamoros Intl (MMMA)</td>
<td>H–7C, L–21A</td>
</tr>
<tr>
<td>Matamoros App Con 118.0 Matamoros Tower 118.0</td>
<td></td>
</tr>
<tr>
<td>Plan De Guadalupe Intl/Saltillo Intl (MMIO/SLW)</td>
<td>H–7B</td>
</tr>
<tr>
<td>Saltillo App Con 127.4 Saltillo Tower 118.4</td>
<td></td>
</tr>
<tr>
<td>Quetzalcoatl Intl/Nuevo Laredo Intl (MMNL/NLD)</td>
<td>H–7B, L–20G</td>
</tr>
<tr>
<td>Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3</td>
<td></td>
</tr>
<tr>
<td>Torreon Intl (MMTT)</td>
<td>H–7A</td>
</tr>
<tr>
<td>App Con 119.6 Tower 118.5 Info 122.3</td>
<td></td>
</tr>
</tbody>
</table>
A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overflies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC navaids.
7. Intersection names are spelled out.
8. Navaid and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations “pressurized” and “unpressurized” for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. All Preferred IFR Routes are in effect continuously unless otherwise noted.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

### SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>_ _ _</td>
<td>_ _ _</td>
<td>_ _ _</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>_ _ _</td>
<td>_ _ _</td>
<td>_ _ _</td>
</tr>
</tbody>
</table>

**NW, 17 JUN 2021 to 12 AUG 2021**
### PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTH/SOUTHWEST BND</strong></td>
<td>NUW DIGGN V165 UBG</td>
<td>1400–0700</td>
</tr>
<tr>
<td><strong>SOUTH/SOUTHWEST BND</strong></td>
<td>V165</td>
<td>1400–0700</td>
</tr>
<tr>
<td><strong>SOUTHBOUND</strong></td>
<td>DIGGN V165 OLM</td>
<td>1400–0700</td>
</tr>
<tr>
<td><strong>SOUTHBOUND</strong></td>
<td>PAE V287 OLM</td>
<td>1400–0700</td>
</tr>
<tr>
<td><strong>WESTBOUND</strong></td>
<td>YKM V298 SEA</td>
<td>1400–0700</td>
</tr>
<tr>
<td><strong>TRAFFIC OVERFLYING THE SEATTLE, WA AREA LANDING IN PDX AREA (10000 TO 15000)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SOUTHBOUND V165</strong></td>
<td>V495 SEA HELNS–STAR</td>
<td>1400–0700</td>
</tr>
<tr>
<td><strong>SOUTHBOUND V23</strong></td>
<td>V165 DIGGN V495 SEA HELNS–STAR</td>
<td>1400–0700</td>
</tr>
<tr>
<td><strong>TRAFFIC OVERFLYING THE SEATTLE, WA AREA LANDING IN PDX AREA (9000 AND BELOW)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SOUTHBOUND</strong></td>
<td>NUW DIGGN V165 LOATH BTG</td>
<td>1400–0700</td>
</tr>
</tbody>
</table>

### HIGH ALTITUDE

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BOISE (BOI)</strong></td>
<td>(FL240 AND ABOVE–JETS) DPR J16 MCW JAMESVILLE–STAR</td>
<td>1300–0600</td>
</tr>
<tr>
<td><strong>PORTLAND (PDX)</strong></td>
<td>(FL240 AND ABOVE; ALL RNAV) JOGEN Q7 AVE HIIHWY ROKKR (RNAV–STAR)</td>
<td>1300–0600</td>
</tr>
<tr>
<td><strong>BURBANK (BUR)</strong></td>
<td>(FL240 AND ABOVE; ALL RNAV) J15 BOI MTU HBU PNH MQP ELLVR NNEAL KIDDZ (RNAV–STAR)</td>
<td>1300–0600</td>
</tr>
<tr>
<td><strong>CHICAGO (ORD)</strong></td>
<td>(FL240 AND ABOVE; ALL RNAV) J16 MCW ZZIIPR FYTTE (RNAV–STAR)</td>
<td>1300–0600</td>
</tr>
<tr>
<td><strong>DETOIT (DTW)</strong></td>
<td>(DME/DME/IRU OR GPS REQUIRED) (DTW NORTH FLOW) PDT J16 HIA BZN BIL J34 BAE PORZL KKISS (RNAV–STAR)</td>
<td>1300–0600</td>
</tr>
<tr>
<td><strong>HOUSTON (HOU)</strong></td>
<td>(FL240 AND ABOVE; ALL RNAV) IMB J15 BOI MTU HBU PNH MQP Q9 PNH MQP ELLVR NNEAL KIDDZ (RNAV–STAR)</td>
<td>1300–0600</td>
</tr>
<tr>
<td><strong>HOUSTON (IAH)</strong></td>
<td>(FL240 AND ABOVE; ALL RNAV) IAH EAST FLOW IMB J15 BOI MTU HBU PNH MQP GUSHR (RNAV–STAR)</td>
<td>1300–0600</td>
</tr>
<tr>
<td><strong>SAN DIEGO (SAN)</strong></td>
<td>(FL240 AND ABOVE) SMIGE Q9 REBRG PCIFC (RNAV–STAR)</td>
<td>1300–0600</td>
</tr>
<tr>
<td><strong>SEATTLE (BFI)</strong></td>
<td>(FL240 AND ABOVE) SUMMA Q9 REBRG ROKKR (RNAV–STAR)</td>
<td>1300–0600</td>
</tr>
</tbody>
</table>

**NW, 17 JUN 2021 to 12 AUG 2021**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAN FRANCISCO(SFO)</td>
<td>(FL240 AND ABOVE)JJAMM ELMMA ERAVE Q1 ETCHY</td>
<td>1300–0600</td>
</tr>
<tr>
<td></td>
<td>MLBEC BDEGA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SAN JOSE(SJC)</td>
<td>(FL240 AND ABOVE)JJAMM ELMMA FAMUK Q3 FINER</td>
<td>1300–0600</td>
</tr>
<tr>
<td></td>
<td>CHBLI BRIX (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SANTA ANA(SNA)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 REBRG OHSEA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SANTA MONICA(SMO)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 SUNBE FRA REBRG</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BONJU (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>VAN NUYS(VNY)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 SUNBE FRA REBRG IVINS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SEATTLE(SEA)</td>
<td>(16,000 AND ABOVE)ARRIE PRYCE BKA LAIRE JOH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(16000 AND ABOVE)(NORTHBOUND)PANGL Y2T J502</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ANN J195 BKA LAIRE J133 HUMPY JOH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bedford(BED)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>HANKQ Q935 PONCT EEGUL ZELKA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>HANKQ Q935 PONCT JFUND (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 REBRG ROKKR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BURBANK(BUR)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 REBRG ROKKR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 REBRG ROKKR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(FL240 AND ABOVE; ALL RNAV)NORMY J90 HLN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RECAP DPR J16 FSD ZZPR FYTTE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CLEVELAND</td>
<td>(RNAV TURBOJET)BÆE OLYE BRWNZ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NORMY J70 BÆE PORZL RKCTY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(HOU)</td>
<td>(FL240 AND ABOVE; RNAV TURBOJETS)SUMMA J54</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BKE BOI J15 JNC ALS PHN MQP ELLVR NNEAL KIDD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>(FL240 AND ABOVE; ALL RNAV)(IAH WEST FLOW)SUMMA J54 BOI J15 JNC ALS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PHN MQP DRLLR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(FL240 AND ABOVE; ALL RNAV)(IAH EAST FLOW)SUMMA J54 BOI J15 JNC ALS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PHN MQP GUSHR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>LONG BEACH(LGB)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 REBRG POICF (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>LOS ANGELES(LAX)</td>
<td>(FL240 AND ABOVE)SUMMA JINMO Q7 JAGWA BURGL IRNMN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>(FL240 AND ABOVE)NORMY J90 HLN J34 ODJ J30</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BRIBE J90 OBK J584 CRL J554 JHW J70 LVZ LENDY SIX (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(FL240 AND ABOVE)NORMY J90 J34 ABR J70 GEP DLM J34</td>
<td>1300–0600</td>
</tr>
<tr>
<td></td>
<td>CRL J584 SLT FQM WILLIAMSPORT–STAR</td>
<td></td>
</tr>
<tr>
<td>OAKLAND(OAK)</td>
<td>(FL240 AND ABOVE)SUMMA PAAGE Q11 PASKE OYVEY GLRNO (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ONTARIO(ONT)</td>
<td>(FL240 AND ABOVE)SUMMA PAAGE Q11 PASKE OYVEY GLRNO (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SAN DIEGO(SAN)</td>
<td>(FL240 AND ABOVE)SUMMA PAAGE Q11 PASKE HULK COMIX (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SAN FRANCISCO(SFO)</td>
<td>(FL240 AND ABOVE; ALL RNAV)VERAVE Q1 ETCHY</td>
<td>1300–0600</td>
</tr>
<tr>
<td></td>
<td>MLBEC BDEGA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SAN JOSE(SJC)</td>
<td>(FL240 AND ABOVE; ALL RNAV)FEPOT Q3 FINER CHBLI BRIX (RNAV)–STAR</td>
<td>1300–0600</td>
</tr>
<tr>
<td>SANTA ANA(SNA)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 REBRG OHSEA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>VAN NUYS(VNY)</td>
<td>SUMMA Q9 REBRG IVINS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SPOKANE(GEG)</td>
<td>(FL240 AND ABOVE; ALL RNAV)MLP J70 LWT MLS J204</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(FL240 AND ABOVE)SUMMA Q9 REBRG OHSEA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)–STAR</td>
<td></td>
</tr>
</tbody>
</table>

**PREFERRED IFR ROUTES**

**Terminals Route**

---

NW, 17 JUN 2021 to 12 AUG 2021
### Terminal Area

**Traffic Arriving Salt Lake City Terminal Area**

<table>
<thead>
<tr>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST OVER OCS</td>
<td>OCS BRIGHAM CITY–STAR</td>
</tr>
<tr>
<td>NORTH OVER DBS</td>
<td>DBS BRIGHAM CITY–STAR</td>
</tr>
<tr>
<td>NORTH OVER JAC</td>
<td>PIH BEARR–STAR</td>
</tr>
<tr>
<td>NORTHEAST OVER JAC</td>
<td>JAC BRIGHAM CITY–STAR</td>
</tr>
<tr>
<td>NORTHWEST OVER BYI</td>
<td>BYI BEARR–STAR</td>
</tr>
</tbody>
</table>

### Airway Segment Fixes

<table>
<thead>
<tr>
<th>Airway</th>
<th>Segment Fixes</th>
<th>Direction</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1</td>
<td>ELMAA, WA to POINT REYES, CA</td>
<td>S BND</td>
<td>1300–0600</td>
</tr>
<tr>
<td>Q3</td>
<td>FEPOT, WA to POINT REYES, CA</td>
<td>S BND</td>
<td>1300–0600</td>
</tr>
<tr>
<td>Q5</td>
<td>HAROB, WA to STIKM, CA</td>
<td>S BND</td>
<td>1300–0600</td>
</tr>
<tr>
<td>Q7</td>
<td>JINMO, WA to AVENAL, CA</td>
<td>S BND</td>
<td>1300–0600</td>
</tr>
<tr>
<td>Q9</td>
<td>SUMMA, WA to REBRG, CA</td>
<td>S BND</td>
<td>1300–0600</td>
</tr>
<tr>
<td>Q11</td>
<td>PAAGE, WA to LOS ANGELES, CA</td>
<td>S BND</td>
<td>1300–0600</td>
</tr>
</tbody>
</table>
INTENTIONALLY LEFT BLANK
<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY</th>
<th>AIRPORT NAME</th>
<th>LOCATION IDENTIFIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>ID</td>
<td>LEWISTON</td>
<td>LEWISTON-NEZ PERCE COUNTY</td>
<td>LWS</td>
</tr>
<tr>
<td>ID</td>
<td>TWIN FALLS</td>
<td>JOSLIN FIELD - MAGIC VALLEY RGNL</td>
<td>TWF</td>
</tr>
<tr>
<td>MT</td>
<td>BOZEMAN</td>
<td>BOZEMAN YELLOWSTONE INTL</td>
<td>BZN</td>
</tr>
<tr>
<td>MT</td>
<td>CUT BANK</td>
<td>CUT BANK INTL</td>
<td>CTB</td>
</tr>
<tr>
<td>MT</td>
<td>DILLON</td>
<td>DILLON</td>
<td>DLN</td>
</tr>
<tr>
<td>MT</td>
<td>GLASGOW</td>
<td>WOKAL FIELD/GLASGOW - VALLEY COUNTY</td>
<td>GGW</td>
</tr>
<tr>
<td>MT</td>
<td>HAVRE</td>
<td>HAVRE CITY-COUNTY</td>
<td>HVR</td>
</tr>
<tr>
<td>MT</td>
<td>HELENA</td>
<td>HELENA RGNL</td>
<td>HLN</td>
</tr>
<tr>
<td>MT</td>
<td>LEWISTOWN</td>
<td>LEWISTOWN MUNI</td>
<td>LWT</td>
</tr>
<tr>
<td>MT</td>
<td>MILES CITY</td>
<td>FRANK WILEY FIELD</td>
<td>MLS</td>
</tr>
<tr>
<td>OR</td>
<td>AURORA</td>
<td>AURORA STATE</td>
<td>UAO</td>
</tr>
<tr>
<td>OR</td>
<td>BAKER CITY</td>
<td>BAKER CITY MUNI</td>
<td>BKE</td>
</tr>
<tr>
<td>OR</td>
<td>BURNS</td>
<td>BURNS MUNI</td>
<td>BNO</td>
</tr>
<tr>
<td>OR</td>
<td>MEDFORD</td>
<td>ROGUE VALLEY INTL - MEDFORD</td>
<td>MFR</td>
</tr>
<tr>
<td>OR</td>
<td>PORTLAND</td>
<td>PORTLAND-HILLSBORO</td>
<td>HIO</td>
</tr>
<tr>
<td>OR</td>
<td>REDMOND</td>
<td>ROBERTS FIELD</td>
<td>RDM</td>
</tr>
<tr>
<td>OR</td>
<td>SALEM</td>
<td>MCNARY FLD</td>
<td>SLE</td>
</tr>
<tr>
<td>WA</td>
<td>EPHRATA</td>
<td>EPHRATA MUNI</td>
<td>EPH</td>
</tr>
<tr>
<td>WA</td>
<td>RICHLAND</td>
<td>RICHLAND</td>
<td>RLD</td>
</tr>
<tr>
<td>WA</td>
<td>SPOKANE</td>
<td>SPOKANE INTL</td>
<td>GEG</td>
</tr>
<tr>
<td>WA</td>
<td>TACOMA</td>
<td>TACOMA NARROWS</td>
<td>TIW</td>
</tr>
<tr>
<td>WY</td>
<td>CHEYENNE</td>
<td>CHEYENNE RGNL/JERRY OLSON FIELD</td>
<td>CYS</td>
</tr>
<tr>
<td>WY</td>
<td>DOUGLAS</td>
<td>CONVERSE COUNTY</td>
<td>DGW</td>
</tr>
<tr>
<td>WY</td>
<td>EVANSTON</td>
<td>EVANSTON-UINTA COUNTY BURNS FIELD</td>
<td>EVW</td>
</tr>
<tr>
<td>WY</td>
<td>JACKSON</td>
<td>JACKSON HOLE</td>
<td>JAC</td>
</tr>
<tr>
<td>WY</td>
<td>RIVERTON</td>
<td>CENTRAL WYOMING RGNL</td>
<td>RIW</td>
</tr>
<tr>
<td>WY</td>
<td>SHERIDAN</td>
<td>SHERIDAN COUNTY</td>
<td>SHR</td>
</tr>
</tbody>
</table>
In support of the Federal Aviation Administration’s Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement section 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 "0" 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 0 or the appropriate lighting system identification e.g., UNICOM 122.8 0, 0, 0.

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number Orig 31DEC09 Procedure Amendment Amdt 2B 12MAR09 Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/ bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underline not-to-scale distance depictions or symbols.
AIRPORT DIAGRAMS

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

- Runways
  - Hard Surface
  - Other Than Hard Surface
  - Stopways, Taxiways, Parking Areas
  - Metal Surface
- ARRESTING GEAR: Specific arresting gear systems; e.g., BAKI 2, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.
- ARRESTING SYSTEM (EMAS)
- Jet Barrier

REFERENCE FEATURES

- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- 24-Hour Self-Serve Fuel
- Tanks
- Obstructions
- Airport Beacon #
- Runway
- Radar Reflectors
- Control Tower #
- TWR

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

NOTE:
- All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., Rwy 14-32 PCN 80 F/D/X/U S-75, D-185, 25-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point

NOTE:
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation TDZE 123
- 0.3% DOWN

Runway Slope
- 0.8% UP
  (shown when runway slope is greater than or equal to 0.3%)

NOTE:
- Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

SCOPE
Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
An “Airport surface hot spot” is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A “hot spot” is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDAHO</td>
<td>HS 1</td>
<td>Boise Airml/Gwen Fld (BOI) pilots departing Rwy 10L often miss the left turn on Twy W and continue taxi on Twy J. Do not mistake Rwy 10L apch sign for Rwy 10L entrance.</td>
</tr>
<tr>
<td>Hailey</td>
<td>HS 1</td>
<td>Friedman MeML (SUN) possible confusion between ramp and Twy B due to large paved areas. ATC clnc is needed to enter movement area.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Possible confusion between ramp and Twy B due to large paved areas. ATC clnc is needed to enter movement area.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Possible confusion between ramp and Twy B due to large paved areas. ATC clnc is needed to enter movement area.</td>
</tr>
<tr>
<td>Idaho Falls</td>
<td>HS 1</td>
<td>Idaho Falls Rgnl (IDA) pilots should use caution and look carefully for rwy hold line when using Twy C. Rwy 17–35 does not have rwy edge markings and can be mistaken for a twy.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots often line up for Rwy 17 when cleared to land Rwy 21. Rwy 21 and Rwy 17 apch ends in close proximity. Check rwy alignment.</td>
</tr>
<tr>
<td>Lewiston</td>
<td>HS 1</td>
<td>Lewiston–Nez Perce CO (LWS) multiple hold lines in close proximity between the rwy’s. Pilots instructed to hold short of Rwy 30 on Twy G sometimes miss the first hold line.</td>
</tr>
<tr>
<td>Twin Falls</td>
<td>HS 1</td>
<td>Joslin Fld – Magic Valley Rgnl (TWF) confusing ramp and twy configuration. Pilots taxiing from FBO ramp sometimes enter Rwy 12–30 wo apvl.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy A at Twy A3, confusing geometry and painted lines. ATCT clnc required to cross the painted movement – non-movement bdry marking. Pilots sometimes enter Rwy 08–26 wo apvl.</td>
</tr>
<tr>
<td>Montana</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Billings</td>
<td>HS 1</td>
<td>Billings Logan Intl (BIL) complex intersection of Twy A, Twy C, ramp, and Rwy 10L–28R. Large non–movement area south of Twy A.</td>
</tr>
<tr>
<td>Bozeman</td>
<td>HS 1</td>
<td>Bozeman Yellowstone Intl (BZN) pilots taxiing via Twy A to Rwy 30 for departure sometimes fail to hold short of Rwy 03–21.</td>
</tr>
<tr>
<td>Butte</td>
<td>HS 1</td>
<td>Bert Mooney (BTM) reduced visibility between Rwy 33 and Rwy 30. Acft departing/ldg may not see tfc on intersecting rwy.</td>
</tr>
<tr>
<td>Oregon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aurora</td>
<td>HS 1</td>
<td>Aurora State (UAO) rwy hold line close to Twy A. No sign identifying Twy A when exiting the ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy hold line close to Twy A. No sign identifying Twy A when exiting the ramp.</td>
</tr>
<tr>
<td>North Bend</td>
<td>HS 1</td>
<td>Southwest Oregon Rgnl (OTH) Twy A crosses the north end of Rwy 13–31. Pilots have mistaken the rwy as part of the twy and taxied onto Rwy 13–31 without clearance.</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>PENDLETON</td>
<td>HS 1</td>
<td>The hold line for Rwy 29 extends across a portion of the ramp and is approximately 360' long. The signs are difficult to see from some spots on the ramp.</td>
</tr>
<tr>
<td>EASTERN OREGON RGNL AT PENDLETON (PDT)</td>
<td>HS 2</td>
<td>Limited wing-tip clearance at twy convergence point. Pilots taxiing eastbound on Twy B should hold at the twy holding position marking when directed by ATC.</td>
</tr>
<tr>
<td>PORTLAND</td>
<td>HS 1</td>
<td>Hold line for Rwy 03–21 is on Twy K. Pilots should be prepared to hold short of Rwy 21 on Twy K unless an authorization to cross has been issued by ATC.</td>
</tr>
<tr>
<td>PORTLAND INTL (PDX)</td>
<td>HS 2</td>
<td>Pilots taxiing outbd from the GA ramp via Twy A sometimes miss the turn onto Twy A and enter Rwy 10L–28R without authorization.</td>
</tr>
<tr>
<td>PORTLAND</td>
<td>HS 3</td>
<td>Pilots taxiing outbd from the GA ramp via Twy A3 sometimes miss the turn onto Twy A and enter Rwy 10L–28R without authorization.</td>
</tr>
<tr>
<td>PORTLAND–HILLSBORO (HIO)</td>
<td>HS 1</td>
<td>Acft exiting Rwy 13R–31L at Twy A6 have only 90' of cncl between Twy A cntrln and holding posn markings.</td>
</tr>
<tr>
<td>REDMOND</td>
<td>HS 2</td>
<td>Pilots taxiing from the Rwy 31L run–up area via Twy A8 to Rwy 31L for dep sometimes fail to hold short of Rwy 13R–31L.</td>
</tr>
<tr>
<td>ROBERTS FLD (RDM)</td>
<td>HS 1</td>
<td>Pilots eastbound on Twy B sometimes miss the turn onto Twy F and cross the Rwy 05–23 hold line.</td>
</tr>
<tr>
<td>ROBERTS FLD (RDM)</td>
<td>HS 2</td>
<td>Pilots eastbound on Twy C sometimes miss the turn onto Twy F and cross the Rwy 05–23 hold line.</td>
</tr>
<tr>
<td>BELLINGHAM</td>
<td>HS 1</td>
<td>Confusing twy int for pilots exiting/taxiing Rwy 16–34 via Twy D.</td>
</tr>
<tr>
<td>BELLINGHAM INTL (BLI)</td>
<td>HS 2</td>
<td>Congested int of Twy A and Twy F during Rwy 34 ops for acft taxiing to, or exiting Rwy 34 via Twy F.</td>
</tr>
<tr>
<td>EVERETT</td>
<td>HS 1</td>
<td>Twy A between Twy A9 and Twy A10 not visible from ATCT.</td>
</tr>
<tr>
<td>SNOHOMISH CO (PAINE FLD) (PAE)</td>
<td>HS 2</td>
<td>Enter Rwy 16 full len via Twy A1 unless Twy AA specified by ATC.</td>
</tr>
<tr>
<td>MOSES LAKE</td>
<td>HS 1</td>
<td>Unusual hold line location on Twy C, 1568' short of Rwy 18 Thld.</td>
</tr>
<tr>
<td>GRANT CO INTL (MWH)</td>
<td>HS 2</td>
<td>Rwy 09–27 clsd except mil ops. Rwy 09–27 has no rwy markings and NSTD rwy lgts.</td>
</tr>
<tr>
<td>OLYMPIA</td>
<td>HS 1</td>
<td>Rwy 8–26 intersects Rwy 17–35.</td>
</tr>
<tr>
<td>OLYMPIA RGNL (OLM)</td>
<td>HS 2</td>
<td>Pilots ldg Rwy 30 should listen carefully to ATCT instructions and be prepared to exit onto Rwy 03R–21L or Rwy 03L–21R. Pilots often exit at the wrong rwy as directions signs are not avbl.</td>
</tr>
<tr>
<td>PASCO</td>
<td>HS 2</td>
<td>Pilots sometimes cross Rwy 21L without authorization. When twr is opr, ATC clearance is required to enter or cross rwy.</td>
</tr>
<tr>
<td>TRI–CITIES (PSC)</td>
<td>HS 3</td>
<td>Extv copter ops in the vcnty of Twy B5.</td>
</tr>
<tr>
<td>SEATTLE</td>
<td>HS 1</td>
<td>Acft taxing to Rwy 34C at Twy Q for departure sometimes enter Rwy 34R without authorization after reading back hold short instructions. Rwy 34R hold position is only 275' from the ramp and movement area boundary.</td>
</tr>
<tr>
<td>SEATTLE</td>
<td>HS 2</td>
<td>Acft crossing/exiting Rwy 16C–34C at Twy J sometimes cross Rwy 16L–34R hold line on Twy H without authorization. Hold line immediately after joining Twy H.</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>YAKIMA</td>
<td>HS 1</td>
<td>Twy C, Twy B, and Rwy 22 complex intersection. Rwy hold lines are at an unusual distance from rwy edge, rwy markings not easily visible from hold line.</td>
</tr>
<tr>
<td>YAKIMA AIR TRML/MCALLISTER FLD (YKM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CASPER</td>
<td>HS 1</td>
<td>Pilots sometimes taxi past Twy A onto Rwy 03–21 without authorization. Twy A on edge of ramp with no signage, and Twy A5 has direct access to Rwy from ramp.</td>
</tr>
<tr>
<td>CASPER/NATRONA CO INTL (CPR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHEYENNE</td>
<td>HS 1</td>
<td>Confusing twy configuration. Twy A transitions to Twy B and back to Twy A when taxiing to and from Rwy 13–31.</td>
</tr>
<tr>
<td>CHEYENNE RGNL/JERRY OLSON FLD (CYS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JACKSON</td>
<td>HS 1</td>
<td>Acft sometimes miss Twy A1 and enter the blast pad.</td>
</tr>
<tr>
<td>JACKSON HOLE (JAC)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086

AWOS-3PT
135.075
CTAF/UNICOM
122.8

20086

AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086

AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086

AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086

AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086

AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086

AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086

AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086

AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

20086
AIRPORT DIAGRAM

ATIS
126.6 269.0
GREAT FALLS TOWER
118.7 282.2
GND CON
121.7 348.6
CLNC DEL
121.7 348.6

ELEV 3640

200 X 150

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

ARMS/DEARM
AREA

CARGO
RAMP

U.S.
CUSTOMS

FIRE STATION

TERMINAL

ANG
HANGAR

MONTANA
ANG

RWY 03-21
PCN 58 F/B/X/T
S-116, D-225, 2D-424, 2D/2D-915

RWY 17-35
PCN 30 F/B/X/T
S-87, D-140, 2D-245, 2D/2D-245

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

GREAT FALLS INTL (GTF)
GREAT FALLS, MONTANA

NW, 17 JUN 2021 to 12 AUG 2021
AIRPORT DIAGRAM

21168

AIRPORT DIAGRAM

D-ATIS
120.625
JACKSON TOWER
118.075
GND CON
124.55

JACKSON HOLE (JAC)
JACKSON, WYOMING

AL-504 (FAA)

DE-ICING PAD

SAFETY AREA
300 X 150

FIELD ELEV 6451

6473

A1

TWR 6506

6500 X 150

COMMERCIAL RAMP

A2

TERMINAL

A3

HANGARS

ELEV 6413

950 X 200

110°44.5'W

110°44.0'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RUNWAY EXCursion RISK DUE TO DENSITY ALTITUDE AND RUNWAY LENGTH.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

AWOS-3PT
119.275
CTAF/UNICOM
122.8

ELEV 1981

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1" W

RWY 01-19
PCN 18 F/D/X/T
S-46.5, D-61, 2D-109
RWY 11-29
PCN 18 F/D/X/T
S-12, D-18

AIRPORT DIAGRAM

AWOS-3PT
119.275
CTAF/UNICOM
122.8

ELEV 1981

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1" W

RWY 01-19
PCN 18 F/D/X/T
S-46.5, D-61, 2D-109
RWY 11-29
PCN 18 F/D/X/T
S-12, D-18

AIRPORT DIAGRAM

AWOS-3PT
119.275
CTAF/UNICOM
122.8

ELEV 1981

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1" W

RWY 01-19
PCN 18 F/D/X/T
S-46.5, D-61, 2D-109
RWY 11-29
PCN 18 F/D/X/T
S-12, D-18
AIRPORT DIAGRAM

ASOS
135 025
TWIN FALLS TOWER *
118 2 317.5
GND CON
121.7
CLNC DEL
123.65

FAA
AIRPORT DIAGRAM

08-26
PCN 46 F/D/W/T
S-75, D-200, 2D-250
Rwy 12-30
PCN 8 F/D/Z/T
S-19

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

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.
INTENTIONALLY LEFT BLANK
Submitting Pilot Weather Reports (PIREPs)

1. UA - Routine PIREP / UUA - Urgent PIREP

2. /OV - Location: Use Airport or NAVAID identifiers only.
   - Location can be reported as a single fix, radial DME, or a route segment (Fix-Fix)
   Examples: /OV LAX, /OV LAX-SLH20005, /OV PDZ-PSP.

3. /TM – Time: When conditions occurred or were encountered.
   - Use 4 digits in UTC.
   Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   Examples: /FL095, /FL310, /FLUNKN

5. /TP - Type aircraft: Required if reporting Turbulence or Icing
   - No more than 4 characters, use UNKN if the type is not known.
   Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK – Sky Condition/Cloud layers:
   - Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   - Report bases in hundreds of feet: BKN005, SCT015, OVC200
   - If bases are unknown, use UNKN
   Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC

7. /WX - Weather: Flight visibility is always reported first. Append FV reported with SM.
   - Report visibility using 2 digits: FV01SM, FV10SM
   - Unrestricted visibility use FV99SM.
   - Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +
   Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. /TA - Air temperature (Celsius): Required when reporting icing
   - 2 digits, unless below zero, then prefix digits with M.
   Examples: /TA 15, /TA 04 /TA M06

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.
   Examples: /WV 270045KT, /WV 080110KT

10. /TB - Turbulence:
    - Report intensity using LGT, MOD, SEV, or EXTRM
    - Report duration using INTMT, OCNL or CONS when reported by pilot.
    - Report type using CAT or CHOP when reported by pilot.
    - Include altitude only if different from /FL.
    - Use ABV or BLO when limits are not defined.
    - Use NEG if turbulence is not encountered.
    Examples: /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, /TB NEG

11. /IC - Icing:
    - Report intensity using TRACE, LGT, MOD or SEV
    - Report type using RIME, CLR, or MX
    - Include altitude only if different than /FL
    - Use NEG if icing not encountered.
    Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. /RM - Remarks: Use to report phenomena that does not fit in any other field.
    - Report the most hazardous element first.
    - Name of geographic location from /OV field fix.
    Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
    /RM MTN WAVE, /RM DURC, /RM DURD, /RM MULAN PASS
    /RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED SN

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP
UA /OV DHT360015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG
UA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAJON PASS

*
# PIREP FORM

3 or 4 letter Identifier

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>UA</td>
<td>UUA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>/OV</td>
<td>Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>/TM</td>
<td>Time</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>/FL</td>
<td>Altitude/Flight Level</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>/TP</td>
<td>Aircraft Type</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Items 1 through 5 are mandatory for all PIREPs

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6.</td>
<td>/SK</td>
<td>Sky Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>/WX</td>
<td>Flight Visibility &amp; Weather</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>/TA</td>
<td>Temperature (Celsius)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>/WV</td>
<td>Wind</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>/TB</td>
<td>Turbulence</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>/IC</td>
<td>Icing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>/RM</td>
<td>Remarks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

FAA Form 7110-2 (9/19) Supersedes Previous Edition
ID    MT    OR    WA    WY

NW

17 JUN 2021 TO 12 AUG 2021