UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION

CHART SUPPLEMENT SOUTHWEST U.S.

Effective 0901Z  12 AUG 2021
to 0901Z  7 OCT 2021

Note: A content review is taking place on the Chart Supplement between the A/FD section and the Airport Diagrams. Users may see substantial updates or changes.

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GENERAL INFORMATION

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

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

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

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.

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

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

SW, 12 AUG 2021 to 7 OCT 2021
GENERAL INFORMATION

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## CITY/MILITARY AIRPORT CROSS REFERENCE

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

<table>
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<td>CAMP PENDELTON MCAS (MUNN FLD)</td>
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The following locations have Seaplane Landing Areas (Waterways). See alphabetical listing for complete data on these facilities.

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<td>HOLLISTER</td>
<td>FRAZIER LAKE AIRPARK</td>
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<td>KENNEY RESERVOIR</td>
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<td>NM</td>
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## ABBREVIATIONS

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

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

<table>
<thead>
<tr>
<th>Abbreviation</th>
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<td>air/ground</td>
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<td>AB</td>
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<td>above</td>
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<td>ARCAL (CANADA)</td>
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<td>Sequence Flashing Lights</td>
</tr>
<tr>
<td>SFRA</td>
<td>Special Flight Rules Area</td>
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<td>SIF</td>
<td>Selective Identification Feature</td>
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<td>sked</td>
<td>schedule</td>
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<tr>
<td>SM</td>
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<tr>
<td>SOAP</td>
<td>Spectrometric Oil Analysis Program</td>
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<tr>
<td>SOF</td>
<td>Supervisor of Flying</td>
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<tr>
<td>SPB</td>
<td>Seaplane Base</td>
</tr>
<tr>
<td>SR</td>
<td>sunrise</td>
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<tr>
<td>SRE</td>
<td>Surveillance Radar Element of GCA (Instrument Approach Procedures Identification only)</td>
</tr>
<tr>
<td>SS</td>
<td>sunset</td>
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<tr>
<td>SSALS/R</td>
<td>Simplified Short Approach Lighting System with RAIL</td>
</tr>
<tr>
<td>SSB</td>
<td>Single Sideband</td>
</tr>
<tr>
<td>SDR</td>
<td>Secondary Surveillance Radar</td>
</tr>
<tr>
<td>STA</td>
<td>Straight-in Approach</td>
</tr>
<tr>
<td>std</td>
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<td>surround</td>
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<td>survl</td>
<td>survival, surveillance</td>
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<td>Abbreviation</td>
<td>Description</td>
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<td>Southwest</td>
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<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>
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<tr>
<td>Talce</td>
<td>Tanker Aircraft Control Element</td>
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<tr>
<td>TCA</td>
<td>Terminal Control Area</td>
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<tr>
<td>TCH</td>
<td>Threshold Crossing Height</td>
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<td>TCTA</td>
<td>Transcontinental Control Area</td>
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<td>TDWR</td>
<td>Terminal Doppler Weather Radar</td>
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<td>Touchdown Zone</td>
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<td>Touchdown Zone Lights</td>
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<td>til</td>
<td>until</td>
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<tr>
<td>tkf, tkof</td>
<td>take-off</td>
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<tr>
<td>TLV</td>
<td>Transition Level</td>
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<td>TODA</td>
<td>Take-Off Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Take-Off Run Available</td>
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<td>TP</td>
<td>Tire Pressure</td>
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<tr>
<td>TPA</td>
<td>Traffic Pattern Altitude</td>
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<tr>
<td>TRACON</td>
<td>Terminal Radar Approach Control (FAA)</td>
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<td>Terminal Radar Service Area</td>
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<td>TV</td>
<td>Television</td>
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<td>tower</td>
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<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>
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<tr>
<td>UC</td>
<td>Under Construction</td>
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<td>UCN</td>
<td>Urgent Change Notice</td>
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<tr>
<td>UDA</td>
<td>Upper Advisory Area</td>
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<tr>
<td>UDF</td>
<td>Ultra High Frequency Direction Finder</td>
</tr>
<tr>
<td>UFN</td>
<td>until further notice</td>
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<tr>
<td>UHF</td>
<td>Ultra High Frequency (300 to 3000 MHz)</td>
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<tr>
<td>UIR</td>
<td>Upper Flight Information Region</td>
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<tr>
<td>una</td>
<td>unable</td>
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<td>USA</td>
<td>United States Army</td>
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<td>USAF</td>
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<td>USB</td>
<td>Upper Side Band</td>
</tr>
<tr>
<td>USCG</td>
<td>United States Coast Guard</td>
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<td>United States Marine Corps</td>
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<td>United States Navy</td>
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<td>UTA</td>
<td>Upper Control Area</td>
</tr>
<tr>
<td>UTC</td>
<td>Coordinated Universal Time</td>
</tr>
<tr>
<td>V</td>
<td>Defense Switching Network (telephone, formerly AUTOVON)</td>
</tr>
<tr>
<td>V/STOL</td>
<td>Vertical and Short Take-off and Landing aircraft</td>
</tr>
<tr>
<td>VAL</td>
<td>Visiting Aircraft Line</td>
</tr>
<tr>
<td>var</td>
<td>variation (magnetic variation)</td>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<td>vcnf</td>
<td>vicinfty</td>
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<td>VDF</td>
<td>Very High Frequency Direction Finder</td>
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<td>vehicle</td>
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<td>vert</td>
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<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
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<tr>
<td>VFR–S</td>
<td>FLIP VFR Supplement</td>
</tr>
<tr>
<td>VHF</td>
<td>Very High Frequency (30 to 300 MHz)</td>
</tr>
<tr>
<td>VIP</td>
<td>Very Important Person</td>
</tr>
<tr>
<td>vis</td>
<td>visibility</td>
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<tr>
<td>VMC</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>
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<td>Wg</td>
<td>Wing</td>
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<td>WIE</td>
<td>with immediate effect</td>
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<td>win</td>
<td>winter</td>
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<tr>
<td>WIP</td>
<td>work in progress</td>
</tr>
<tr>
<td>WSO</td>
<td>Weather Service Office</td>
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<tr>
<td>WSFO</td>
<td>Weather Service Forecast Office</td>
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<tr>
<td>wk</td>
<td>week</td>
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<td>weekday</td>
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<tr>
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<td>warning</td>
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<tr>
<td>wo</td>
<td>without</td>
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<tr>
<td>WSP</td>
<td>Weather System Processor</td>
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<tr>
<td>wt</td>
<td>weight</td>
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<tr>
<td>wx</td>
<td>weather</td>
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<td>yd</td>
<td>yard</td>
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<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
CITY NAME  
AIRPORT NAME  (ALTERNATE NAME) (LTS)(KLTS)  
CIV/MIL  3 N UTC–6(–5DT) N34º41.93´ W99º20.20´ 
200  B  
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´.  
RVR–TMR. Thld dispcl 300´.  Trees. Rgt tfc.  0.3% up.  
RWY 36: ALSF1. 0.4% down.  

LAND AND HOLD–SHORT OPERATIONS  
LDG RWY HOLD–SHORT POINT AVBL LDG DIST  
RWY 18 09–27 6500  
RWY 36 09–27 5400  

RUNWAY DECLARED DISTANCE INFORMATION  
RWY 18: TORA–12004 TODA–12004 ASDA–11704 LDA–11504  
RWY 36: TORA–12004 TODA–12004 ASDA–12004 LDA–11704  

ARRESTING GEAR/SYSTEM  
RWY 18 HOOK E5 (65´ OVRN) BAK–14 BAK–12B (1087´) HOOK E5 (74´ OVRN)  
BAK–14 BAK–12B (1087´) 

SERVICE:  
S4  FUEL  
100LL, JET A  
OX 1, 3  
LGT  ACTIVATE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11–29, PAPI Rwy 17 and Rwy 35, MIIRL Rwy 17–35—CTAF. MILITARY  
—A–GEAR E–5  
connected on dep end, disconnected on apch end.  

JASU (3AM32A–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 MANAGER: (580) 481–5739  

WEATHER DATA SOURCES: AWOS–1 (AWOS) 120.3   (202) 426–8000. LAWRS.  
COMMUNICATIONS: SFA  CTAF 122.8  UNICOM 122.95  ATIS 127.25 273.5 (202) 426–8003  PTD 372.2  
NAME RCO 112.2T 112.1R (NAME RADIO)  
NAME APP/DEP CON 128.35 257.725 (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)  
POC NAME COMD POST (GERONIMO) 311.0 321.4 6761  PMSV METRO 239.8  NAME OPS 257.5  
AIRSPACE: CLASS B See VFR Terminal Area Chart.  
VOR TEST FACILITY (VOT): 116.7  
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/DF ctc FSS.  
(H) VORTAC 112.2  MCO Chan 59 N28º32.55´ W81º20.12´ at fld. 1110/8E.  
(H) TACAN Chan 29 CBU (109.2) N28º32.65´ W81º21.12´ at fld. 1115/8E.  
HERNY NDB (LOM) 221 OR N28º37.40´ W81º21.05´ 177º 5.4 NM to fld.  
ILS/DME 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.  
ASR/PAR (1200–0400Z‡)  
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.  

HELPAD H1: H100X75 (ASPH)  
HELPAD H2: H60X60 (ASPH)  
HELPPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.  

187  TPA 1000(813)  
WATERWAY 15–33: 5000X425 (WATER)  
SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.  

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

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

MISCELLANEOUS BASE AND CULTURAL FEATURES
- Buildings
- Power Lines
- Towers
- Wind Turbine
- Tanks
- Oil Well
- Smoke Stack
- Obstruction
- Controlling Obstruction
- Trees
- Populated Places
- Cuts and Fills
- Cliffs and Depressions
- Ditch
- Hill

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

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

APPROACH LIGHTING SYSTEMS
- A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. A1 Negative symbology, e.g. A1
- Y Indicates Pilot Controlled Lighting (PCL)
- Runway Centerline Lighting
- Approach Lighting System ALSF-2
- Approach Lighting System ALSF-1
- Short Approach Lighting System SALS/SALSF
- Simplified Short Approach Lighting System (SSALS) with RAIL
- Medium Intensity Approach Lighting System (MALS) and MALS/SSALS
- Medium Intensity Approach Lighting System (MAIS) and MAIS/SSALS
- Medium Intensity Approach Lighting System (MAISR) and RAIL
- Omnidirectional Approach Lighting System (ODALS)
- Navy Parallel Runway 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. Nav aids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

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

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the 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.

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

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

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) 407–975–1640
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</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

AIRPORT CLASSIFICATIONS

SW. 12 AUG 2021 to 7 OCT 2021
### 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</td>
<td>1</td>
<td>&lt;90˚</td>
<td>≥1</td>
<td>500#DC or HALON 1211 or 450#DC + 100 gal H₂O</td>
</tr>
<tr>
<td>B</td>
<td>1 or 2</td>
<td>≥90˚, &lt;126˚</td>
<td>≥5</td>
<td>Index A + 1500 gal H₂O</td>
</tr>
<tr>
<td>C</td>
<td>2 or 3</td>
<td>≥126˚, &lt;159˚</td>
<td>≥5</td>
<td>Index A + 3000 gal H₂O</td>
</tr>
<tr>
<td>D</td>
<td>3</td>
<td>≥159˚, &lt;200˚</td>
<td>≥5</td>
<td>Index A + 4000 gal H₂O</td>
</tr>
<tr>
<td>E</td>
<td>3</td>
<td>≥200˚</td>
<td>≥5</td>
<td>Index A + 6000 gal H₂O</td>
</tr>
</tbody>
</table>

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

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

**NOTAM SERVICE**

All public use landing areas are provided NOTAM service. A NOTAM FILE identifier is shown for individual landing areas, e.g., “NOTAM FILE BNA”. See the AIM, Basic Flight Information and ATC Procedures for a detailed description of NOTAMs. Current NOTAMs are available online from the Federal NOTAM System (FNS) NOTAM Search website [https://notams.aim.faa.gov/notamSearch/](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](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

**NOTES**

- Scheduled Air Carrier Aircraft with 10 to 30 passenger seats
  - Class I: X
  - Class II: X
  - Class III: X
  - Class IV: X

**SW, 12 AUG 2021 to 7 OCT 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:

- **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 (1.25 MPa)
   - Z — Low, limited to 73 psi (0.50 MPa)
5. **Pavement evaluation method:**
   - T — Technical evaluation
   - U — By experience of aircraft using the pavement

**RUNWAY WEIGHT BEARING CAPACITY**

<table>
<thead>
<tr>
<th>CURRENT</th>
<th>NEW</th>
<th>NEW DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>S</td>
<td>Single wheel type landing gear (DC3), (C47), (F15), etc.</td>
</tr>
<tr>
<td>D</td>
<td>D</td>
<td>Dual wheel type landing gear (BE1900), (B737), (A319), etc.</td>
</tr>
<tr>
<td>T</td>
<td>D</td>
<td>Dual wheel type landing gear (P3, C9).</td>
</tr>
<tr>
<td>ST</td>
<td>2S</td>
<td>Two single wheels in tandem type landing gear (C130).</td>
</tr>
<tr>
<td>TRT</td>
<td>2T</td>
<td>Two triple wheels in tandem type landing gear (C17), etc.</td>
</tr>
<tr>
<td>DT</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B707), etc.</td>
</tr>
<tr>
<td>TT</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B757, KC135).</td>
</tr>
<tr>
<td>SBT T</td>
<td>2D/D1</td>
<td>Two dual wheels in tandem/dual wheel body type landing gear (KC10).</td>
</tr>
<tr>
<td>None</td>
<td>2D/2D1</td>
<td>Two dual wheels in tandem/two dual wheels in tandem body type landing gear (A340–600).</td>
</tr>
<tr>
<td>DDT</td>
<td>2D/2D2</td>
<td>Two dual wheels in tandem/two dual wheels in double tandem body type landing gear (B747, E4).</td>
</tr>
<tr>
<td>TTT</td>
<td>3D</td>
<td>Three dual wheels in tandem type landing gear (B7777), etc.</td>
</tr>
<tr>
<td>TT</td>
<td>2D</td>
<td>Dual wheel gear two struts per side main gear type landing gear (B52).</td>
</tr>
<tr>
<td>TDT</td>
<td>C5</td>
<td>Complex dual wheel and quadruple wheel combination landing gear (C5).</td>
</tr>
</tbody>
</table>

**AIRPORT/FACILITY DIRECTORY LEGEND**

(AM2)—Temporary metal planks coated with nonskid material
(ASPH)—Asphalt
(CONC)—Concrete
(DIRT)—Dirt
(GRVD)—Grooved
(MATS)—Pierced steel planking, landing mats, membranes
(PFC)—Porous friction courses
(PSP)—Pierced steel plank
(RFSC)—Rubberized friction seal coat
(TURF)—Turf
(TRTD)—Treated
(PEM)—Part concrete, part asphalt
(WC)—Wire combed

**CURRENT NEW NEW DESCRIPTION**

**SW, 12 AUG 2021 to 7 OCT 2021**
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.

SVASI—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

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

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

Where the airport is not served by an instrument approach procedure and/or has an independent type 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 tfc. 0.4% down.

**RUNWAY END DATA**

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

**LAND AND HOLD–SHORT OPERATIONS (LAHSO)**

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

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

**RUNWAY DECLARED DISTANCE INFORMATION**

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

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

ASDA—Accelerate–Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

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

**ARRESTING GEAR/SYSTEMS**

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

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

**BI–DIRECTIONAL CABLE (B)**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK–9</td>
<td>Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12A</td>
<td>Standard BAK–12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12B</td>
<td>Extended BAK–12 with 1200 foot run, 1¼ 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>ES/ES–1/ES–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), 31U/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). Designed for wing engagement.</td>
</tr>
</tbody>
</table>

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

**OTHER TYPE**

<table>
<thead>
<tr>
<th>EMAS</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<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>
<td></td>
</tr>
</tbody>
</table>

**SERVICE**

**SERVICE—CIVIL**

<table>
<thead>
<tr>
<th>FUEL</th>
<th>CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>GM (grade 80 gasoline)</td>
<td>80</td>
</tr>
<tr>
<td>MA (Grade 100 gasoline)</td>
<td>100</td>
</tr>
<tr>
<td>D (100LL gasoline)</td>
<td>100LL</td>
</tr>
<tr>
<td>H (Grade 115 gasoline)</td>
<td>115</td>
</tr>
<tr>
<td>A (Jet A, Kerosene, without FSII*, FP** minus 40°C)</td>
<td>A</td>
</tr>
<tr>
<td>A+ (Jet A, Kerosene, with FSII*, FP** minus 40°C)</td>
<td>A+</td>
</tr>
<tr>
<td>A++ (Jet A, Kerosene, with FSII*, CI/LI#, SDA##, FP** minus 40°C)</td>
<td>A++</td>
</tr>
<tr>
<td>A++100 (Jet A, Kerosene, with FSII*, CI/LI#, SDA##, FP** minus 40°C, with +100 fuel additive)</td>
<td>A++100</td>
</tr>
<tr>
<td>A1 (Jet A–1, Kerosene, without FSII*, FP** minus 47°C)</td>
<td>A1</td>
</tr>
<tr>
<td>A1+ (Jet A–1, Kerosene, with FSII*, FP** minus 47°C)</td>
<td>A1+</td>
</tr>
<tr>
<td>B (Jet B, Wide-cut, turbine fuel without FSII*, FP** minus 50°C)</td>
<td>B</td>
</tr>
<tr>
<td>B+ (Jet B, Wide-cut, turbine fuel with FSII*, FP** minus 50°C)</td>
<td>B+</td>
</tr>
<tr>
<td>J4 (JP4) (Jet C, SFII, FP** minus 50°C)</td>
<td>J4</td>
</tr>
<tr>
<td>J5 (JP5) (Jet C, SFII, FP** minus 46°C)</td>
<td>J5</td>
</tr>
<tr>
<td>J8 (JP8) (Jet D, SFII, FP** minus 47°C)</td>
<td>J8</td>
</tr>
<tr>
<td>J8+100 (Jet E, SFII, FP** minus 47°C, with +100 fuel additive)</td>
<td>J8+100</td>
</tr>
<tr>
<td>MOGAS (Automobile gasoline which is to be used as aircraft fuel)</td>
<td>MOGAS</td>
</tr>
<tr>
<td>UL91 (Unleaded Grade 91 gasoline)</td>
<td>UL91</td>
</tr>
<tr>
<td>UL94 (Unleaded Grade 94 gasoline)</td>
<td>UL94</td>
</tr>
</tbody>
</table>

**CODE FUEL CODE FUEL**

**OX 1 High Pressure**

**OX 2 Low Pressure**

**OXYGEN—CIVIL**

**SERVICE—MILITARY**

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

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

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

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

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

**ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>UNIT</th>
<th>ELECTRICAL RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/M32A–86</td>
<td>AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire</td>
</tr>
<tr>
<td></td>
<td>DC: 28v, 1500 amp, 72 kw (with TR pack)</td>
</tr>
<tr>
<td>MC–1A</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire</td>
</tr>
<tr>
<td></td>
<td>DC: 28v, 500 amp, 14 kw</td>
</tr>
<tr>
<td>MD–3</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
</tr>
<tr>
<td></td>
<td>DC: 28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD–3A</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
</tr>
<tr>
<td></td>
<td>DC: 28v, 1500 amp, 45 kw, split bus</td>
</tr>
</tbody>
</table>

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

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

AIR STARTING UNITS

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

COMBINED AIR AND ELECTRICAL STARTING UNITS:

AGPU
AC: 115/200v, 400 cycle, 3 phase, 30 kw gen
DC: 28v, 700 amp
AIR: 60 lb/min @ 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/A/U47A–5 204 lbs/min @ 56 psi.
WELLS AIR START
180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
SYSTEM

COMBINED AIR AND ELECTRICAL STARTING UNITS:

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

ARMY JASU

59B2–1B 28v, 7.5 kw, 280 amp.

OTHER JASU

ELECTRICAL STARTING UNITS (DND):

CE12 AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13 AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14 AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28v/DC, 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/sec

COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)

CEA1 AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp
AIR 112.5 lb/min, 47 psig

ELECTRICAL STARTING UNITS (OTHER)

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

AIR STARTING UNITS (OTHER):

A4 40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
AIRPORT/FACILITY DIRECTORY LEGEND

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/. See legend item 14 for fuel code and description.

SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE
ADI  Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.
W Water Thrust Augmentation—Jet Aircraft.
WA Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP Single Point Refueling.
PREAIR Air Compressors rated 3,000 PSI or more.

OXYGEN:
LPOX Low pressure oxygen servicing.
HPOX High pressure oxygen servicing.
LHOX Low and high pressure oxygen servicing.
LOX Liquid oxygen servicing.
OXRB Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX Indicates oxygen servicing when type of servicing is unknown.
NOTE: Combinations of above items is used to indicate complete oxygen servicing available;
LHOXRB Low and high pressure oxygen servicing and replacement bottles;
LPOXRB Low pressure oxygen replacement bottles only, etc.
NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

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

US AVIATION OILS (MIL SPECS):

CODE
0–113 1065, Reciprocating Engine Oil (MIL–L–6082)
0–117 1100, Reciprocating Engine Oil (MIL–L–6082)
0–117+ 1100, O–117 plus cyclohexanone (MIL–L–6082)
0–123 1065, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type III)
0–128 1100, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type II)
0–132 1005, Jet Engine Oil (MIL–L–6081)
0–133 1010, Jet Engine Oil (MIL–L–6081)
0–147 None, MIL–L–6085A Lubricating Oil, Instrument, Synthetic
0–148 None, MIL–L–7808 (Synthetic Base) Turbine Engine Oil
0–149 None, Aircraft Turbine Engine Synthetic, 7.5c St
0–155 None, MIL–L–6088C, Aircraft, Medium Grade
0–156 None, MIL–L–23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

TRANSPORT ALERT (TRAN ALERT)—MILITARY
Tran Alert service is considered to include all services required for normal aircraft turn–around, e.g., servicing (fuel, oil, oxygen, etc.), 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. Pilots should not expect aircraft to be serviced for TURN–AROUNDS during time periods when servicing or maintenance manpower

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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 AFJ 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.

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WEATHER DATA SOURCES

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

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

AWOS—Automated Weather Observing System

AWOS–A—reports altimeter setting (all other information is advisory only).

AWOS–AV—reports altimeter and visibility.

AWOS–1—reports altimeter setting, wind data and usually temperature, dew point and density altitude.

AWOS–2—reports the same as AWOS–1 plus visibility.

AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.

AWOS–3P reports the same as the AWOS–3 system, plus a precipitation identification sensor.

AWOS–3PT reports the same as the AWOS–3 system, plus precipitation identification sensor and a thunderstorm/lightning reporting capability.

AWOS–3T reports the same as AWOS–3 system and includes a thunderstorm/lightning reporting capability.

See AIM, Basic Flight Information and ATC Procedures for detailed description of Weather Data Sources.

AWOS–4—reports same as AWOS–3 system, plus precipitation occurrence, type and accumulation, freezing rain, thunderstorm and runway surface sensors.

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

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

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

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

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

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

COMMUNICATIONS

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

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

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

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

PTD—Pilot to Dispatcher.

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

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

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

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

CLNC DEL—Clearance Delivery.

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

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non–Radar Approach Control. Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

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

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

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

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

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

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

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

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

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

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

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

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

AIRSPACE: CLASS C svc “times” ctc APP CON other times CLASS G, with 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)

VOR TEST FACILITY (VOT)

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

RADIO AIDS TO NAVIGATION

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

**Note:** Those DME channel numbers with a (Y) suffix require TACAN to be placed in the "Y" mode to receive distance information. ASR/PAR—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part–time hours of operation will be shown.

**RADIO CLASS DESIGNATIONS**

<table>
<thead>
<tr>
<th>SSV Class</th>
<th>Altitudes</th>
<th>Distance (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T) Terminal</td>
<td>1000´ to 12,000´</td>
<td>25</td>
</tr>
<tr>
<td>(L) Low Altitude</td>
<td>1000´ to 18,000´</td>
<td>40</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>1000´ to 14,500´</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>14,500´ to 18,000´</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000´ to 45,000´</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000´ to 60,000´</td>
<td>100</td>
</tr>
</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.

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

- **A**B ______________ Automatic Weather Broadcast.
- **D**F ______________ Direction Finding Service.
- **D**ME ________________ UHF standard (TACAN compatible) distance measuring equipment.
- **D**ME(Y) ______________ UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the “Y” mode to receive DME.
- **G**S ______________ Glide slope.
- **H** ______________ Non–directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
- **H**H ______________ Non–directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
- **H**–**S**AB ______________ Non–directional radio beacons providing automatic transcribed weather service.
- **I**LS ______________ Instrument Landing System (voice, where available, on localizer channel).
- **I**M ______________ Inner marker.
- **L**DA ______________ Localizer Directional Aid.
- **L**MM ______________ Compass locator station when installed at middle marker site (15 NM at all altitudes).
- **L**OM ______________ Compass locator station when installed at outer marker site (15 NM at all altitudes).
- **M**H ______________ Non–directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
- **M**M ______________ Middle marker.
- **O**M ______________ Outer marker.
- **S** ______________ Simultaneous range homing signal and/or voice.
- **S**ABH ______________ Non–directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
- **S**DF ______________ Simplified Direction Facility.
- **T**ACAN ______________ UHF navigational facility–omnidirectional course and distance information.
- **V**OR ______________ VHF navigational facility–omnidirectional course only.
- **V**OR/DME ____________ Collocated VOR navigational facility and UHF standard distance measuring equipment.
- **V**ORTAC ____________ 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 prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

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

### FREQUENCY PAIRING TABLE

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**COMM/NAV/WEATHER REMARKS:** These remarks consist of pertinent information affecting the current status of communications, NAV/IDs, 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.
ARIZONA

SECTION 2: AIRPORT/FACILITY DIRECTORY

AJO

ERIC MARCUS MUNI (P01)  5 N UTC–7  N32°27.17′ W112°51.69′

1458  B  NOTAM FILE PRC
RWY 12–30:  H3800X60 (ASPH)  S–12  MIRL
RWY 12:  PAPI(P2L), TCH 40′.
RWY 30:  PAPI(P2L), TCH 40′.

SERVICE:  LGT MIRL Rwy 12–30, PAPI Rwy 12 and Rwy 30 preset low ints SS–SR, to increase ints ACTIVATE—CTAF. Rwy 30 PAPI out of service indefinitely.

AIRPORT REMARKS:  Unattended. Mountains in all quadrants. Livestock on or invof arpt. 4′ dike 1340′ from thld Rwy 30. Rwy 12–30 asphalt and gravel stopway 1400′ NW end, 1065′ SE end, asph broken up and brush growing on stopways. Acft ramp has 6′–10′ raised panels across ramp 70′ in front of T–hangars and marked with paint. Heavy military jet traffic in vicinity of airport. NOTE: See Special Notices—Restricted Area R–2305, Gila Bend, Arizona Transit Information.

AIRPORT MANAGER:  (520) 724-6462
COMMUNICATIONS:  CTAF 122.9

AK–CHIN RGNL  (See MARICOPA on page 56)

AVI SUQUILLA  (See PARKER on page 60)

BAGDAD  (E51)  2 NE UTC–7  N34°35.57′ W113°10.32′

4196  NOTAM FILE PRC
RWY 05–23:  H4552X60 (ASPH)  S–4
RWY 23:  Fence.


AIRPORT MANAGER:  (928) 777-7549

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 122.9
RCO 122.5 (PRESCOTT RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

DRAKE (H) VORTAC 114.1  DRK  Chan 88  N34°42.15’ W112°28.82’  245° 34.9 NM to fld. 4966/14E.

VOR unusable:
055°–080° byd 29 NM blo 9,300’
125°–140° byd 35 NM blo 8,500’
140°–160° byd 30 NM blo 9,500’
160°–175° byd 35 NM blo 9,500’
175°–185° byd 30 NM blo 9,500’
185°–195° byd 23 NM blo 9,100’
195°–220° byd 13 NM blo 9,100’
220°–235° byd 25 NM blo 9,100’
265°–275° byd 30 NM blo 8,800’

TACAN AZIMUTH unusable:
055°–080° byd 29 NM blo 9,300’
125°–140° byd 35 NM blo 8,500’
140°–160° byd 30 NM blo 9,500’
160°–175° byd 35 NM blo 9,500’
175°–185° byd 30 NM blo 9,500’
185°–195° byd 23 NM blo 9,100’
195°–220° byd 13 NM blo 9,100’
220°–235° byd 25 NM blo 9,100’
265°–275° byd 30 NM blo 8,800’

DME unusable:
055°–080° byd 29 NM blo 9,300’
125°–140° byd 35 NM blo 8,500’
140°–160° byd 30 NM blo 9,500’
160°–175° byd 35 NM blo 9,500’
175°–185° byd 30 NM blo 9,500’
185°–195° byd 23 NM blo 9,100’
195°–220° byd 13 NM blo 9,100’
220°–235° byd 25 NM blo 9,100’
265°–275° byd 30 NM blo 8,800’

BARD N32°46.09’ W114°36.18’  NOTAM FILE SAN.

(H) VORTAC 116.8  BZA  Chan 115  167°.6.7 NM to Yuma MCAS/Yuma Intl. 130/14E.

VORTAC unusable:
280°–300° byd 27 NM blo 3,600’

BENSON MUNI (E95)  3 NW  UTC–7  N31°59.97’ W110°21.48’

3831  B  NOTAM FILE PRC

RWY 10–28: H4002X75 (ASPH)  S–12.5  MIRL  0.7% up W
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40°. Brush.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40°.

SERVICE: S4  FUEL  100LL, JET A

LGT ACTVT PAPI Rwy 10 and Rwy 28; MIRL Rwy 10–28—CTAF.

AIRPORT REMARKS: Attended continuously. Livestock on or involf arpt. Erratic wind currents .5 NM from thld when winds are in excess of 10 Kts. Rwy 10 has four 15’ ditches both sides of rwy ends and west half of rwy with headwalls 130’ south of centerline. Rwy 10, 110’ twy extends from rwy thld to west.

AIRPORT MANAGER: 520-586-2245

WEATHER DATA SOURCES: AWOS–3 118.475 (520) 265–5232.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Tucson Apch at 520-829-6121.

RADIO AIDS TO NAVIGATION: NOTAM FILE TUS.

TUCSON (H) VORTAC 116.0  TUS  Chan 107  N32°05.71’ W110°54.89’  089° 29.0 NM to fld. 2671/12E.

VOR unusable:
050°–080° byd 30 NM blo 11,500’
350°–020° byd 30 NM blo 13,000’

TACAN AZIMUTH unusable:
050°–080° byd 30 NM blo 11,500’
155°–165° byd 35 NM blo 13,000’
350°–020° byd 30 NM blo 13,000’

DME unusable:
050°–080° byd 30 NM blo 11,500’
155°–165° byd 35 NM blo 13,000’
350°–020° byd 30 NM blo 13,000’

BISBEE DOUGLAS INTL  (See DOUGLAS BISBEE on page 42)
### BISBEE MUNI (P84)  5 SE  UTC–7  N31º21.84´ W109º52.99´

| RWY 17–35: |  
| H5929X60 (ASPH) | S–12  MIRL  
| RWY 17: | PAPI(P2L).  
| RWY 35: | PAPI(P2L). Brush.  
| RWY 02–20: | 2650X110 (DIRT)  
| RWY 20: | Brush.  

**SERVICE:** FUEL 100LL  LGT

**AIRPORT REMARKS:** Attended continuously. Wildlife on or inv of arpt. Fuel 24 hr self svc fuel with major credit card, Gate A and B pilot lounge code—CTAF.

**AIRPORT MANAGER:** 520-432-6002

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

**DOUGLAS (L) VORTAC**
- Channel 25
- N31º28.36´ W109º36.12´
- 233º 15.8 NM to fld. 4131/13E.

**BUCKEYE MUNI (BXK) (KBXK)**  6 NW  UTC–7  N33º25.23´ W112º41.17´

| RWY 17–35: |  
| H5500X75 (ASPH) | S–12.5  MIRL 0.7% up N  
| RWY 17: | PAPI(P2L)—GA 3.13º TCH 40´. Rgt tfc.  
| RWY 35: | PAPI(P4L).  

**SERVICE:** FUEL 100LL  LGT


**AIRPORT MANAGER:** (623) 349-6880

**WEATHER DATA SOURCES:** AWOS–3 119.625 (623) 386–7627.

**COMMUNICATIONS:** CTAF/UNICOM 122.975

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

**L VORTAC**
- Channel 43
- N33º27.21´ W112º49.48´
- 092º 7.2 NM to fld. 1060/14E.

**VOR portion unusable:**
- 060º–075º byd 28 NM blo 4,000´
- 230º–260º byd 35 NM blo 5,000´
- 280º–320º byd 35 NM blo 7,000´
- 320º–020º byd 37 NM blo 6,000´

**TACAN AZIMUTH & DME unusable:**
- 020º–072º byd 28 NM blo 8,000´
BULLHEAD CITY

EAGLE AIRPARK (AB9)  12  S  UTC–7  N34°53.29′ W114°37.00′  PHOENIX  L–7E
485  NOTAM FILE PRC
RWY 17–35: H4800X50 (ASPH)
RWY 17: Thld dsplcd 600′. Bldg. Rgt tfc.
RWY 35: Thld dsplcd 150′. Brush.

AIRPORT REMARKS: Attended 1500–0000Z. Parachute Jumping. Extensive agricultural spraying ops on and invof arpt. Rwy 17 and Rwy 35 dsplcd thld arrows NSTD size and type. Rwy 17–35 +6–8′ brush along east side of Rwy 17–35 60′ from centerline. Rw 17–35 +3′ berm and +10′. Farm road along west side of rwy 40′ from centerline for entire length of rwy.

AIRPORT MANAGER: 928-346-1501

COMMUNICATIONS: CTA F 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE EED.

NEEDLES (H) VORTAC  115.2  EED  Chan 99  N34°45.96′ W114°28.45′  301° 10.2 NM to fld. 620/15.E.

VORTAC unusable:
100°–130° byd 27 NM blo 6,600′
170°–220° byd 20 NM blo 5,800′
220°–280° byd 35 NM blo 6,800′

TACAN AZIMUTH & DME unusable:
165°–220° byd 20 NM blo 8,000′
165°–220° byd 30 NM blo 12,000′

LAUGHLIN/BULLHEAD INTL  (IFP)(KIFP)  1  N  UTC–7  N35°09.28′ W114°33.56′  PHOENIX  H–4L  L–7E
707  B  TPA—See Remarks  Class I, ARFF Index B NOTAM FILE IFP
RWY 16–34: H8501X150 (ASPH–GRVD) S–75, D–200, 2D–400
PCN 52 F/A/X/T  MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 49′. Pole. Rgt tfc. 0.9% up.
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 45′. 1.0% down.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–8500 TODA–8500 ASDA–8500 LDA–8500
RWY 34: TORA–8500 TODA–8500 ASDA–8500 LDA–8500

SERVICE: FUEL 100LL, JET A

AIRPORT MANAGER: 928-754-2134

L.A. CENTER APP/DEP CON 134.65

AMENDMENT:
C L.A. CENTER CLNC DEL 118.25 (when tower closed)

AIRSPACE: CLASS D svc 1500–0100Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EED.

NEEDLES (H) VORTAC  115.2  EED  Chan 99  N34°45.96′ W114°28.45′  335° 23.7 NM to fld. 620/15.E.

VORTAC unusable:
100°–130° byd 27 NM blo 6,600′
170°–220° byd 20 NM blo 5,800′
220°–280° byd 35 NM blo 6,800′

TACAN AZIMUTH & DME unusable:
165°–220° byd 20 NM blo 8,000′
165°–220° byd 30 NM blo 12,000′
SUN VALLEY  (A20)  7 S  UTC–7  N35º00.34´ W114º33.90´  

725  B  NOTAM FILE PRC

RWY 18–36: H3700X42 (ASPH) LIRL

RWY 18: Road.
RWY 36: NSTD—GA 3.0º. Rgt tfc.

SERVICE: FUEL  100LL  GT  NSTD VASI (red and white lights like a PAPI) in a single unit located on the left side of rwy set at 3º. ACTIVATE LIRL Rwy 18–36—122.975.

AIRPORT REMARKS: Attended 1400–0100Z. 24 hr self svc 100LL with major credit card. All acft tfc stay east of arpt. No straight–in apch and departures. Rwy 18–36 + 2–6´ brush 35´ from rwy centerline entire length east side. Shallow drainage swale 25´ in length located 40´ right of Rwy 36 for entire rwy length. Rwy 18–36 NSTD markings, length and width. Actf tie down fee $7.00 per night.

AIRPORT MANAGER: 760-315-5096

COMMUNICATIONS: CTAF/UNICOM 122.975

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE EED.

NEEDLES  (H) VORTAC 115.2  EED Chan 99  N34º45.96´ W114º28.45´ 1328 15.0 NM to fld. 620/15E.

VORTAC unusable: 100º–130º byd 27 NM blo 6,600´ 170º–220º byd 20 NM blo 5,800´ 220º–280º byd 35 NM blo 6,800´

TACAN AZIMUTH & DME unusable: 165º–220º byd 20 NM blo 8,000´ 165º–220º byd 30 NM blo 12,000´

CASA GRANDE MUNI (CGZ)/(KCGZ)  5 N  UTC–7  N32º57.29´ W111º46.01´  

1464  B  TPA—2502(1038) NOTAM FILE CGZ MON Airport

RWY 05–23: H5200X100 (ASPH) S–18.5, D–65, 2S–82 MIRL

0.3% up NE

RWY 05: MALS R. PAPI(P4L)—GA 3.0º TCH 40´. Road.

SERVICE: S4 FUEL  100LL, JET A+ GT ACTIVATE MALS Rwy 05—CTAF.


AIRPORT MANAGER: (520) 421-8625

WEATHER DATA SOURCES: AWOS–3PT 132.175 (520) 836–3392.

COMMUNICATIONS: CTAF/UNICOM 122.7

ALBUQUERQUE CENTER APP/DEP CON 125.4

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

STANFIELD (H) VORTAC 114.8  TFD Chan 95  N32º53.15´ W111º45.52´ 048º 8.3 NM to fld. 1316/12E.

ILS 111.15  I–CGZ Rwy 05. Class IA. LOC only unmonitored 0000–1500Z Mon–Fri and 1900–1700Z Sat. Glideslope unusable for couple apchs blo 1,650´ MSL.
CHANDLER

CHANDLER MUNI (CHD)(KCHD)  3 SE UTC–7  N33º16.15´ W111º48.67´

1243  B  TPA—See Remarks  NOTAM FILE CHD

RWY 04R–22L: H4870X75 (ASPH)  S–30  MIIRL

RWY 04R: REIL, PAPI(P4L)—GA 3.0º TCH 39´. Rgt tfc.

RWY 22L: REIL, PAPI(P4L)—GA 3.0º TCH 45´.

RWY 04L–22R: H4401X75 (ASPH)  S–30  MIIRL

RWY 04L: PAPI(P4L)—GA 3.5º TCH 48´.

RWY 22R: PAPI(P4L)—GA 3.0º TCH 40´. Rgt tfc.

SERVICE:  S4  FUEL  100LL, JET A+  FQ 3, 4  LGT  When ATCT clsd

ACTVT REIL Rwy 04R and Rwy 22L; PAPI Rwy 04R and Rwy 22L, Rwy 04L and Rwy 22R, MIIRL Rwy 04R–22L and Rwy 04L–22R—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z, Sat–Sun

1200–2230Z. Large birds soar all year. Wildlife occasionally crossing rwys and twys. Arpt has parallel rwys with staggered apch ends.

Antenna 85´ AGL located 1/4 mile north of Rwy 22R. P–line mono–poles running north to south approximately 1.5 miles west of arpt, height 135´ AGL. Lgtd. No obstruction lighting on structures.

P–line mono–poles running east to west approximately 1 mile south of arpt, height 135´ AGL. No obstruction lgnt on structures. Twy A not visible to tower between Twy D and Twy F. Extensive helo ops on Twy C. Charlie pattern for helo trng. Transient helicopter parking on north side by Twy N avbl for parking or passenger pick–up. GA transient fixed wing parking boxes in front of terminal. Avoid overflight of high school 2 NM southwest of arpt. Calm wind conds use Rwy 04L or 04R. Significant fixed and rotary wing training activity on arpt. TPA—2300(1057)–Fixed wing—2300 ft MSL. Rotorwing—1900 ft MSL.

AIRPORT MANAGER: 480-782-2227

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF 126.1  ATIS 128.325  UNICOM 122.95

TOWER 133.1 Arr S&E, Dep Rwy 04R–22L 126.1 Arr N&W, Dep Rwy 04L–22R. (1300–0400Z)

GND CON 124.4

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Phoenix approach at 602-306-2565.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IWA.

WILLIE (L) VORTAC 113.3  IWA Chan 80  N33º18.19´ W111º39.09´  243º 8.3 NM to fld. 1367/13E.

VOR unusable:

300º–320º byd 25 NM blo 7,500´

320º–300º byd 20 NM blo 7,500´

TACAN AZIMUTH unusable:

020º–055º byd 30 NM blo 12,000´

150º–195º byd 20 NM blo 7,500´

DME unusable:

020º–055º byd 30 NM blo 12,000´

150º–195º byd 20 NM blo 7,500´

HELIPAD H1: H100X100 (CONC)

HELIPORT REMARKS: PVASI to H1 is aligned at 229º.
STELLAR AIRPARK  (P19)  3 W  UTC–7  N33º17.93´  W111º54.95´
1179  B  TPA—2002(823)  NOTAM FILE PRC
RWY 17–35:  H4417X80 (ASPH)  MIRL
RUNWAY DECLARED DISTANCE INFORMATION
   RWY 17:  LDA–4051
   RWY 35:  LDA–4068
SERVICE:  S2  FUEL  100LL  LGT
   ACTVT REIL Rwy 17 and Rwy 35; MIRL Rwy 17–35—CTAF.
NOISE:  Avoid overflight of noise sensitive areas west of Rwy 17–35 and north of arpt.
AIRPORT REMARKS:  Unattended. For fuel info ctc FBO at (602)–793–6383.
Birds on or inv of arpt. Be alert to numerous no radio aircraft inv of arpt.
PPR rqrd for act certificated for 15,000 gross takeoff weight not based at arpt.
Training arpt touch and go landing proh. Helicopter training proh. Commercial and student training ops by permit only.
Practice instrument approaches in VFR conditions not authorized. Calm wind Rwy 17. All runups on east side runup areas.
Flood irrigation between rwy and twy with standing water up to 1´ depth on irregular schedule.
Ldg fee charged for all commercial ops.
AIRPORT MANAGER:  480-295-2683
COMMUNICATIONS:  CTAF/UNICOM 122.975®
PHOENIX APP/DEP CON 123.7
CLEARANCE DELIVERY PHONE:  For CD ctc Phoenix Apc at 602-306-2565.
RADIO AIDS TO NAVIGATION:  NOTAM FILE PRC.
   PHOENIX (H) VORTAC 115.6  PXR Chan 103  N33º25.98´  W111º58.21´  149º 8.5 NM to fld. 1184/12E.
   VOR unusable:
      345º–360º byd 33 NM blo 10,000´
   TACAN AZIMUTH & DME unusable:
      345º–360º byd 33 NM blo 11,000´
   VORTAC unusable:
      015º–034º byd 33 NM blo 10,000´
      090º–100º byd 15 NM blo 8,000´
      185º–190º byd 30 NM blo 8,000´
      185º–190º byd 38 NM blo 9,000´
      190º–230º byd 20 NM blo 10,000´
      345º–034º byd 10 NM blo 6,000´
      345º–034º byd 20 NM blo 8,000´
      360º–015º byd 33 NM blo 11,000´
   DME unusable:
      215º–315º

CHINLE MUNI  (E91)  3 SW  UTC–7  N36º06.56´  W109º34.53´
5550  B  NOTAM FILE PRC
RWY 18–36:  H6902X60 (ASPH)  S–12.5  MIRL  0.3% up S
RWY 36:  PAP(P2L).
SERVICE:  LGT ACTIVATE PAPI Rwy 36; MIRL Rwy 18–36—CTAF.
AIRPORT MANAGER:  (505) 728-2804
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:  NOTAM FILE GUP.
   GALLUP (H) VORTAC 115.1  GUP Chan 98  N35º28.56´  W108º52.36´  304º 51.2 NM to fld. 7053/14E.
CIBECUE  (Z95)  4 SE UTC–7  N34º00.20’ W110º26.65’
5037   NOTAM FILE PRC
RWY 07–25: 4200X100 (GRVL–DIRT)
RWY 25: Fence.
AIRPORT MANAGER: (928) 338-5155
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

CLIFTON/MORENCI
GREENLEE CO  (CFT/KCFT)  8 SE UTC–7  N32º57.42’ W109º12.67’
3798   B   NOTAM FILE PRC
RWY 07–25: H4978X75 (ASPH–AFSC) S–21 MIRL
RWY 07: PAPI(P2L)—GA 3.0º TCH 40’.
RWY 25: PAPI(P2L)—GA 3.0º TCH 40’.
AIRPORT REMARKS: Unattended. Deer on or invof arpt. Caution, mowing in progress continuously.
AIRPORT MANAGER: 928-865-4762
WEATHER DATA SOURCES: AWOS–3 119.05 (928) 687–1116.
COMMUNICATIONS: CTAF 122.9
ALBUQUERQUE CENTER APP/DEP CON 134.45
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE SVC.
SILVER CITY (L) VOR/DME 110.8 SVC Chan 45 N32º38.26’ W108º09.66’ 277º 56.4 NM to fld. 5423/13E.
VOR unusable:
330º–355º byd 33 NM blo 13,500’
DME unusable:
330º–355º byd 33 NM blo 13,500’

COCHISE COLLEGE  (See DOUGLAS on page 41)

COCHISE CO  (See WILLCOX on page 81)
COLORADO CITY MUNI (AZC)(KAZC)  3 SW  UTC–7  N36°57.60’ W113°00.83’

ARIZONA

4874  B  TPA—5722(848)  NOTAM FILE PRC

RWY 11–29: H6300X75 (ASPH)  S–30  MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Rgt tfc.

RWY 29: REIL. PAPI(P4L)—GA 3.0º TCH 40’.

RWY 02–20: H5099X60 (ASPH)  S–12.5  MIRL  0.7% up NE

RWY 02: PAPI(P4L)—GA 3.0º TCH 40’.

SERVICE: S2  FUEL  100LL, JET A  LGT

ACTIVATE REIL Rwys 11; PAPI Rwys 02, 11; MIRL Rwys 11–29—CTAF.


AIRPORT MANAGER: (435) 616-2871

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF/UNICOM 122.7

©L.A. CENTER APP/DEP CON 124.2

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

NDB (IH7) 403  AZC  N36°57.60’ W113°00.55’ at fld. 4858/13E.

NDB unusable: 330º–100º byd 15 NM blo 9,200´

COOLIDGE MUNI (P88)  5 SE  UTC–7  N32°56.16’ W111°25.59’

15766  B  NOTAM FILE PRC

RWY 05–23: H5564X150 (ASPH)  S–80, D–115, 2D–210  MIRL  0.5% up NE

RWY 05: REIL. PAPI(P2L)—GA 3.0º TCH 45’.


RWY 17–35: H3873X75 (ASPH)  S–17  MIRL

RWY 17: Brush. Rgt tfc.


AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z. Self fueling with credit card. Parachute Jumping. Parachute jump training on arpt. Drop zone lctd ESE Rwy 35. Aerobatic box located .5 NM east of arpt surface to 4500’ AGL. Livestock on and invof arpt. Rwys 05–23 has 25 ft paved shoulders each side. Large military transports in vicinity of arpt. AZARNG is contact FAC, 138.15, when working inside of R2310 restricted areas. See Special Notices—Aerobatic Operations in Arizona.

AIRPORT MANAGER: (520) 723-6075

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF/UNICOM 123.075

ALBUQUERQUE CENTER APP/DEP CON 125.4

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

STANFIELD (H) VORTAC 114.8  TFD Chan 95  N32°53.15’ W111°54.52’  071º 24.5 NM to fld. 1316/12E.
COTTONWOOD  (P52)    1 SW UTC–7    N34º43.80´ W112º02.11´
3560    B    TPA—See Remarks    NOTAM FILE PRC
RWY 14–32: H4250X75 (ASPH) S–4 MIRL 1.0% up SE
RWY 14: REIL.
RWY 32: REIL, PAPI(PL)—GA 3.6º TCH 41´, Brush. Rgt tfc.
SERVICE: S2 FUEL 100LL, JET A1+ LGT ACTIVATE REIL Rwy 14 and Rwy 32, PAPI Rwy 32, and MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS: Attended 1500–0000Z. Fuel avbl 24 hrs with major credit card, 100LL only. Jet A after hrs $100 call out fee. Emergency phone: 928–634–4246 (Police Dispatch). Wildlife on or invol arpt. Parachute Jumping. Hang gliders invol arpt. No touch and go 30 minutes before SS until 30 minutes after dawn. Acft departing Rwy 14 maintain heading for 1 NM byd departure end and 500´ AGL prior to turning. Departing Rwy 32 maintain rwy heading for .6 NM and 500´ AGL prior to turning. 300´ paved stopway each end of rwy. Check CTAF for local flight training restrictions. Rwy 32 designated calm wind rwy. TPA—helicopter 4060(500), single 4360(800), multi 4560(1000), turbine 5050(1500).
AIRPORT MANAGER: 928-340-2722
WEATHER DATA SOURCES: AWOS–3 119.925 (928) 634–0916.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.3 (PRESCOTT RADIO)
© PHOENIX APP/DEP CON 126.375
CLEARANCE DELIVERY PHONE: For CD ctc Phoenix Apch at 602-306-2565.
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
VOR unusable:
055º–080º byd 29 NM blo 9,300´
125º–140º byd 35 NM blo 8,500´
140º–160º byd 30 NM blo 9,500´
160º–175º byd 35 NM blo 9,500´
175º–185º byd 30 NM blo 9,500´
185º–195º byd 23 NM blo 9,100´
195º–220º byd 13 NM blo 9,100´
220º–235º byd 25 NM blo 9,100´
265º–275º byd 30 NM blo 8,800´
TACAN AZIMUTH unusable:
055º–080º byd 29 NM blo 9,300´
125º–140º byd 35 NM blo 8,500´
140º–160º byd 30 NM blo 9,500´
160º–175º byd 35 NM blo 9,500´
175º–185º byd 30 NM blo 9,500´
185º–195º byd 23 NM blo 9,100´
195º–220º byd 13 NM blo 9,100´
220º–235º byd 25 NM blo 9,100´
265º–275º byd 30 NM blo 8,800´
DME unusable:
055º–080º byd 29 NM blo 9,300´
125º–140º byd 35 NM blo 8,500´
140º–160º byd 30 NM blo 9,500´
160º–175º byd 35 NM blo 9,500´
175º–185º byd 30 NM blo 9,500´
185º–195º byd 23 NM blo 9,100´
195º–220º byd 13 NM blo 9,100´
220º–235º byd 25 NM blo 9,100´
265º–275º byd 30 NM blo 8,800´
DAVIS MONTHAH AFB  (DMA)(KDMA) AF  2 SW  UTC–7  N32º09.98´ W110º52.99´  PHOENIX
2704  B  TPA—See Remarks AOE  NOTAM FILE PRC Not insp.
H–4L L–SC
30  (1198 FT) HOOK BAK–12A(B) (70 FT OVRN). RWY 30

**DAVIS MONTHAH AFB**

**AIRSPACE: CLASS C**

**COMMUNICATION: SFA ATIS**

**WEATHER DATA SOURCES:** WSP

**COMMUNICATIONS:** SFA ATIS 270.4 (DMA)(KDMA) AF  2 SW  UTC–7  N32º09.98´ W110º52.99´  PHOENIX
2704  B  TPA—See Remarks AOE  NOTAM FILE PRC Not insp.
H–4L L–SC
30  (1198 FT) HOOK BAK–12A(B) (70 FT OVRN). RWY 30

**ARRIVING GEAR/SYSTEM**

**RWY 12**

12A(B) (125 FT OVRN) HOOK BAK–12A(B)(1200 FT).

**RWY 30**

HOOK BAK–12A(B)(1198 FT) HOOK BAK–12A(B) (70 FT OVRN).

**SERVICE:**

- **FUEL**
  - JET B+ 01, 2, 3, 4
  - **LGT** All rwy thld gated.

**NOISE:** Quiet hour policy in eff 0530–1300Z. Max performance climbs not authorized. Discontinue afterburner as soon as safely possible. Heavy act expect Rwy 12 departure unless precluded by actf limitations.

**ARRESTING GEAR/SYSTEM**

**RWY 30**

HOOK BAK–12A(B) (125 FT OVRN) HOOK BAK–12A(B)(1200 FT).

**SERVICE:**

- **FUEL**
  - JET B+ 01, 2, 3, 4
  - **LGT** All rwy thld gated.

**NOISE:** Quiet hour policy in eff 0530–1300Z. Max performance climbs not authorized. Discontinue afterburner as soon as safely possible. Heavy act expect Rwy 12 departure unless precluded by actf limitations.

**ARRESTING GEAR/SYSTEM**

**RWY 30**

HOOK BAK–12A(B) (125 FT OVRN) HOOK BAK–12A(B)(1200 FT).

**SERVICE:**

- **FUEL**
  - JET B+ 01, 2, 3, 4
  - **LGT** All rwy thld gated.

**NOISE:** Quiet hour policy in eff 0530–1300Z. Max performance climbs not authorized. Discontinue afterburner as soon as safely possible. Heavy act expect Rwy 12 departure unless precluded by actf limitations.

**ARRIVING GEAR/SYSTEM**

**RWY 12**

12A(B) (125 FT OVRN) HOOK BAK–12A(B)(1200 FT).

**SERVICE:**

- **FUEL**
  - JET B+ 01, 2, 3, 4
  - **LGT** All rwy thld gated.

**NOISE:** Quiet hour policy in eff 0530–1300Z. Max performance climbs not authorized. Discontinue afterburner as soon as safely possible. Heavy act expect Rwy 12 departure unless precluded by actf limitations.
DOUGLAS COLLEGE  (P03)  7 W  UTC–7  N31°22.28´ W109°41.40´
4146  B  NOTAM FILE PRC
RWY 05–23: H5551X60 (ASPH)  MIRL  0.7% up SW
RWY 05: PAPI(P4L)—GA 3.0º. Road.
RWY 23: PAPI(P4L)—GA 3.0º. Thld dspldc 450´. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5441 TODA–5551 ASDA–5441 LDA–5441
RWY 23: TORA–5551 TODA–5551 LDA–5103
SERVICE: FUEL  100LL  LGT
ACTIVATE MIRL Rwy 05–23—CTAF.
AIRPORT MANAGER: 520-417-4114
COMMUNICATIONS: CTA/UNICOM  122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE DUG.
DOUGLAS (L) VORTACW 108.8 DUG Chan 25 N31°28.36´ W109°36.12´  204º 7.6 NM to fld. 4131/13E.
DME & TACAN AZIMUTH unusable:
045º–065º  byd 26 NM bln 10,000´
065º–095º  byd 28 NM bln 9,500´
355º–010º  byd 35 NM bln 11,300´

DOUGLAS MUNI  (DGL)(KDGL)  2 E  UTC–7  N31°20.56´ W109°30.39´
4173  B  AOE  LRA  NOTAM FILE PRC
RWY 03–21: H5760X75 (ASPH)  MIRL
RWY 03: PAPI(P4L)—GA 4.0º TCH 40´. Brush. Rgt tfc.
RWY 21: PAPI(P4L)—GA 4.0º TCH 50´. Brush.
RWY 18–36: 4095X100 (DIRT)
RWY 18: Brush.
RWY 36: Brush. Rgt tfc.
SERVICE: FUEL  100LL, JET A  LGT PAPI Rwy 21 OTS indef. Rwy 03 PAPI OTS indef. Rwy 21 PAPI OTS indef.
AIRPORT MANAGER: (520) 368-6015
COMMUNICATIONS: CTA/UNICOM  122.8
RCO 122.6 (PRESCOTT RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE DUG.
(L) VORTACW 108.8 DUG Chan 25 N31°28.36´ W109°36.12´  135º 9.2 NM to fld. 4131/13E.
DME & TACAN AZIMUTH unusable:
045º–065º  byd 26 NM bln 10,000´
065º–095º  byd 28 NM bln 9,500´
355º–010º  byd 35 NM bln 11,300´
DOUGLAS BISBEE

BISBEE DOUGLAS INTL  (DUG)(KDUG)  8 NW  UTC–7  N31°28.14’ W109°36.23’

4150  B  AOE  LRA  NOTAM FILE DUG  MON Airport

RWY 17–35: H6430X100 (ASPH–RFSC)  S–30, D–160, 2S–175, 2D–250  MIRL  0.6% up N


RWY 08–26: H4966X60 (ASPH)  S–12.5  0.7% up E

RWY 08: Brush.

RWY 26: Brush.

SERVICE:  S2  FUEL  100LL, JET A1+  LGT ACTIVATE MIRL Rwy 17–35 and VASI Rwy 17—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z. Fuel svc fee Mon–Fri 0000–1400Z, all day Sat–Sun, phone 520–508–3606. Wildlife on or inof arpt. Rwy 08–26 VFR ops only, daylight use only. Rwy 17–35 RFSC 100’ wide. The twy to Rwy 35 is in poor condition with ruts and loose aggregate. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: (520) 432-9268

WEATHER DATA SOURCES: ASOS 119.275 (520) 364–7208.

COMMUNICATIONS: CTAF/UNICOM 123.0

DOUGLAS RCO 122.6 (PREScott RADIO)

ALBUQUERQUE CENTER APP/DEP CON 134.45

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

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

RADIO AIDS TO NAVIGATION:

DOUGLAS (L) VORTACW 108.8  DUG  Chan 25  N31°28.36’ W109°36.12’  at fld. 4131/13E.

DME & TACAN AZIMUTH unusable:

045º–065º byd 26 NM blo 10,000’
065º–095º byd 28 NM blo 9,500’
355º–010º byd 35 NM blo 11,300’

DRAKE  N34°42.15’ W112°28.82’  NOTAM FILE PRC.

(H) VORTACW 114.1  DRK  Chan 88  119º 4.2 NM to Prescott Rgnl – Ernest A Love Fld. 4966/14E.

VOR unusable:

055º–080º byd 29 NM blo 9,300’
125º–140º byd 35 NM blo 8,500’
140º–160º byd 30 NM blo 9,500’
160º–175º byd 35 NM blo 9,500’
175º–185º byd 30 NM blo 9,500’
185º–195º byd 23 NM blo 9,100’
195º–220º byd 13 NM blo 9,100’
220º–235º byd 25 NM blo 9,100’
265º–275º byd 30 NM blo 8,800’

TACAN AZIMUTH unusable:

055º–080º byd 29 NM blo 9,300’
125º–140º byd 35 NM blo 8,500’
140º–160º byd 30 NM blo 9,500’
160º–175º byd 35 NM blo 9,500’
175º–185º byd 30 NM blo 9,500’
185º–195º byd 23 NM blo 9,100’
195º–220º byd 13 NM blo 9,100’
220º–235º byd 25 NM blo 9,100’
265º–275º byd 30 NM blo 8,800’

DME unusable:

055º–080º byd 29 NM blo 9,300’
125º–140º byd 35 NM blo 8,500’
140º–160º byd 30 NM blo 9,500’
160º–175º byd 35 NM blo 9,500’
175º–185º byd 30 NM blo 9,500’
185º–195º byd 23 NM blo 9,100’
195º–220º byd 13 NM blo 9,100’
220º–235º byd 25 NM blo 9,100’
265º–275º byd 30 NM blo 8,800’

EAGLE AIRPARK (See BULLHEAD CITY on page 33)
ARIZONA

ELOY MUNI (E60) 3 NW UTC–7 N32°48.40′ W111°35.20′
1511 B TPA—2311(800) NOTAM FILE PRC
RWY 02–20: H3901X75 (ASPH) MIRL
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 43°.
RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 42°. Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A LGT
REIL Rwy 02 and Rwy 20 opr continuously. PAPI Rwy 02 and Rwy 20 opr continuously.
AIRPORT REMARKS: Attended 1400–2300Z. Self-fueling avbl 24 hrs with major credit card. Parachute Jumping. Seasonal crop dusting operations. Apch from west and do not overfly arpt, extremely heavy parachute jumping activity over east side of arpt SR–SS. When wind 10 knots or less dep Rwy 02 and land Rwy 20. Rwy 02 numbers faded and centerline obscured by rubber deposits. Rwy 20 cntrln faded to missing due to rubber deposits. Delineator reflector system on twy, many missing.
AIRPORT MANAGER: 520-466-9201
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
STANFIELD (H) VORTAC 114.8 TFD Chan 95 N32°53.15′ W111°54.52′ 094° 17.0 NM to fld. 1316/12E.

ERIC MARCUS MUNI (See AJO on page 30)

ESTRELLA SAILPORT (See MARICOPA on page 56)

FALCON FLD (See MESA on page 57)

FLAGSTAFF PULLIAM (FLG)(KFLG) 4 S UTC–7 N35°08.42′ W111°40.15′
7015 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE FLG
RWY 03–21: H8800X150 (ASPH–GRVD) S–30, D–95, 2S–120, 2D–140
PCN 37 F/D/W/T HIRL
RWY 03: PAPI(P4L)—GA 3.0° TCH 52°.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–8800 TODA–8800 ASDA–8800 LDA–8800
SERVICE: S4 FUEL 100LL, JET A LGT
When twr closed ACTIVATE HIRL Rwy 03–21, MALS Rwy 21—CTAF. PAPI Rwy 03 and PAPI Rwy 21 opr continuously.
NOISE: Avoid overflight of village 3 miles south.
TPA—8004(989) conventional acft, 7504(489) helicopter, 8504(1489) high performance.
AIRPORT MANAGER: (928) 213-2933
WEATHER DATA SOURCES: ASOS 125.8 (928) 779–2439.
COMMUNICATIONS: CTAF 134.55 ATIS 125.8 UNICOM 122.95
RCO 123.65R (PRESCOTT RADIO)
COTTONWOOD RCO 122.3 (PRESCOTT RADIO)
® PHOENIX APP/DEP CON 126.375
TOWER 134.55 1300–0400Z 1 Apr–30 Sep, 1400–0200Z 1 Oct–31 Mar GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Phoenix Apch at 602-306-2565.
AIRSPACE: CLASS D svc 1300–0400Z 1 Apr–30 Sep, 1400–0200Z 1 Oct–31 Mar; other times CLASS G.

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RADIO AIDS TO NAVIGATION: NOTAM FILE FLG.

(H) VOR/DME 113.85 FLG Chan 85(Y) N35°08.83’ W111º40.45’ at fld. 7026/14E.
VOR/DME unusable:
335º–030º byd 19 NM blo 24,000’
DME unusable:
230º–255º byd 20 NM blo 15,000’
ILS 110.5 I–FLG Rwy 21. Glideslope unusable byd 5º right of LOC course. LOC unusable inside of flg 0.8 DME.
Unmonitored when ATCT clsd.

FLYING J RANCH (See PIMA on page 66)

FORT HUACHUCA N31º35.13’ W110º20.34’ NOTAM FILE FHU.
(T) TACAN 111.6 ARH Chan 53 at Sierra Vista Muni–Libby AAF. 4660/12E. unmonitored when twr clsd.
TACAN unusable:
105º–250º byd 10 NM
120º–300º byd 20 NM
military use: No NOTAM MP 1200–1500Z 1st Thursday of month

GILA BEND AF AUX (GXF)(KGXF) AF 3 S UTC–7 N32º53.27’ W112º43.18’ AIRSPACE: CLASS D svc 1430–0630Z Mon–Fri, 1500–2359Z wkend, clsd hol; other times CLASS G.

GILA BEND MUNI (E63) 2 E UTC–7 N32º57.61’ W112º40.42’ SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 04–22—CTAF.
AIRPORT REMARKS: Unattended. 24 hr self svc avbl with major credit card after Sep 1, 2014. Rwy 04–22 primary sfc, +5–20 ft brush and trees, 100–125 ft S of rwy cntrln. Area besides rwy narrows to 30’ at culvert.
NOTE: See Special Notices—Restricted Area R=2305, Gila Bend, Arizona Transit Information.

SW, 12 AUG 2021 to 7 OCT 2021
GLendale MUNI (GEU(KGEU)) 6 W UTC–7 N33º31.62´ W112º17.71´

1071 B TPA—See Remarks NOTAM FILE GEU

RWY 01–19: H7150X100 (ASPH) S–40, D–60 MIRL 0.4% up NE
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 38’. Thld dsplcd 701´. Road. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–7150 TODA–7150 ASDA–6980 LDA–6279

SERVICE: S4 FUEL 100LL, JET A1+ OX 4 LGT

ACTIVATE REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and Rwy 19, MIRL Rwy 01–19—CTAF.

NOISE: Touch and go ldg discouraged between 0500–1300Z only. Avoid noise sensitive areas north and southeast of arpt. Rwy 01 preferred for noise abatement. Ctc arpt manager for additional noise abatement procedures.


AIRPORT MANAGER: 623-930-4744

COMMUNICATIONS: CTAF 121.0 ATIS 119.425 UNICOM 122.95

PHOENIX RCO 122.2 (PRESCOTT RADIO)
LUKE APP/DEP CON 118.15 (North) 1300–0530Z Mon–Thu, 1300–0130Z Fri, clsd wknd, hol and AETC family days).
PHOENIX APP/DEP CON 120.7 (0530–1300Z Tue–Fri; 0130Z Sat–1300Z Mon, H24 hol and AETC family days).

TOWER 121.0 (Mon–Fri 1300–0300Z, Sat–Sun 1400–0200Z) GND CON 118.0

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Phoenix Apch at 602-306-2565.

AIRSPACE: CLASS D svc 1300–0330Z Mon–Fri, 1400–0200Z Sat–Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

PHOENIX (H) VORTACW 115.6 PXR Chan 103 N33º25.98´ W111º58.21´ 277º 17.2 NM to fid. 1184/12E.

COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not monitored by twr.

PHOENIX (H) VORTACW 115.6 PXR Chan 103 N33º25.98´ W111º58.21´ 277º 17.2 NM to fid. 1184/12E.
SAN CARLOS APACHE (P13)  7 SE  UTC–7  N33°21.19´ W110°40.04´

3261   B  NOTAM FILE PRC
RWY 09–27: H6500X100 (ASPH–PFC)  S–60  MIRL  1.2% up W
  RWY 09: REIL  PAPI(P2L)—GA 3.0º TCH 45´. Brush.
  RWY 27: REIL  PAPI(P2L)—GA 3.0º TCH 43´. Rgt tcf.
SERVICE: FUEL  100LL, JET A
LGT ACTVT REIL Rwy 09 and Rwy 27;
PAPI Rwy 09 and Rwy 27; MIRL Rwy 09–27—CTAF. Wind sock lgts
OTS indef.
AIRPORT REMARKS: Unattended. Primary sfc to Rwy 09–27 has +5–12´
brush 150–250´ along south side of rwy. 2–4 inch wide cracks in
parallel taxiway pavement. Primary surface 6–15 ft brush, 60–250 ft
fm cntrln on south side of rwy, isolated brush 75–250 ft fm cntrln on
north side of rwy. All rwy hold and twy exit signs ots indefinitely. Two
hills south.
AIRPORT MANAGER: 928-475-3222
WEATHER DATA SOURCES: AWOS–3 120.075 (928) 475-5560.
COMMUNICATIONS: CTAF/UNICOM 122.8
GLOBE RCO 122.5 (PRESCOTT RADIO)
ALBUQUERQUE CENTER APP/DEP CON 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE IWA.
WILLIE (L) VORTACW  113.3  IWA  Chan 80  N33°18.19´
W111°39.09´  073º 49.6 NM to fld. 1367/13E.
VOR unusable:
  300º–320º byd 25 NM blo 7,500´
  320º–300º byd 20 NM blo 7,500´
TACAN AZIMUTH unusable:
  020º–055º byd 30 NM blo 12,000´
  150º–195º byd 20 NM blo 7,500´
DME unusable:
  020º–055º byd 30 NM blo 12,000´
  150º–195º byd 20 NM blo 7,500´

GLOBE  N33°16.95´ W110°49.28´
RCO 122.5 (PRESCOTT RADIO)

PHOENIX  H–4K, L–5C  IAP

SW, 12 AUG 2021 to 7 OCT 2021
GOODYEAR

PHOENIX GOODYEAR (GYR)(KGYR) 1 SW UTC–7 N33°25.40´ W112°22.52´

969  B  TPA—See Remarks  NOTAM FILE GYR

RWY 03–21: H8500X150 (ASPH)  S–75, D–200, 2D–270

PCN 66 F/B/W/T  MIRL

RWY 03: REIL. PAPI(P4L)—GA 3.0º TCH 53´. 0.4% up.

RWY 21: REIL. PAPI(P4L)—GA 3.0º TCH 53´. Rgt tfc. 0.3% down.

SERVICE: 54  FUEL  100LL, JET A  OX

03–21 or REIL Rwy 03 and Rwy 21 durg daylight hrs ctc ATCT or arpt


AIRPORT REMARKS: Attended continuously. Birds invof arpt. Coyotes and
other wildlife ocnl crossing rwys/twys. E–W power lines 100 feet AGL
1/2 mile S AER 03 unmarked and unlighted some NSTD marking.
Nmrs large acft parked aprxly 500´ W of Rwy 03–21. Mountains SE
at 6 miles to 4500´ MSL. Military jet ttc 5 miles west of arpt. Acft dep
Rwy 03 assigned right crosswind climb straight ahead to Litchfield Rd
or passing 1032´ AGL before starting right turn. When twr clsd, Twy A
between intersection Twy A3 and Twy A10, rstd to acft with wingspan
118´ or less. TPA –1969(1000) light acft and non–turbo jets;
2469(1500) heavy acft and turbo jets; 1469(500) helicopters. Fee for
all charters; travel clubs and certain revenue producing acft. User fee arpt.  NOTE: See Special Notices—Aerobatic

COMMUNICATIONS: CTAF 120.1  ATIS 118.35  UNICOM 122.95

PHOENIX RCO 122.2 (PREScott rADO)

LUKE APP/DEP CON 125.45 (1300–0530Z Mon–Thu, 1300–0130Z Fri, clsd wkend, hol and AETC family days).

PHOENIX APP/DEP CON 120.7 (0530–1300Z Tue–Fri; 0130Z Sat–1300Z Mon, H24 hol and AETC family days).

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Phoenix Apch at 602-306-2565.

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

HELIPORT REMARKS: Helipad H1 perimeter lgts. Perimeter lgts medium ints.
GRAND CANYON

GRAND CANYON NTL PARK (GCN)(KGCN)  6 S  UTC–7  N35°57.14´ W112°08.82´

6609  B  ARFF Index—See Remarks  NOTAM FILE GCN  MON Airport

PCN 52 F/C/W/T  MIRL

RWY 03:  0.7% up.
RWY 21: REIL  PAP(PAR)—GA 4.0º TCH 56’. Rgt tfc. 1.0% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–8999  TODA–8999  ASDA–8999  LDA–8999
RWY 21: TORA–8999  TODA–8999  ASDA–8999  LDA–8999

SERVICE:  S6  FUEL  100LL, JET A  OX 2, 4  LGT ACTIVATE MIRL Rwy 03–21—CTAF when twr clsd. ACTIVATE PAPI Rwy 21—CTAF.


AIRPORT MANAGER:  928-638-2446

WEATHER DATA SOURCES:  ASOS  124.3 (928) 638–0672.
COMMUNICATIONS:  CTAF  119.0  ATIS  124.3  UNICOM  122.95  RCO  122.4 (PREScott RADIO) (when ATCT is clsd)
COTTONWOOD RCO  122.3 (PREScott RADIO)

L. A. CENTER APP/DEP CON 124.85

CANYON TOWER  119.0 (Jun 1–Sep 30 1300–0300Z, Oct 1–May 31 1400–0200Z) GND CON 121.9

CLEARANCE DELIVERY PHONE:  For CD if unav to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.

AIRSPACE:  CLASS D svc 1 Jun–30 Sep 1300–0300Z, 1 Oct–31 May 1400–0200Z; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE GCN.

(II) VOR/DME  111.65  GCN Chan 53(Y)  N35º57.62´ W112º08.76´ at fld. 6669/15E.
VOR unusable:  065º–115º byd 35 NM b2o 14,500´
DME unusable:
035º–115º byd 25 NM b2o 14,500´
350º–035º byd 35 NM b2o 14,500´
ILS 108.9  I–GCN  Rwy 03. Class IA. Unmonitored when ATCT clsd.

VALLE

(40G)  25 S  UTC–7  N35º39.04´ W112º08.88´
5999  B  NOTAM FILE PRC

RWY 01–19: H4199X45 (ASPH)


AIRPORT MANAGER:  928-635-5280
COMMUNICATIONS:  CTAF/UNICOM 122.8
L. A. CENTER APP/DEP CON 124.85

CLEARANCE DELIVERY PHONE:  For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION:  NOTAM FILE GCN.

GRAND CANYON (II) VOR/DME  111.65  GCN Chan 53(Y)
N35º57.62´ W112º08.76´  165º 18.6 NM to fld. 6669/15E.
VOR unusable:  065º–115º byd 35 NM b2o 14,500´
DME unusable:
035º–115º byd 25 NM b2o 14,500´
350º–035º byd 35 NM b2o 14,500´

SW, 12 AUG 2021 to 7 OCT 2021

GRAND CANYON BAR TEN AIRSTRIP (See WHITMORE on page 80)

GRAND CANYON CAVERNS (See PEACH SPRINGS on page 61)
HOLBROOK MUNI (P14) 3 NE UTC–7 N34º56.44´ W110º08.31´
5262 B NOTAM FILE PRC
RWY 03–21: H6698X75 (ASPH–AFSC) S–12 MIRL 0.4% up NE
RWY 03: REIL. PAPI(P2L)—GA 3.0º. Thld dsplcd 800´. Road.
RWY 21: REIL. PAPI(P2L)—GA 3.0º.
RWY 11–29: 3202X120 (GRVL–DIRT) 0.4% up E
RWY 11: Road.
RWY 29: Pole.
SERVICE: FUEL 100LL LGT ACTIVATE REIL Rwy 03 and Rwy 21, PAPI Rwy 03 and Rwy 21, and MIRL Rwy 03–21—CTAF.
AIRPORT MANAGER: 928-241-2438
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.8
WINSLOW RCO 122.6 (PRESCOTT RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE INW.
WINSLOW (H) VORTAC W 112.6 INW Chan 73 N35º03.70´ W110º47.70´ 088º 33.2 NM to fld. 4913/14E.
KEARNY (E67) 1 S UTC–7 N33°02.83’ W110°54.54’

1833 NOTAM FILE PRC
RWY 08–26: H3400X60 (CONC) S–12.5
RWY 08: Thld dpclcd 195’. Tree.
RWY 26: Thld dpclcd 200’. Tree.
SERV: S4

NOISE: For noise abatement avoid schools and homes.


AIRPORT MANAGER: 520-363-5547

COMMUNICATIONS: CTAF/UNICOM 122.95

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE IWA.

VOR unusable:
300º–320º byd 25 NM blo 7,500’
320º–300º byd 20 NM blo 7,500’

TACAN AZIMUTH unusable:
010º–055º byd 30 NM blo 12,000’
150º–195º byd 20 NM blo 7,500’

DME unusable:
010º–055º byd 30 NM blo 12,000’
150º–195º byd 20 NM blo 7,500’

KINGMAN (IGM) (KIGM) 8 NE UTC–7 N35°15.57’ W113°56.28’

3449 B TPA—4249(800) NOTAM FILE IGM
RWY 03–21: H6827X150 (ASPH) S–45, D–85, 2S–108, 2D–125, 2D/2D–265 PCN 20 F/D/X/T MIRL
RWY 03: REIL, PAPI(P4L)–GA 3.0º TCH 45’.
RWY 21: REIL, PAPI(P4L)–GA 3.0º TCH 45’.
RWY 17–35: H6725X75 (ASPH) S–22, D–60 PCN 3 F/D/Y/T MIRL
1.3% up S
RWY 17: PAPI(P2L)–GA 3.0º TCH 49’.
RWY 35: PAPI(P2L)–GA 3.0º TCH 38’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6827 TODA–6827 ASDA–6827 LDA–6827
RWY 17: TORA–6725 TODA–6725 ASDA–6725 LDA–6725
RWY 35: TORA–6725 TODA–6725 ASDA–6725 LDA–6725

SERVICE: S4 FUEL 100LL, JET A OK 1,2 LGT ACTIVATE REIL Rwy 03 and Rwy 21, PAPI Rwy 03 and Rwy 21, MIRL Rwy 03–21 and Rwy 17–35, twy lights—CTAF.


AIRPORT MANAGER: 928-757-2134

WEATHER DATA SOURCES: ASOS 119.275 (928) 692–8104.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 108.8T (PRESCOTT RADIO)

L.A. CENTER APP/DEP CON 124.85

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE IGM.

L) VOR/DME 108.8 IGM Chan 25 N35°15.63’ W113°56.04’ at fld. 3410/15E.

VOR/DME unusable:
030º–120º byd 20 NM blo 10,500’
120º–190º byd 15 NM blo 17,500’
190º–240º byd 30 NM blo 7,500’
240º–315º byd 30 NM blo 17,500’
LAGUNA AAF (YUMA PROVING GROUND)  (LGF)(KLGF)  A 12 NE UTC–7  N32º51.88´ W114º23.58´

RWY 18–36: H6142X151 (ASPH)  PCN 56 F/B/W/T  MIRL  0.8% up N

RWY 18: PAPI(P4L)—GA 3.0º TCH 43´. Rgt tfc.

RWY 36: PAPI(P4L)—GA 3.0º TCH 49´. Rgt tfc.

RWY 06–24: H6043X100 (ASPH)  PCN 68 F/B/W/T  1.0% up NE

SERVICE: FUEL 100LL  LGT ACTVT MIRL RWY 18–36—121.8. PAPI RWY 18 and 36 OPR consly DUR FLT OPS, OTR times on REQ—CTC base OPS. MILITARY— JASU 5(GPU) 3(59B2–1B) FUEL 100LL, A++ (MIL fuel avbl 1430–0000Z Mon–Fri, clsd hol. POL avbl with 24 hr PN for tran acft).

MILITARY REMARKS: OPR 1300–2300Z MON–FRI, CLSD HOL, O/T by NOTAM. RSTD RSTD area 4 NM E of afld. OFFL BUS only. Ovft of hsg area 3 NM SW of afld is proh. 24 HR PPR for TRAN ACFT, call DSN 899–2014/2241, C928–328–2014/2241. C–130 and larger act are prohibited from making U–turns on rwy unless rqr for emerg or congestion and must be apvd by Base Ops. Clsd fld ops perms thru prior coord with base ops or Laguna ops. CAUTION Intense opr on Cibola Range 1 NM North of afld. Intense parachute drop opr vcnty 5 NM of afld year round. Wildlife HAZ, coyotes may be on AFLD; use caution DUR NGT OPR. Extensive UAS acft ops conducted from Laguna AAF when rstd airspace is active. Non–participating act should contact Laguna twr for instructions prior to entry. TFC PAT Rwy 06 and Rwy 36. Fixed wing 1700´ MSL. Rotary wing 1100´ MSL. No rgt tfc Rwy 18. MISC Class D airspace 1330–2400Z Mon–Fri, clsd hol, OT Class G. Late arrival ctc base ops DSN 899–2014/5028, 928–328–5028/2241. Fuel LOX svc avbl thru base ops.

AIRPORT MANAGER: 928-328-5028

WEATHER DATA SOURCES: AWOS–3PT Wx sensor type: fmq–23 system present.

COMMUNICATIONS: CTAF 126.2 242.175 ATIS 128.225

YUMA RCO 122.2 (PREScott RADIO)

YUMA APP CON 124.7 371.975 374.8

TOWER 126.2 242.175 (1300–2300Z MON–FRI, CLSD HOL, O/T by NOTAM)

GND CON 121.8 229.4

YUMA DEP CON 125.55 281.0 282.325

RANGE 119.0 248.4

AFLD ADVISORY 126.2 242.175

AIRSPACE: CLASS D svc 1300–2300Z Mon–Fri, clsd hol; other times CLASS G..

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

BARD (H) VORTAC 116.8 BZA Chan 115 N32º46.09´ W114º36.18´ 047º 12.1 NM to fld. 130/14E.

VORTAC unusable:
280º–300º byd 27 NM blo 3,600´
LAKE HAVASU CITY (HII) (KHII) 6 N UTC–7 N34º34.27´ W114º21.50´

783 B TPA—See Remarks NOTAM FILE PRC

RWY 14–32: H8000X100 (ASPH) S–100 MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.5º TCH 58´. Rgt tfc.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 36´.

SERVICE: S4 FUEL 100LL, JET A OX 2, 4 LGT
ACTIVATE REIL on Rwy 14 and Rwy 32; MIRL Rwy 14–32—CTAF. Rwy 14 PAPI baffled and unusbl byd 5° left on rwy cntln.

NOISE: Noise abatement—enter pattern using 45 deg entry to downwind. Avoid overflying residential communities near arpt. Power lines/towers and high terrain N/NE of arpt.

AIRPORT REMARKS: Attended 1500–0000Z. Power lines/towers and high terrain north northeast of arpt. Ultralight acft ops invof arpt from surface to 5000. Rwy 32 designated calm wind rwy. TPA—1803 (1020) light acft, 2303 (1520) high performance acft. 1503´ MSL mountain top 1.7 miles east southeast unlgtd indefly. 1489´ mountain top 1.4 miles east northeast unlgtd indefly.

AIRPORT MANAGER: 928-764-3330

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE EED.
NEEDLES (H) VORTAC 115.2 EED Chan 99 N34º45.96´ W114º28.45´ 139º 13.0 NM to fld. 620/15E.

COMM/NAV/WEATHER REMARKS: UNICOM not monitored.

LAUGHLIN/BULLHEAD INTL (See BULLHEAD CITY on page 33)

LIBBY N31º35.38´ W110º21.30´ NOTAM FILE FHU.

VOR/DME 113.6 FHU Chan 83 at Sierra Vista Muni–Libby AAF. 4665/13E. VOR unmonitored when GCA clsd.

LUKE AFB (LUF)(KLUF) AF 7 W UTC–7 N33°32.10´ W112°22.99´
1085 B NOTAM FILE LUF Not insp.
RWY 03L–21R: H10012X150 (CONC) PCN 50 R/C/W/T HIRL
RWY 03L: REIL. PAPI(P4L)—GA 3.0º TCH 50´. Rgt tcf.
RWY 21R: REIL. PAPI(P4L)—GA 3.0º TCH 47´.
RWY 03R–21L: H9904X150 (CONC) PCN 62 R/B/W/T HIRL
RWY 03R: ALSF1. REIL. PAPI(P4L)—GA 3.0º TCH 51´. Rgt tcf.
RWY 21L: ALSF1. REIL. PAPI(P4L)—GA 3.0º TCH 47´.

ARRESTING GEAR/SYSTEM
RWY 03L RWY 03L– MB60 (35 FT OVRN) HOOK BAK–12(B) (1444 FT).
RWY 21R– MB60 (35 FT OVRN) HOOK BAK–12(B) (1519 FT). RWY 21R
RWY 03R– MB60 (35 FT OVRN) HOOK BAK–12(B) (1413 FT).
RWY 21L– MB60 (35 FT OVRN) HOOK BAK–12(B) (1453 FT). RWY 21L

SERVICE: S4 OX 1, 2, 3, 4 LGT ARPT BCN dusk–0530Z Mon–Thur, dusk–0130Z Fri. Aflid unflighted when fld is gated. All rwy thld lighting is completed. PAPI GS 3° with TD pt apx 945´ past thld on all rwy. Rwy 03R ILS and PAPI GS not coincidental. SSSR only is prim apch lgt sys config; full ALSF–1 lgt avbl upon req or as determined by WX cond. Rwy edge, thld lgt and apch lgt set to step 5 daily from 2232Zt till SS, Oct–Feb, unless otherwise req by airborne pilots. Rwy 03R SFL unavbl. Rwy 21L SFL unavbl.

MILITARY REMARKS:

NOISE:
LCTD 200 FT from rwy CNTRLN. When afld clsd, all arresting sys not in svc.

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TRAN ALERT: Rwy 03L–21R: APCH and DEP end BAK–12A in raised POSN with 8 T tie–downs; DEP end MB60 (LCTD in OVRN) in raised POSN. RWY 03R–21L: DEP end BAK–12A and APP and DEP and MB60 in raised POSN for the open rwy. All rwy BK–12 shelters (8 total) LCTD 200 FT from rwy CNTRLN. When aflid clsd, all arresting sys not in svc. JASU 2(AM32A–60A) 2(MC–1A)

TRAN ALERT
Rwy 03R SFL unavbl. Rwy 21L SFL unavbl.

LCTD 1358.3´ from Rwy 21R cntrln.

ARIZONA 53

TRAN ALERT
Rwy 21R SFL unavbl. Rwy 03R SFL unavbl.

LCTD 1430´ SW from Rwy 03R–21L cntrln, 676´ from Rwy 21L thld. Various 90´ lgt poles lctd near fire trng facility

LCTD 2940´ from thld Rwy 03L, 1389´ east of extd rwy cntrl. BASH migratory seasons: Phase I 1 Sep—30 Jun; Phase II 1 Jul–31 Aug. Apron lgt pole lctd 1200´ SE from Rwy 03R–21L cntrl, 456´ and 676´ from Rwy 21L thld and apron lgt pole lctd 1430´ SW from Rwy 03R–21L cntrl, 676´ from Rwy 21L thld. Various 90´ lgt poles lctd near fire trng facility

LCTD 1358.3´ from Rwy 21R cntrl. TFC PAT Base leg Rwy 21 outside housing area (1 NM); Base leg Rwy 03 avoid Phoenix–Litchfield (4 NM). Overhead 300 KIAs, 3100´ MSL until 5 DME then 2600´ MSL. Rwy 03R/L left tcf.

CONVENTIONAL 2100´ MSL. Rwy 03L/R left tcf with base leg position to avoid Phoenix Litchfield AFT Rtc Area 4 NM south.


FOIL: Extremely noise sensitive area 5 NM northeast.

MILITARY REMARKS:

Special Air Traffic Rules–Part 33, see Regulatory Notices. Attended Mon–Thu 1330–0530Z, Fri

1330–0130Z, ctsd wknd, hol and AETC family days. Tran alert ramp and north ramp used for various acft. Coord and apvl rqr by aflid management. RSTD Ctc aflid management for verification. PPR all act exc AIREVAC and SAAM msn but are rqr to obtain a PPR number for tracking/notifications ctc aflid management DSN 896–7131, C623–856–7131/7132, fax C623–856–4131. Actt must adhere to PPR air blk time +/- 30 min of scheduled ldg. Tran acft will make full stop ldg dur lct trng period. ARFF index Reduced fire fighting and rescue capabilities for KC135 and larger. Weekend/holiday ops further reduce firefighting capabilities for C–37 (Gulfstream 5) and larger. Severe risk/loss. Firefighting forces cannot be exp to extinguish interior fire or successful rescue ops. Only lttd exterior firefighting can be performed. Ctc aflid management for verification. No lcl sorties will be flown out by tran acft. Aftc may not conduct hover ldg without specific perms of Luke Twr. All acft will file a flt plan prior to dep. No practice apch for civ acft at Luke AFB due to student trn. Twy H stdt to fighter acft and smaller. Copters must remain 500´ AGL until 1,000´ past rwy when flying over and raised MB60 arresting system. CAUTION Extr student jet tcf. Pilots should use extreme caution when flying Rwy 03–21 final apch course due to VFR flyways. Hi potential for hydroplaning on both rwys dur wet cond. 100´ unltl obist (trees) lctd 2940´ from thld Rwy 03L, 1389´ east of extd rwy cntrl. BASH migratory seasons: Phase I 1 Sep–30 Jun; Phase II 1 Jul–31 Aug. Apron lgt pole lctd 1200´ SE from Rwy 03R–21L cntrl, 456´ and 676´ from Rwy 21L thld and apron lgt pole lctd 1430´ SW from Rwy 03R–21L cntrl, 676´ from Rwy 21L thld. Various 90´ lgt poles lctd near fire trng facility

LCTD 1358.3´ from Rwy 21R cntrl. TFC PAT Base leg Rwy 21 outside housing area (1 NM); Base leg Rwy 03 avoid Phoenix–Litchfield (4 NM). Overhead 300 KIAs, 3100´ MSL until 5 DME then 2600´ MSL. Rwy 03R/L left tcf.

CONVENTIONAL 2100´ MSL. Rwy 03L/R left tcf with base leg position to avoid Phoenix Litchfield AFT Rtc Area 4 NM south.

CSTMS/AG/TMG Min 24 hr PPR, ctc sec forces DSN: 896–6322, Cell: 623–856–6322. CSTMS and IMG unavbl for space trn and civ pax. Civ pax must be processed at an apv point of embarkation prior to arr. MSC Four engine acft will if authorized, shut down outboard engine prior to taxi after ldg. KC130 or larger acft exp back taxi procedure after ldg Rwy 21L/R will utilize Twy B to tran park. Classified storage for tran aircrews is no longer avbl at Aftd Management Ops, please ctc Command Post for storage at DSN 896–5600 or C623–856–5600. Wx ops 24 hr fr 0600Z Mon thru 0130Z Fri, or until aflid closes ( whichever comes first). Dur weekends, hol and 56FW trng days Wx flw will remain on sby or report to work if aflid is sked to be open. No pax trm at Luke AFB. No space A pax accepted. ARFF status reduced to level 3 for weekends, Fed and wing down days. Rwy 03L–21R grooved full length.

AIRPORT MANAGER: 623–856–7131

COMMUNICATIONS: ATIS 134.925 269.9 C623–856–2361/2362 (Mon–Thu 1330–0530Z, Fri 1330–0130Z, ctsd wknd, hol and AETC family days) PTD 372.2

APP/DEP 118.15 363.125 (Opr 1300–0530Z Mon–Thur, 1300–0130Z Fri, ctsd wknd, hol and AETC family days).

PHOENIX APP/DEP CON 120.7 239.0 (0530–1300Z Tue–Fri, 0130–1300Z Sat–Mon, H24 hol and AETC family days).

TOWER 119.1 379.9 (Opr 1300–0530Z Mon–Thur, 1300–0130Z Fri, ctsd wknd, hol and AETC family days)

GND CON 133.175 335.8 CLNC DEL 126.25 273.475

COMD POST (BLABBERMOUTH) 349.4 PMSV METRO 267.4

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc Mon–Thu 1330Z–0530Z, Fri 1330Z–0130Z, clsd weekends, hol, and aetc family days, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LUF.

(L) TACAN Chan 77 LUF (113.0) N33°32.26’ W112°22.81’ at fld. 1076/13E. unmonitored when luke afb ATCT clsd.

TAC AZM unusable:
245º–265º byd 16 NM bio 13,000’
265º–275º byd 15 NM
275º–300º byd 16 NM bio 13,000’
No NOTAM MP: 0600–1230Z Sun, Wed

DME unusable:
245º–265º byd 16 NM bio 13,000’
275º–300º byd 16 NM bio 13,000’

ILS 108.7 I–LUF Rwy 03R. No NOTAM MP 0600–1230Z Tue, Thu, Sun. Caution: Is is 3,600’. Mountain range, 270–degrees, 7.0 DME from airfield.

ILS 110.9 I–EMJ Rwy 21L. Class IT. No NOTAM MP 0600–1230Z Tue, Thu, Sun.

ASR/PAR Opr 1330–0530Z Mon–Thu, 1330–0130Z Fri; clsd wkend, hol, and AETC family days. No NOTAM MP: ASR (Digital) 0600–1330Z weekday.

MARANA

MARANA RGNL (AVQ(KAVQ)) 15 NW UTC–7 N32°24.57’ W111°13.10’

RWY 12–30: H6901X100 (ASPH) S–75, D–100, 2S–160, 2D–300 MIRL 0.3% up SE

RWY 12: REIL. PAPI(P4L)—GA 3.0º TCH 44’.

RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Rgt tfc.

RWY 03–21: H3892X75 (ASPH) S–75, D–100, 2S–135, 2D–150 MIRL


RWY 21: PAPI(P2L)—GA 3.0º TCH 40’. Brush.

SERVICE:
S3 FUEL 100LL, JET A OX LGT ACTIVATE MIRL Rwy 03–21 and Rwy 12–30, REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 03, Rwy 21 and Rwy 12 and Rwy 30 opr continuously.

AIRPORT REMARKS:

AIRPORT MANAGER: 520-382-8052

WEATHER DATA SOURCES: AWOS–3 118.375 (520) 682–4104.

COMMUNICATIONS: CTAF/UNICOM 123.0

PHOENIX

PHOENIX H–4J, L–5C IAP SW, 12 AUG 2021 to 7 OCT 2021
**ARIZONA 55**

**PINAL AIRPARK (MZJ)(KMZJ) 7 NW UTC–7 N32º30.59´ W111º19.52´**

1893 B TPA—See Remarks NOTAM FILE MZJ

**RWY 12–30:** H6849X150 (ASPH) S–68, D–100, 2D–270,
2D/2D2–500 MIRL 0.3% up SE

**RWY 30:** Rgt ttc.

**SERVICE:** S4 FUEL 100LL, JET A OK 1, 2


**AIRPORT MANAGER:** 520-866-6545

**WEATHER DATA SOURCES:** AWOS–3PT 130.375 (520) 682–3519.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**CLEARANCE DELIVERY PHONE:** For CD ctc Tucson Apch at 520-829-6121.

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

**TUCSON (H) VORTACW 116.0 TUS Chan 107 N32º05.71´ W110º54.89´ 308º 32.4 NM to fld. 2671/12E.

VOR unusable:
050º–080º byd 30 NM b11,500’
350º–020º byd 30 NM b13,000’

TACAN AZIMUTH unusable:
050º–080º byd 30 NM b11,500’
155º–165º byd 35 NM b13,000’
350º–020º byd 30 NM b13,000’

DME unusable:
050º–080º byd 30 NM b11,500’
155º–165º byd 35 NM b13,000’
350º–020º byd 30 NM b13,000’

**MARBLE CANYON (L41) 1 SW UTC–7 N36º48.65´ W111º38.67´**

3603 NOTAM FILE PRC

**RWY 03–21:** H3715X35 (ASPH)

**RWY 21:** Tree.

**AIRPORT REMARKS:** Attended dalgt hours. Rwy 03 centerline only, no numbers or thld. Rwy 21 centerline only, no numbers or thld. No line of sight between rwy ends. Rwy 03–21 3530’ resurfaced, centerline marked. Additional 206’ of pavement not resurfaced on Rwy 03 thld end. First 1000’ Rwy 03 rough rutted. Landing fee. $5 single, $10 twin, $5 for helicopter. Pilots should monitor 122.9 within 5 NM of arpt. Phone to cancel flight plans across road at restaurant/motel.

**AIRPORT MANAGER:** 714-399-0160

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Los Angeles ARTCC at 661-575-2079.

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

**PAGE (L) VOR/DME 117.6 PGA Chan 123 N36º55.86´ W111º26.85´ 220º 11.9 NM to fld. 4250/13E.

VOR/DME unusable:
105º–230º byd 30 NM b11,000’
230º–245º byd 30 NM b12,000’
MARICOPA

AK–CHIN RGNL  (A39)  5 ESE  UTC–7  N32°59.43´  W111°55.13´  PHOENIX
1307  B  NOTAM FILE PRC  H–4I, L–5B, A
RWY 04–22: H4751X50 (ASPH)  MRLR  0.7% up NE
RWY 22: Thld dsplcd 290´, Fence.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–4751  TODA–4751  ASDA–4751  LDA–4751
RWY 22: TORA–4751  TODA–4751  ASDA–4751  LDA–4461

SERVICE: S4  FUEL  100LL  LGT  ACTIVATE MRLR Rwy 04–22—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z. Fuel avbl 24 hrs, self-serve with major credit card. Ultralight activity invol
artp. 45°–p–line 2 miles south southwest and 2 miles northeast of arpt. Antenna estimated to be approximately
200°–300° or more AGL, approximately 3 miles west northwest from west boundary of Ak–Chin Rgnl Arpt. Rwy 22 +8´
fence 116´ from EOR, highway 166´ from EOR. FBO 520–413–3110.

AIRPORT MANAGER: 520-568-1683
WEATHER DATA SOURCES: AWOS–3 126.900 (520) 568–7704.

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION:

PHOENIX  (H) VORTACW 115.6  PXR  Chan 103  N33°25.98´  W111°58.21´  162°  26.6 NM to fld. 1184/12E.
VOR unusable:  345°–360° byd 33 NM blo 10,000´
TACAN AZIMUTH & DME unusable:  345°–360° byd 33 NM blo 11,000´
VORTAC unusable:  015°–034° byd 33 NM blo 10,000´
090°–100° byd 15 NM blo 8,000´
185°–190° byd 30 NM blo 8,000´
185°–190° byd 38 NM blo 9,000´
190°–230° byd 20 NM blo 10,000´
345°–034° byd 10 NM blo 6,000´
345°–034° byd 20 NM blo 8,000´
360°–015° byd 33 NM blo 11,000´
DME unusable:  215°–315°

ESTRELLA SAILPORT  (E68)  6 W  UTC–7  N33°05.12´  W112°09.66´  PHOENIX
1273  NOTAM FILE PRC  H–4I
RWY 07–25: 3740X20 (DIRT)
RWY 07: Brush.
RWY 25: Brush.
RWY 06R–24L: H2520X30 (ASPH)
RWY 06R: Rgt tfc.
RWY 06C–24C: 1995X25 (DIRT)
RWY 06C: Brush. Rgt tfc.
RWY 24C: Brush.
RWY 06L–24R: 1910X25 (DIRT)
RWY 06L: Tree. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1800Z–dusk, Sat and Sun 1600Z–dusk. Arpt CLOSED at ngt. Rwy 07 clsd indefly. All
acft PPR due to heavy glider activity ctc (520) 568–2318. Obstrns mtns SW, N and NW. 1 ft berm and 1 ft ditch 30 ft
north of Rwy 06L–24R. Powered aircraft pattern is S of runways; glider pattern is N of runways. Powered aircraft are
requested to use rwy not in use by gliders. Powered acft be alert for heavy glider tfc operating without communication
within 5 NM of Estrella Sailport. An aerobatic box is active from 1600–0100Z, one square mile around the PXRx194023.
Heavy no–radio activity. Paved rwy for tkf only. Frequency 123.3 avbl for communication between glider and tow acft.

AIRPORT MANAGER: 520-568-2318
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Phoenix Apch at 602-306-2565.
ARIZONA

MEADVIEW

PEARCE FERRY (L25)  3 N  UTC–7  N36º05.59´ W114º02.80´

2941 NOTAM FILE PRC
RWY 01–19  2900X110 (DIRT)
RWY 01  Rgt tcf.

AIRPORT REMARKS: Unattended. Rubber tires in "X" pattern mark CLOSED–abandoned rwy. Signs 1050´ from Rwy 01, 90´ left; 200´ from Rwy 19, 110´ left. Rwy 01–19 550´ stopway south of Rwy 01 covered with large loose rocks and low vegetation. Scattered +5´ bushes along the east and west side of Rwy 01–19. Rwy 01–19 center 50´ clear of vegetation. Gravel apron area located west side of Rwy 19 near arch end.

AIRPORT MANAGER: (702) 293-2011

COMMUNICATIONS: CTAF
122.9

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

MESA

FALCON FLD (FFZ/KFFZ)  5 NE  UTC–7  N33º27.65´ W111º43.70´

1394 B TPA—See Remarks NOTAM FILE FFZ
RWY 04R–22L  H5100X100 (ASPH)  S–38, D–60, 2D–90  MIRL
0.6% up NE
RWY 04R: REIL. PAPI(P4L)—GA 4.0º TCH 42´. Road.
RWY 22L: REIL. PAPI(P4L)—GA 4.0º TCH 49´.
RWY 04L–22R: H3799X75 (ASPH)  S–12.5  MIRL  0.5% up NE
RWY 04L: REIL. PAPI(P2L)—GA 4.0º TCH 42´.
RWY 22R: REIL. PAPI(P2L)—GA 4.0º TCH 42´. Rgt tcf.

SERVICE: S4  FUEL  100LL, JET A1+  0X  1, 2, 3, 4  LGT
When ATCT clsd MIRL Rwy 04R–22L and twy lgts preset low ints to increase ints
ACTVT—CTAF. MIRL Rwy 04L–22R unavbl when ATCT clsd. Rwy 22L PAPI does not provide obstruction clnc byd 4.0 NM from threshold.


AIRPORT REMARKS: Attended continuously. For svc ctc FBO on 122.950 (480–832–2582). Rwy 04L–22R clsd when twr clsd. When ATCT clsd Rwy 22L has right traffic. Birds invol arpt. Coyotes and other wildlife occasionally crossing rwy and twys. Turbulent conditions may be encountered blo 500´ AGL near gnd test site 1.5 miles north of arpt. Rising terrain northeast of arpt. Extensive fixed wing and rotorcraft flight training activity. Do not mistake Boeing heliport 1 mile north for a rwy. TPA—2400 (1006) for light acft, 2900 (1506) for large and turbine–powered acft, 1900 (506) for rotorcraft. Rwy 04R and Rwy 04L are the preferred rwy when wind conditions are less than 5 knots. Repetitive training opns use Rwy 04L–22R whenever possible. Avoid repetitive training ops 0500–1230Z. Blast pads installed on Rwy 04L and Rwy 22R. Blast pads dimensions, 150´ x 95´. 2786 (1392) unlgtd mtn 5 mi east.

AIRPORT MANAGER: 480-644-2450

WEATHER DATA SOURCES: AGOS (480) 641–4111 LAWRS.
COMMUNICATIONS: CTAF  PHOENIX APP/DEP CON 120.7
PHOENIX IAP 115.6 PXR Chan 103
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

LAS VEGAS

PHOENIX

H–41, L–58, A

PHOENIX  (H) VORTACW
115.6  PXR  Chan 103  N33º25.98´ W111º58.21´  070º 12.3 NM to fid. 1184/12E.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.
NOGALES INTL  (OLS)(KOLS)  7 NE  UTC–7  N31°25.06´ W110º50.87´
3955  B  AOE  LRA  NOTAM FILE OLS
RWY 03–21: H7200X100 (ASPH)  S–21  MIRL  1.6% up NE
  RWY 03: PAPI(P4L)—GA 3.0º TCH 68’. Brush.
  RWY 21: PAPI(P4L)—GA 4.0º TCH 17’. Thld dsplcd 899’.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTVT MIRL Rwy 03–21—CTAF.
Rwy 03 PAPI OTS indef.
AIRPORT REMARKS: Attended 1400–0200Z. Wildlife on or inv of apt.
Straight–in apchs not recommended. GWT S–21 for center 90 ft,
remainder of rwy width is S–7. Rwy 03 is CLOSED to touch and go
landing. Rwy 03 numbers and cntrln faded. Rwy 21 designated calm
wind rwy. Flight Notification Service (ADCUS) available.
AIRPORT MANAGER: 520-841-0111
WEATHER DATA SOURCES: ASOS 121.125 (520) 287–9332.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (PRESCOTT RADIO)
TUCSON APP/DEP CON 118.75
CLEARANCE DELIVERY PHONE: For CD ctc Tucson Apch at 520-829-6121.
RADIO AIDS TO NAVIGATION: NOTAM FILE OLS.
(L) VOR/DME 108.2  OLS Chan 19  N31º24.90´
  W110º50.93´ at fld. 3877/12E.
VOR/DME unusable:
  030º–080º byd 25 NM blo 17,900´
  330º–355º byd 30 NM blo 13,500´
COMM/NAV/WEATHER REMARKS: Call Prescott Radio on 122.4 to close all flight plans.
HELIPAD H1: H97X97 (CONC)  S–22
ARIZONA PAGE MUNI (PGA)(KPGA) 1 E UTC–7 N36º55.56´ W111º26.90´ 4317 B Class III, ARFF Index A NOTAM FILE PGA

RWY 15–33: H5950X150 (ASPH) S–65, D–90, 2S–114, 2D–190
PCN 15 F/C/W/T MIRL 1.2% up S
RWY 15: REIL. VASI(V4L)—GA 3.0º TCH 52˚.
RWY 33: REIL. VASI(V4L)—GA 3.0º TCH 30˚. Rgt tfc.
RWY 07–25: H2201X75 (ASPH) D–12.5 PCN 2 F/D/Y/T 0.3% up E
RWY 07: Thld dsplcd 588´.
RWY 25: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–2201 TODA–2201 ASDA–2201 LDA–1613
RWY 15: TORA–5950 TODA–5950 ASDA–5950 LDA–5950
RWY 33: TORA–5950 TODA–5950 ASDA–5950 LDA–5950

SERVICE: S4 FUEL 100LL, JET A GX 1, 3, 4 LGT ACTIVATE MIRL
Rwy 15–33 and REIL Rwly 15 and Rwly 33—CTAF. VASI Rwly 15 and Rwly 33 opr continuously.

AIRPORT REMARKS: Attended dalgt hours. For fuel after hours; 928–645–5356. Rwly 15–33 CLOSED to air carrier ops with more than 30 psgr seats except 24 hr prior permission call amgr (928)–645–8861. Rwly 07–25 not avbl for scheduled acr opns with more than 9 psgr seats or unscheduled acr at least 31 psgr seats. ARFF avbl 5–7 minutes without prior permission. Use Rwly 07–25 only during high winds. Overnight parking fee.

AIRPORT MANAGER: 928-645-4240
WEATHER DATA SOURCES: ASOS 120.625 (928) 645–1228.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (PRESIDENT RADIO)
DENVER CENTER APP/DEP CON 127.55

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 PGA.
(L) VOR/DME 117.6 PGA Chan 123 N36º55.86´ W111º26.85´ at fld. 4250/13E.
VOR/DME unusable:
105º–230º byd 30 NM blo 11,000´
230º–245º byd 30 NM blo 12,000´
COMM/NAV/WEATHER REMARKS: UNICOM advisory avbl 122.8 SR to SS only.
PARKER

AVI SUQUILLA (P20) 1 E UTC–7 N34°08.99′ W114°16.07′

458 B TPA—1258(800) NOTAM FILE PRC

RWY 01–19: H6250X100 (ASPH) S–30, D–50 MIRL

RWY 01: PAPI(P4L)—GA 3.0º TCH 40′. Rgt tfc.

RWY 19: PAPI(P4L)—GA 3.0º TCH 40′.

SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 01–19; twy lghts—CTAF.

AIRPORT REMARKS: Attended 1500–0000Z. Service fee for fuel when arpt is unattended. Intermittent high altitude military parachute activity in vicinity of arpt. For airframe/power plant repairs call arpt manager 928–669–2168. Calm wind Rwy 19. Rwy 01–19 intersection takeoffs prohibited from Twy A2. Rwy 01–19 150′ blast pads both ends. All helicopter ops use designated helipads on north ramp. Rwy 01 numbers and centerline markings faded and some missing. Rwy 19 numbers and centerline faded and some missing.

AIRPORT MANAGER: 928-669-2168

WEATHER DATA SOURCES: AWOS–3PT 132.75 (928) 669–2160.

COMMUNICATIONS: CTAF/UNICOM 122.725

L.A. CENTER APP/DEP CON 128.15

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARKER (H) VORTAC 117.9 PKE Chan 126 N34°06.12′ W114°40.92′ 067º 20.8 NM to fld. 1000/15E.

VOR unusable:
090º–110º byd 25 NM blo 3,800′
110º–140º byd 8 NM blo 4,200′
140º–155º byd 20 NM blo 4,200′
155º–170º byd 25 NM blo 4,900′
170º–185º byd 30 NM blo 4,900′
230º–240º byd 33 NM blo 5,900′
260º–290º byd 29 NM blo 5,900′
290º–300º byd 33 NM blo 6,800′
300º–315º byd 25 NM blo 6,800′
325º–335º byd 25 NM blo 5,300′

TACAN AZIMUTH & DME portion unusable:
090º–167º
167º–170º byd 25 NM blo 4,900′
170º–185º byd 30 NM blo 4,900′
230º–240º byd 33 NM blo 5,900′
260º–290º byd 29 NM blo 5,900′
290º–300º byd 33 NM blo 6,800′
300º–315º byd 25 NM blo 6,800′
325º–335º byd 25 NM blo 5,300′
PAYSON (PAN)(KPAN) 1 W UTC–7 N34º15.41´ W111º20.36´
5157 B TPA—See Remarks NOTAM FILE PRC
RWY 06–24: H5504X75 (ASPH) S–40, D–50, 2D–100 MIRL
0.3% up E
RWY 06: REIL. PAPI(P2R)—GA 3.0º TCH 37´.
RWY 24: REIL. PAPI(P2L). Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A LGT Dusk–Dawn, MILY Rwy 06–24
preset low intst, to incr intst, and ACTVT REIL Rwy 06 and Rwy 24;
PAPI Rwy 06—CTAF. PAPI Rwy 24 oper 24 hrs continuously.
NOISE: Departure noise abatement procedures in effect, turn north 30º for
2 NM. Avoid arr/dep over town below 1000 ft.
AIRPORT REMARKS: Attended 1400–2300Z Mon–Fri, 1400–1900Z
Sat–Sun. Self–serve fuel only with credit card. Fuel facility located at
west end of arpt. For safety of movement, follow taxi direction signs in
the self–fueling area. Jet A with additive. Single point avbl. No fuel
trucks avbl. For fueling assistance call 928–970–0887. Rwy 24 calm
wind rwy. TPA—Prop engine 6200 (1043), jet/multi–engine and large
engine 6700 (1543), helicopters 5700 (543). 150´ blast pad on Rwy
06 and Rwy 24. Arpt campground near west aircraft ramp.
AIRPORT MANAGER: 928-472-4748
WEATHER DATA SOURCES: AWOS–3PT 119.325 (928) 472–4260.
COMMUNICATIONS: CTAF/UNICOM 122.8
© ALBUQUERQUE CENTER APP/DEP CON 127.675
RADIO AIDS TO NAVIGATION: NOTAM FILE INW.
••••••••••••••••••
HELIPAD H1: H50X50 (CONC)

PAYSON N34º15.27´ W111º20.11´ NOTAM FILE PAN.
(H) DME 116.35 PAN Chan 110(Y) at Payson. 5225/0W.

PEACH SPRINGS
GRAND CANYON Caverns (L37) 9 E UTC–7 N35º31.63´ W113º14.85´
5397 NOTAM FILE PRC
RWY 05–23: 5100X45 (GRVL)
RWY 05: Fence.
RWY 23: Fence.
AIRPORT REMARKS: Attended dalgt hours. Deer and elk on and invof arpt. Prairie dog holes at rwy edge full length. Rwy 05–23
2–3´ brush within 10´ of rwy edge full length. Rwy 05 + 4–6´ fence both sides of rwy plus/minus 200´ from thld. Rwy
05–23 Fence and ponds within primary sfc 400–800´ from Rwy 23 thld. Rwy 05–23 dsplcd thlds marked with 2 painted
tires on each side of rwy, approx 300´ from thld.
AIRPORT MANAGER: 928-422-3223
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
GRAND CANYON WEST  (1G4)  60 NW UTC–7  N35°59.17´ W113°49.02´

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–5000  TODA–5000  ASDA–5000  LDA–5000
RWY 35: TORA–5000  TODA–5000  ASDA–5000  LDA–5000

SERVICE:  LGT ACTIVATE REIL Rwy 17 and Rwy 35, and MIRL Rwy 17–35—CTAF.

AIRPORT REMARKS: Attended dalgt hrs. Use extreme care due to large volume of high-speed fixed wing and rotary wing tfc in and around vicinity of the arpt. Due to high commercial fixed wing and helicopter tfc volume no practice touch and go ops. Calm winds recommend using Rwy 35 for departures and Rwy 17 for ldgs. Transient acft must park at south end of apron.

AIRPORT MANAGER:  928-769-2627


COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION:

NOTAM FILE PRC.

PEACH SPRINGS  (H) VOR/DME 112.0  PGS Chan 57  N35°37.48´ W113°32.67´ 314º 25.4 NM to fld. 4760/15E.

VOR unusable: 205º–255º byd 30 NM bio 10,500´
DME unusable: 205º–255º byd 30 NM bio 10,500´

PHOENIX

PEACH SPRINGS  N35°37.48´ W113°32.67´ NOTAM FILE PRC.

( H) VOR/DME 112.0  PGS Chan 57  314º 25.4 NM to Grand Canyon West. 4760/15E.

VOR unusable: 205º–255º byd 30 NM bio 10,500´
DME unusable: 205º–255º byd 30 NM bio 10,500´

RCO 122.25 (PRESCOTT RADIO)

PEARCE FERRY  (See MEADVIEW on page 57)

PEORIA

PLEASANT VALLEY  (P48)  0 N UTC–7  N33°48.04´ W112°15.04´

1580  NOTAM FILE PRC

RWY 05C–23C: 4200X100 (DIRT)
RWY 05C: Thld dsplcd 490´. Road. Rgt tfc.
RWY 23C: Thld dsplcd 200´. Road.
RWY 05L–23R: 4200X100 (GRVL)
RWY 05L: Thld dsplcd 480´. Road.
RWY 23R: Thld dsplcd 63´. Road. Rgt tfc.
RWY 05R–23L: 4200X100 (DIRT)
RWY 05R: Thld dsplcd 580´. Road. Rgt tfc.
RWY 23L: Thld dsplcd 240´. Road.
RWY 14–32: 2400X100 (GRVL)
RWY 32: Thld dsplcd 300´. Road.

SERVICE:  FUEL 100LL


AIRPORT MANAGER:  (623) 566-5960

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Phoenix Apch at 602-306-2565.
PHOENIX DEER VALLEY  (DVT)(KDVT)  15 N UTC–7  N33º41.30´ W112º04.95´

1478  B  TPA—See Remarks  NOTAM FILE DVT

PCN 29 F/C/Y/T  MIRL

RWY 07R: REIL, PAPI(P2L)—GA 3.0° TCH 42’. Thld dspcld 898’. Sign. Rgt tcf. 0.5% up.

RWY 25L: REIL, PAPI(P2L)—GA 3.0° TCH 38’. Thld dspcld 916’. Hill. 0.4% down.

RWY 07L–25R: H4500X75 (ASPH)  S–70, D–117 PCN 50 F/C/Y/T MIRL 0.5% up E

RWY 07L: REIL, PAPI(P2L)—GA 3.5° TCH 51’.

RWY 25R: REIL, PAPI(P2L)—GA 4.0° TCH 48’. Hill. Rgt tcf.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07R: TORA–8196  TODA–8196  ASDA–8196  LDA–7299


AIRPORT REMARKS: Attended continuously. Arpt admin hrs 1300–0400Z. Fuel avbl 24 hr self svc 100LL only with major credit card. Lgtd hills NE, E, SE and W. Birds and wildlife on and invof arpt. Hot air balloon ops N, NE and NW of arpt. Intensive pilot training area, exercise extreme vigilance within 20 NM. Extensive flight training invof arpt. Aerobatic practice area approximately 8.5 miles NW of DVT arpt from sfc to 6,000’ MSL. Rwy 07L–25R is designated training rwy. Twp D1 and D13 runup pads clsd to acft with wingspan more than 49’. Fee for all charters; travel clubs and certain revenue producing acft. Special Air Traffic Rule (SATR) in effect west of arpt check sectional/TAC. TPA–2500(1022) single engine and 3000(1522) multi engine.

AIRPORT MANAGER: 623-869-0975

WEATHER DATA SOURCES: ASOS 126.5 (623) 587–7764.

COMMUNICATIONS: CTA F 118.4  UNICOM 122.95  ATIS 126.5

PHOENIX RCO 122.2 (PRESCOTT RADIO)

PHOENIX APP/DEP CON 120.7

DEER VALLEY TOWER 118.4 (Arr 070º–250º and Rwy 07R–25L Dep) 120.2 (Arr 251º–069º and Rwy 07L–25R Dep)

(1300–0700Z) GND CON 121.8  CLNC DEL 123.9

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Phoenix Apch at 602-306-2565.

AIRSPACE: CLASS D svc 1300–0700Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

VOR unusable:
345°–360° byd 33 NM blo 10,000'
345°–360° byd 33 NM blo 11,000'

TACAN AZIMUTH & DME unusable:
345°–360° byd 33 NM blo 10,000'

VORTAC unusable:
015°–034° byd 33 NM blo 10,000'
090°–100° byd 15 NM blo 8,000'
185°–190° byd 30 NM blo 8,000'
185°–190° byd 38 NM blo 9,000'
190°–230° byd 20 NM blo 10,000'
345°–034° byd 10 NM blo 6,000'
345°–034° byd 20 NM blo 8,000'
360°–015° byd 33 NM blo 11,000'

DME unusable:
215°–315°

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.
PHOENIX SKY HARBOR INTL (PHX/KPHX) P (ANG) 3 E UTC–7 N33°26.06´ W112º00.70´ PHOENIX H–4 L–5B, A
IAP/AD

RWY 08–26: H11489X150 (CONC–GRVD) S–30, D–200, 2S–175, 2D–455, 2D/2D2–965 PCN 74 R/B/W/T HIRL


RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 71´. Road. Rgt tfc.


RWY 07L: MALSR. PAPI(P4L)—GA 3.0º TCH 73´. RVR–T Pole. Rgt tfc.

RWY 25R: PAPI(P4L)—GA 3.0º TCH 70´. RVR–R Antenna.

RWY 07R–25L: H7800X150 (CONC–GRVD) S–30, D–200, 2S–175, 2D–400, 2D/2D2–1010 PCN 79 R/B/W/T HIRL

RWY 07R: MALSR. PAPI(P4L)—GA 3.0º TCH 66´. Pole.

RWY 25L: MALSR. PAPI(P4L)—GA 3.0º TCH 70´. Antenna.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L: TORA–10300 TODA–10300 ASDA–10300 LDA–10300

RWY 07R: TORA–7800 TODA–7800 ASDA–7800 LDA–7800

RWY 08: TORA–11489 TODA–11489 ASDA–11489 LDA–10591


RWY 26: TORA–11489 TODA–11489 ASDA–11489 LDA–11489

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 MILITARY— JASU 1(MD–3M) 1(MA–1A) FUEL J4–Ltd supply (MIL), A+

(C602–273–3770.) (NC–100LL, A)

FLUID LPOX LOX

OIL O–148 (Mil)

NOISE: NS ABTMT procedures are in effect at all times. No engine runs ups on arpt between 2300L–0500L.

AIRPORT REMARKS: Attended continuously. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. TPA—2135(1000) lgt acft and non–turbo jets; 2635(1500) heavy acft and turbjets. Twy R and portions of Twy S and Twy T directly blo the twr are non–visible areas from the twr. Twy R overhead train bridge at midpoint provides 82´–4” clnc. Twys A, A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, F btn G2 and G3, D btn D8 and T, D btn S and R, restricted to a wingspan of less than 135´. Twys C btn S and R, D btn D2 and D7, D3, D6, H btn H4 and H7, H7 restricted to wingspan of less than 171´. No experimental fit of gnd demonstration on arpt without prior written consent from the airside ops. National guard has ltd tran maintenance and parking RON by PPR (602) 302–9119. PPR acft with wingspan 215 ft or greater (Group VI) call arpt opns 602–272–2008 for follow–me services while taxiing to and from ramp and rwys. Practice instrument approaches, stop and taxi back landings, stop and go landings, touch and go landings are prohibited. All other flight training operations prohibited wo prior written approval (Airside Ops 602–272–2008). No engine runs on arpt without prior coord with airside ops. Intl ldg rgts rqr coordination with arpt ops 48 hrs prior to arrival. International gate use rqr coordination with arpt ops 48 hours prior to arrival. Review hot spot info on arpt diagram. Additional safety video @ http://skyharbor.com/business/forpilots/safetyvideoforpilots. General aviation should ctc arpt mgr 602–273–3300 as to how to view/review arpt video. Rwy status lgts are in opr. For general questions call arpt communication center (602) 273–3302. Ldg fee. Fee for all charters, travel clubs and certain revenue producing acft. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 602-273-3302

WEATHER DATA SOURCES: ASOS (602) 231–8557 TDWR.

COMMUNICATIONS: D–ATIS 127.575
RCO 122.2 (PRESCOTT RADIO)


120.7 (319°–057° blo 7500´) 123.7 (119°–138° blo 7500´) (139°–191° blo 8500´) 124.9 (058°–118° blo 10,500´)

126.8 (058°–118° 10,500´ and abv) (119°–138° abv 14,500´) (139°–191° 8500´ and above) (192°–263° abv 12,500´)

128.65 (340°–079° abv 5,500´) 126.375

TOWER 118.7 (Rwy 08–26) 120.9 (Rwy 07R–25L and Rwy 07L–25R) GND CON 119.75 (North) 132.55 (South)

CLNC DEL 118.1

CPO/LC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

VOR TEST FACILITY (VOT)

109.0

RADIO AIDS TO NAVIGATION:

NOTAM FILE PRC.

(H) VORTACW 115.6 PXR Chan 103 N33º25.98´ W111º58.21´ 260º 2.1 NM to fld. 1184/12E.

VOR unusable:

345º–360º byd 33 NM blo 10,000´

TACAN AZIMUTH & DME unusable:

345º–360º byd 33 NM blo 11,000´

VORTAC unusable:

015º–034º byd 33 NM blo 10,000´

090º–100º byd 15 NM blo 8,000´

185º–190º byd 30 NM blo 8,000´

185º–190º byd 38 NM blo 9,000´

190º–230º byd 20 NM blo 10,000´

345º–034º byd 10 NM blo 6,000´

345º–034º byd 20 NM blo 8,000´

360º–015º byd 33 NM blo 11,000´

DME unusable:

215º–315º

ILS/DME 111.5 I–PHX Chan 52 Rwy 07L.

Class IE.

ILS/DME 110.75 I–AHA Chan 44(Y) Rwy 07R.

Class ID.

LOC unusable 25º left of course. Autopilot coupled apch not applicable blw 1,307´ MSL (0.3 NM).

ILS/DME 111.75 I–CWJ Chan 54(Y) Rwy 26.

Class IB.

PHOENIX–MESA GATEWAY

(KIWA) 20 SE UTC–7 N33º18.47´ W111º39.33´ 1384 B TPA—See Remarks Class I, ARFF Index C

NOTAM FILE IWA MON Airport

RWY 12C–30L:

H10401X150 (CONC) S–55, D–95, 2S–120, 2D–185, 2D/2D2–550 PCN 71 R/C/W/T MIRL

RWY 12R:

PAPI(P4L)—GA 3.0º TCH 60´. Rgt ttc. 0.3% up.

RWY 30L:

PAPI(P4L)—GA 3.0º TCH 60´. 0.4% down.

RWY 12C–30C:

H10201X150 (ASPH–CONC) S–55, D–95, 2S–120, 2D–185, 2D/2D2–550 PCN 26 R/D/W/T HIRL

RWY 12C:

PAPI(P4L)—GA 3.0º TCH 50´. 0.3% up.

RWY 30C:

PAPI(P4L)—GA 3.0º TCH 49´. 0.3% down.

RWY 12L–30R:

H9300X150 (CONC) S–75, D–210, 2S–175, 2D–590, 2D/2D2–850 PCN 88 R/C/W/T HIRL

RWY 12L:

REIL. PAPI(P4L)—GA 3.0º TCH 74´. 0.3% up.

RWY 30R:

REIL. PAPI(P4L)—GA 3.0º TCH 75´. Rgt ttc. 0.3% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12C:

TORA–10201 TODA–10201 ASDA–10201 LDA–10201

RWY 12L:

TORA–9300 TODA–9300 ASDA–9300 LDA–9300

RWY 12R:

TORA–10401 TODA–10401 ASDA–10401 LDA–10401

RWY 30C:

TORA–10401 TODA–10401 ASDA–10401 LDA–10401

RWY 30L:

TORA–9300 TODA–9300 ASDA–9300 LDA–9300

RWY 30R:

TORA–9300 TODA–9300 ASDA–9300 LDA–9300

SERVICE:

S1 FUEL 100LL, JET A OK 3, 4 LGT For ReIL Rwy 12L and Rwy 30R ctc ATCT. After ATCT clsd, arpt lghts remain on.

NOISE:


AIRPORT REMARKS:

Attended continuously. Fuel avbl continuously ctc 480–988–7700 or 129.875. Be alert for crop dusting activity inof arpt. Be alert for crop dusting activity at or below 2000´ MSL between 2 and 3 miles on apch for Rwy 30R, Rwy 30L and Rwy 30C. Occasional wildlife inof arpt. Rwy 12C first 1000´ conc, Rwy 30C first 3500´ conc, remaining center portion asph. All non–emergency act in of AV–8 model acft, all variations, limited to Rwy 12L–30R. 24–hr prior permission req for unscheduled air carrier ops with more than 30 passenger seats, call arpt ops. Large/heavy acft taxi with inboard engines only. Twp W between Twp H and Twp V rstd to act with wingspan less than 155´. Twp T accessible for act with wingspan between 119´ and 170´ with wing walkers from Twp W south of Twp V. 7´ chain link fence on southern portion of middle ramp. Twp Y rstd to act with wingspan less than 79´. TPA—Fixed Wing 2602(1218), Jet 3102(718), Rotorcraft 2102(718). No ldg fee for U.S. Government owned, non–revenue and flight training act up to 12,500 lbs.

AIRPORT MANAGER:

(480) 988-7708

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: AWOS–3 133.5 (480) 988–9428. AWOS is available from 0700–1200Z‡ (mst) on 133.5, or 24 hrs via phone: 480–988–9428.

COMMUNICATIONS: CTAF 120.6 ATIS 133.5 (1200–0700Z) PHX APP/DEP CON 124.9
GATEWAY TOWER 120.6 1200–0700Z GND CON 128.25
CLNC DEL 135.05

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Phoenix Apch at 602-306-2565.

AIRSPACE: CLASS D svc 1200–0700Z; other times CLASS G.

RADIO AIDS TO NAVIGATION:
NOTAM FILE IWA.

WILLIE (L) VORTACW 113.3 IWA Chan 80 N33º18.19´ W111º39.09´ at fld. 1367/13E.
VOR unusable:
300º–320º byd 25 NM blo 7,500´
320º–300º byd 20 NM blo 7,500´

TACAN AZIMUTH unusable:
020º–055º byd 30 NM blo 12,000´
150º–195º byd 20 NM blo 7,500´

DME unusable:
020º–055º byd 30 NM blo 12,000´
150º–195º byd 20 NM blo 7,500´

ILS 110.15 I–IWA Rwy 30C. Class IE. LOC unusable byd 25º left and right of course. Unmonitored 1200–1900Zl.

COMM/NAV/WEATHER REMARKS:
AWOS is avbl from 0700–1200Z on 133.5, or 24 hrs via phone 480–988–9428.

PHOENIX GOODYEAR (See GOODYEAR on page 47)

PHOENIX
N33º25.98´ W111º58.21´ NOTAM FILE PRC.

(V) VORTACW 115.6 PXR Chan 103 260º 2.1 NM to Phoenix Sky Harbor Intl. 1184/12E.
VOR unusable:
345º–360º byd 33 NM blo 10,000´

TACAN AZIMUTH & DME unusable:
345º–360º byd 33 NM blo 11,000´

VORTAC unusable:
015º–034º byd 33 NM blo 10,000´
090º–100º byd 15 NM blo 8,000´
185º–190º byd 30 NM blo 8,000´
185º–190º byd 38 NM blo 9,000´
190º–230º byd 20 NM blo 10,000´
345º–034º byd 10 NM blo 6,000´
345º–034º byd 20 NM blo 8,000´
360º–015º byd 33 NM blo 11,000´

DME unusable:
215º–315º

RCO 122.2 (PRESCOTT RADIO)

PIMA
FLYING J RANCH (E37) 4 SW UTC–7 N32º50.87´ W109º52.90´

1314 NOTAM FILE PRC

RWY 18–36: 2950X45 (DIRT)
RWY 18: Brush.
RWY 36: Brush.

RWY 07–25: 1650X48 (DIRT)
RWY 07: Brush.
RWY 25: Brush.

AIRPORT REMARKS: Attended continuously. Rwy 18–36 28´ power pole 67´ west of rwy 700´ north of Rwy 36 thld. Drop-offs on sides of both rwys and ends. Rwy 18–36 fuel tank 55´ right of centerline 100´ from Rwy 18 thld. Rwy 07–25 has 1–2 ft brush scattered on surface, 3–10 ft brush in primary surface, some as close as 20 ft fm cntrln. Rwy 18–36 4´–6´ brush in primary surface, both sides. Rwy 18–36, south 540 ft of rwy is 45 ft wide, north 240 ft of rwy is 80 ft wide. Rwy 18–36 rough in places due to large rocks on surface, however no ruts.

AIRPORT MANAGER: 928-485-9201
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

PINAL AIRPARK (See MARANA on page 55)

PLEASANT VALLEY (See PEORIA on page 62)
POLACCA (P10) 3 SW UTC–7 N35º47.50´ W110º25.40´ 5573 TPA—6398(825) NOTAM FILE PRC
RWY 04–22: H4200X50 (ASPH) RWY LGTS(NSTD) 0.3% up NE
RWY 04: Brush.
RWY 22: Brush.
SERVICE: LGT Rwy 04–22 LIRL solar powered lighting system.
AIRPORT REMARKS: Unattended. Rwy 04–22 has numerous large cracks, holes, rough surface, patches and loose rock. Rocks piled, in circle, around wind indicator. Rwy 04–22, 1–5’ brush 45´ from centerline both sides full length of rwy. Road crossing rwy. Wash in safety zone. This arpt underlies a Military Operations Area (MOA). Pilots need to be aware of all restrictions and check for any NOTAMS in advance of flying through the MOA. Solar powered blue perimeter lgts at corners of parking ramp.
AIRPORT MANAGER: (928) 734-3243
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
Self svc fuel rstd to acft with wingspan 50´ or less. Rwys 03L–21R CLOSED 0500–1300Z. Wildlife invof rwys and twys. Fld cond not monitored 2200–0500 local. Class I, ARFF Index A. ARFF Index B available upon request. Acft depg Rwy 21L continue rwy heading until across hwy and make immediate left turn. 20´ drop–off 300´ from apch end Rwy 12. Rwy 21L designated calm wind rwy. Use caution on Rwy 12–30 for chg in rwy grad at Rwy 03R–21L int. Rwy 03L–21R not avbl for air carrier ops. Twy B rstd to acft with wingspan 45´ or less. Winch tow in use up to 2500´ AGL approximately 6 NM east at Goodwin Memorial Gliderport. Overnight parking fee. ILS unmon when tower clsd. TPA for light acft all rwys 6045(1000). TPA for large acft, all turbo prop/jet and high performance acft all rwys 6545(1500). Ldg fee for tran commercial acr 12,500 lbs or greater based upon maximum certificated ldg weight. NOTE: See Special Notices—Extensive Flight Training in the vicinity of Ernest A. Love Field, Prescott, AZ.
AIRPORT MANAGER: (928) 777-1114
WEATHER DATA SOURCES: ASOS 127.2 (928) 541–3850.
COMMUNICATIONS: CTAF 125.3 ATIS 127.2 UNICOM 122.95
PHOENIX RCC 122.2 (PHOENIX RADIO)
PHOENIX APP/DEP CON 133.575
SW, 12 AUG 2021 to 7 OCT 2021
CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 110.0

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

DRAKE (H) VORTACW 114.1 DRK Chan 88 N34º42.15´ W112º28.82´ 119º 4.2 NM to fld. 4966/14E.

VOR unusable:
055º–080º byd 29 NM bio 9,300´
125º–140º byd 35 NM bio 8,500´
140º–160º byd 30 NM bio 9,500´
160º–175º byd 35 NM bio 9,500´
175º–185º byd 30 NM bio 9,500´
185º–195º byd 23 NM bio 9,100´
195º–220º byd 13 NM bio 9,100´
220º–235º byd 25 NM bio 9,100´
265º–275º byd 30 NM bio 8,800´

TACAN AZIMUTH unusable:
055º–080º byd 29 NM bio 9,300´
125º–140º byd 35 NM bio 8,500´
140º–160º byd 30 NM bio 9,500´
160º–175º byd 35 NM bio 9,500´
175º–185º byd 30 NM bio 9,500´
185º–195º byd 23 NM bio 9,100´
195º–220º byd 13 NM bio 9,100´
220º–235º byd 25 NM bio 9,100´
265º–275º byd 30 NM bio 8,800´

DME unusable:
055º–080º byd 29 NM bio 9,300´
125º–140º byd 35 NM bio 8,500´
140º–160º byd 30 NM bio 9,500´
160º–175º byd 35 NM bio 9,500´
175º–185º byd 30 NM bio 9,500´
185º–195º byd 23 NM bio 9,100´
195º–220º byd 13 NM bio 9,100´
220º–235º byd 25 NM bio 9,100´
265º–275º byd 30 NM bio 8,800´

ILS/DME 108.5 I–PRC Chan 22 Rwy 21L. Class IA. ILS/DME unmonitored 0500–1300Z.

ROBLES N32º04.46´ W111º21.61´ NOTAM FILE PRC.

ND (MHW) 220 RBJ 2611/12E. NDB unmonitored.

ROLLE AIRFIELD (See SAN LUIS on page 70)

RYAN FLD (See TUCSON on page 77)
SAFFORD RGNL  (SAD)(KSAD)  3 E  UTC–7  N32º51.20´  W109º38.10´

3178  B  NOTAM FILE SAD
RWY 12–30:  H6007X100 (ASPH)  S–33  MIRL
RWY 12:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Brush.
RWY 30:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Brush.
RWY 08–26:  H4802X75 (ASPH)  S–23  MIRL  0.4% up E
RWY 08:  REIL. PAPI(P2L)—GA 3.0º TCH 43´.
RWY 26:  REIL. PAPI(P2L)—GA 3.0º TCH 37´. Brush.
SERVICE:  FUEL  100LL, JET A+  OX 1, 2, 3, 4  LGT
ACTVT REIL Rwy 08, 12, 26 and 30; PAPI Rwy 08, 12, 26 and 30, MIRL Rwy 08–26 and Rwy 12–30—CTAF.
AIRPORT MANAGER: (928) 432-4190
WEATHER DATA SOURCES: ASOS 124.175 (928) 428–0724.
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBUQUERQUE CENTER APP/DEP CON 134.45
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
SAN SIMON  (H) VORTAC 115.4  SSO  Chan 101  N32º16.15´  W109º15.79´  319º 39.7 NM to fld. 3600/13E.
VOR & TACAN AZIMUTH unusable:
020º–050º byd 30 NM blo 8,000´
150º–190º byd 28 NM blo 11,300´
190º–220º byd 30 NM blo 9,000´
235º–250º byd 30 NM blo 9,900´
350º–360º byd 30 NM blo 8,000´
DME unusable:
020º–050º byd 30 NM blo 8,000´
150º–190º byd 28 NM blo 11,300´
190º–220º byd 30 NM blo 9,000´
235º–250º byd 30 NM blo 12,500´
350º–360º byd 30 NM blo 8,000´

ST JOHNS INDUSTRIAL AIR PARK  (SJN)(KSJN)  1 N  UTC–7  N34º31.11´  W109º22.73´

5737  B  NOTAM FILE SJN
RWY 14–32:  H5322X75 (ASPH)  S–90  MIRL
RWY 14:  REIL. PAPI(P2L)—GA 3.0º TCH 40´.
RWY 32:  REIL. PAPI(P2R)—GA 3.0º TCH 40´. Thld dsplcd 92´. Pole.
RWY 03–21:  H3400X60 (ASPH)  S–55  MIRL
RWY 03:  Thld dsplcd 190´. Tree.
SERVICE:  FUEL  100LL, JET A+  LGT
Rwy 14 PAPI OTS indef. Rwy 32 PAPI OTS indef. ACTVT REIL Rwy 14 and Rwy 32, PAPI Rwy 14 and Rwy 32, MIRL Rwy 03–21 and Rwy 14–32—CTAF.
AIRPORT REMARKS:  Attended 1400–0000Z. Rwy 03 200´ gravel clear area on S end of rwy. Twy parallel to Rwy 14–32 has reflectors entire length of twy on both sides. Rwy 32 calm wind rwy.
AIRPORT MANAGER: 928-337-4254
WEATHER DATA SOURCES: ASOS 134.225 (928) 337–3061.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.3T (PRESCOTT RADIO)
ALBUQUERQUE CENTER APP/DEP CON 124.325
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.
RADIO AIDS TO NAVIGATION: NOTAM FILE SJN.
(H) VORTAC 112.3  SJJN Chan 70  N34º25.44´  W109º08.61´  284º 13.0 NM to fld. 6840/12E.

SAN CARLOS APACHE  (See GLOBE on page 46)
SAN LUIS  

ROLLE AIRFIELD  (44A)  5 ENE  UTC–7  N32°30.98´ W114°41.90´
163  NOTAM FILE PRC.
RWY 17–35: H2800X60 (ASPH)


AIRPORT MANAGER: 928-726-5882
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

SAN MANUEL  

(E77)  2 NW  UTC–7  N32°38.19´ W110°38.84´
3272  B  NOTAM FILE PRC

RWY 11–29: H4207X75 (ASPH) S–12 MIRL 0.5% up W
  RWY 11: PAPI(P2L)—GA 3.0º TCH 44 ´ Brush.
  RWY 29: PAPI(P2R)—GA 3.0º TCH 43 ´ Brush. Rgt tcf.

SERVICE: FUEL 100LL LGT ACTVT PAPI Rwy 11 and Rwy 29; MIRL Rwy 11–29—CTAF.

AIRPORT REMARKS: Unattended. Airport CLOSED 0300–1300Z. Fuel 24hr credit card svc avbl. Livestock on and invof arpt. Rwy 11 has 6´ gully 300´ from thld. Rwy 11–29 scattered 2–4´ brush in primary sfc 45–75´ from centerline. Rwy 29 has 6´ sloped drop off 90´ right of centerline 165´ from thld extending out to 325´ from thld. Rising terrain west of arpt., +60´–75´ hill 500´ to 1000´ from EOR, 350´–500´ right of centerline.

AIRPORT MANAGER: 520-866-6545
WEATHER DATA SOURCES: AWOS–3PT 134.125 (520) 385-4238.
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE TUS.
TUCCSON (H) VORTACW 116.0 TUS Chan 107 N32°05.71´ W110°54.89´ 011º 35.1 NM to fld. 2671/12E.
  VOR unusable:
    050º–080º byd 30 NM bio 11,500´
    350º–020º byd 30 NM bio 13,000´
  TACAN AZIMUTH unusable:
    050º–080º byd 30 NM bio 11,500´
    155º–165º byd 35 NM bio 13,000´
    350º–020º byd 30 NM bio 13,000´
  DME unusable:
    050º–080º byd 30 NM bio 11,500´
    155º–165º byd 35 NM bio 13,000´
    350º–020º byd 30 NM bio 13,000´

SAN SIMON  

N32º16.15´ W109º15.79´ NOTAM FILE PRC.
(H) VORTACW 115.4 SSO Chan 101 319º 39.7 NM to Safford Rgnl. 3600/13E.

VOR & TACAN AZIMUTH unusable:
  020º–050º byd 30 NM bio 8,000´
  150º–190º byd 28 NM bio 11,300´
  190º–220º byd 30 NM bio 9,000´
  235º–250º byd 30 NM bio 9,900´
  350º–360º byd 30 NM bio 8,000´
DME unusable:
  020º–050º byd 30 NM bio 8,000´
  150º–190º byd 28 NM bio 11,300´
  190º–220º byd 30 NM bio 9,000´
  235º–250º byd 30 NM bio 12,500´
  350º–360º byd 30 NM bio 8,000´
SCOTTSDALE  (SDL/(KSDL)  9 N  UTC–7  N33º37.37´ W111º54.63´
1510  B  TPA—See Remarks  NOTAM FILE SDL
RWY 03–21: H8249X100 (ASPH)  S–45, D–75, 25–95  MIRL
RWY 03: REIL. PAPI(P2L)—GA 4.0º TCH 59´. Thld dsplcd 740´. Tree. 0.7% up.
RWY 21: REIL. PAPI(P2L)—GA 4.0º TCH 40´. Thld dsplcd 400´. Hill. Rgt tfc. 0.9% down.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–8249 TODA–8249 ASDA–7849 LDA–7110
SERVICE: S4  FUEL  100LL, JET A1+  OX 1, 2, 3, 4  LGT When ATCT clsd ACTIVATE REIL Rwy 03 and Rwy 21; PAPI Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Attended continuously. Coyotes ocnl crossing Rwy 03–21 and twys. Hawks invof Rwy 03–21. All mil acft provide 24 hr advance ntc prior to arr, call arpt ops 480–312–8478. Rwy 03–21 200 foot blast pad both ends. Ctc aviation director at 480–312–2321. Tran fee for acft 12,500 lbs or greater (based on max certificated ramp wgt). Tran over ngt parking fee. U.S. Customs user fee arpt. U.S. Customs svcs avbl 1600Z to 0200Z daily. Touch and go ldg permitted b/t 1300–0430Z only. No midfield dep on Rwy 03 or Rwy 21. TPA–prop 2500(990); Jet 3000(1490); Helicopter 2000(490).
AIRPORT MANAGER: 480-312-2321
WEATHER DATA SOURCES: ASOS (480) 483–3049 ASOS bcasts on SDL ATIS freq (118.6) when SDL ATCT is clsd. LAWRS.
COMMUNICATIONS: CTAF 119.9  ATIS 118.6
PHOENIX RCO 122.2 (PRESCOTT RADIO)
PHOENIX APP/DEP CON 120.7
TOWER 119.9 (1300–0400Z)  GND CON 121.6  CLNC DEL 124.8
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Phoenix Apch at 602-306-2565.
AIRSPACE: CLASS D svc 1300–0400Z; other times CLASS G.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
SEDONA  (SEZ)(KSEZ)  2 SW  UTC–7  N34º50.92´ W111º47.31´  
4831  B  TPA—See Remarks  NOTAM FILE SEZ

RWY 03–21:  H5132X100 (ASPH)  S–15, D–30  MIRL  1.8% up NE
RWY 03:  REIL. PAPI(P4L)—GA 3.0º TCH 44´. Fence.
RWY 21:  REIL. PAPI(P4L)—GA 3.5º TCH 49´. Fence.

SERVICE:  S2  FUEL  100LL, JET A

LGT ACTVT REIL Rwy 03 and Rwy 21; PAPI Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF. Rwy 21 PAPI unsbl byd 2.0 NM.

NOISE:  No touch and go ldgs noise sensitive area. Noise sensitive area avoid scenic flights blo 6500´ MSL.

AIRPORT REMARKS:  Attended May–Sep 1400–0100Z, Oct–Apr 1400–0000Z. Bird and wildlife on and invof arpt. Fueling oprs stop 30 minutes prior to closing. Turbulence may be experienced invof arpt. When ldg Rwy 21, during strong southwest wind conditions, strong down drafts are very probable northeast of apch end of Rwy 21. Helicopter ops restricted to helipads adjacent to twy intersection A7 southwest main terminal building. Helicopter operating from private helipads south and west of Rwy 03–21. Rwy 03 calm wind rwy. Rwy 03 has an uphill slope. Overnight transient fee for all users. Landing fee for turbine acft without fuel purchase. TPA—prop 6004(1173) Jet 7004(2173).

AIRPORT MANAGER:  928-282-4487


COMMUNICATIONS:  CTAF/UNICOM 123.0

PHOENIX APP/DEP CON 126.375

RADIO AIDS TO NAVIGATION:  NOTAM FILE FLG.

FLAGSTAFF  (H) VOR/DME 113.85  FLG Chan B5(Y)  N35º08.83´ W111º40.45´  184º 18.8 NM to fld. 7026/14E.

VOR/DME unusable:
335º–030º byd 19 NM bo 24,000´
DME unusable:
230º–255º byd 20 NM bo 15,000´

HILIPAD H1:  H50X50 (CONC)

HELIPORT REMARKS:  Rwy H1 flood lgts.

SELMIGAN  (P23)  1 NW  UTC–7  N35º20.10´ W112º53.19´  
5237  B  NOTAM FILE PRC

RWY 04–22:  H4800X75 (ASPH)  MIRL
RWY 04:  REIL. PAPI(P2L)—GA 3.0º. Rgt tfc.
RWY 22:  REIL. PAPI(P2L)—GA 3.0º. Rgt tfc.

SERVICE:  LGT ACTIVATE MIRL Rwy 04–22 REIL Rwy 04 and Rwy 22 7–clicks—CTAF. PAPI Rwy 04 and Rwy 22 opr dalgt hrs, at night ACTIVATED on CTAF.

AIRPORT REMARKS:  Unattended. Drainage channel both sides full length of Rwy 04–22, varies in width and depth.

AIRPORT MANAGER:  (928) 777-7549

COMMUNICATIONS:  CTAF 122.9

RCO 122.6 (PRESCOTT RADIO)

CLEARANCE DELIVERY PHONE:  For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION:  NOTAM FILE PRC.

PEACH SPRINGS  (H) VORW/DME 112.0  PGS Chan 57  N35º37.48´ W113º32.67´  103º 36.6 NM to fld.
4760/15E.

VOR unusable:
205º–255º byd 30 NM bo 10,500´
DME unusable:
205º–255º byd 30 NM bo 10,500´
SELLS  (E78)  2 NW  UTC–7  N31°55.96´ W111°53.66´  2409  NOTAM FILE PRC
RWY 04–22:  H5830X60 (ASPH)  S–12.5
RWY 04:  Trees.
RWY 22:  Trees.
AIRPORT REMARKS:  Unattended. Livestock on and inv of arpt. U.S. border patrol has 1500 gallon Jet A tanker parked 16 ft from the pavement edge near mid–point of rwy. Rwy 04–22 +3´´ wide cracks (longitudinal and transverse) full length of rwy. Isolated holes less than 1–2 sq ft in rwy. Rwy 04–22 large unfilled cracks, loose aggregated on surface, isolated holes on rwy surface. Rwy 04–22 width 60 ft in some areas narrower due to bushes growing thru pavement. Rwy 04–22 15 to 18 ft trees and brush in primary sfc entire length of rwy, both sides. Rwy 04–22 8–15 inch drop–offs at edges of rwy. 3 ft ditches along/within 3 ft of rwy edges. Rwy 04–22 marked with 6 inch yellow centerline stripe only; markings faded; no rwy numbers. 5 tiedowns in primary sfc.
AIRPORT MANAGER:  (520) 383-5546
COMMUNICATIONS:  CTAF
CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION:  NOTAM FILE TUS.
TUCSON  (H) VORTACW  116.0  TUS  Chan 107  N32°05.71´ W110º54.89´  247º 50.9 NM to fld. 2671/12E.
VOR unusable:
050º–080º byd 30 NM blo 11,500´
350º–020º byd 30 NM blo 13,000´
TACAN AZIMUTH unusable:
050º–080º byd 30 NM blo 11,500´
155º–165º byd 35 NM blo 13,000´
350º–020º byd 30 NM blo 13,000´
DME unusable:
050º–080º byd 30 NM blo 11,500´
155º–165º byd 35 NM blo 13,000´
350º–020º byd 30 NM blo 13,000´
SHOW LOW RGNL  (SOW)(KSOW)  2 E  UTC–7  N34°15.93´ W110º00.34´  6416  B  TPA—7216(800)  Class III, ARFF Index A  NOTAM FILE SOW
RWY 07–25:  H7200X100 (ASPH)  S–35, D–60 PCN 7  F/D/X/T  MIRL
RWY 07:  REIL. PAPI(P2L)—GA 3.0º TCH 32´. Thld dsplcd 700´.
RWY 25:  REIL. PAPI(P2L)—GA 3.0º TCH 49´. Rgt tfc.
RWY 04–22:  H3938X60 (ASPH)  S–12.5 PCN 7  F/D/Y/T
RWY 04:  Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07:  TORA–7200  TODA–7200  ASDA–7200  LDA–6500
RWY 25:  TORA–7200  TODA–7200  ASDA–7200  LDA–7200
SERVICE:  S2  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 07 and Rwy 25. PAPI Rwy 07 and Rwy 25. MIRL Rwy 07–25—CTAF.
AIRPORT MANAGER:  (928) 532-4190
WEATHER DATA SOURCES:  AWOS–3  118.075 (928) 532–0379.
COMMUNICATIONS:  CTAF/UNICOM
CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION:  NOTAM FILE SJN.
ST JOHNS  (H) VORTAC  112.3  SJN  Chan 70  N34º25.44´ W109º08.61´  246º 43.9 NM to fld. 6840/12E.

PHOENIX  H–4J, L–5B
PHOENIX  H–4K, L–5C, 8G
74 ARIZONA

SIERRA VISTA MUNI–LIBBY AAF
(FHU/KFHU) MIL/CIV A
3 N UTC–7 N31º35.31´ W110º20.66´

4719 B TPA—See Remarks NOTAM FILE FHU

RHWY 08–26: H12001X150 (CONC) S–75, D–200, 2D–450,
2D/2D–700 PCN 54 R/B/W HIRL 1.0% up W

RHWY 08: PAPI(P4L)—GA 3.0º TCH 50´.

RHWY 26: PAPI(P4L)—GA 3.0º TCH 80´. Rgt tflc.

RHWY 12–30: H5366X100 (ASPH–CONC) S–46, D–106, 2D–137,
2D/2D2–450 PCN 24 F/A/W/T MIRL

RHWY 12: PAPI(P4L)—GA 3.0º TCH 51´.

RHWY 30: PAPI(2R2)—GA 3.0º TCH 51´. Rgt tflc.

RHWY 03–21: H4285X75 (ASPH–CONC) PCN 22 F/A/W/T MIRL

RHWY 03: Thld dsplcd 1253´.

RHWY 21: Rgt tflc.

RUNWAY DECLARED DISTANCE INFORMATION

RHWY 03: TORA–4285 TODA–4285 ASDA–4285 LDA–3032

RHWY 08: TORA–12001 TODA–12001 ASDA–12001 LDA–12001

RHWY 12: TORA–5366 TODA–5366 ASDA–5366 LDA–5366


RHWY 26: TORA–12001 TODA–12001 ASDA–12001 LDA–12001

RHWY 30: TORA–5366 TODA–5366 ASDA–5366 LDA–5366

SERVICE: FUEL

100, JET A

LGT

ACTIVATE PAPI Rwy 08, 26, 12 and 30, HIRL Rwy 08–26, MIRL Rwy 03–21 and 12–30 and perimeter lgt H1–CTAF.

FUEL POL avbl 1330–0100Z Mon–Fri, exc hol, OT 24 hr pn. DSN 879–2860/62. POL svc rqr crew member attend to specify fuel/oil rqr. Fuel ltd to 6000 gal.

J8, (NC–100, A) TRAN ALERT

Tran acft, ctc Libby ATC or Base OPS to coord prk.

AIRPORT REMARKS:


MILITARY REMARKS:

Opr Sun–Sat 0600–0600Z, exc hol, other times 72 hr PPR DSN 879–2860/2862, C520–538–2860/2862. See FLIP AP/1 Supplementary Arpt Remarks. RSTD 24 hr PPR for all tran mil acft. Civ acft PPR to enter mil ramp. Twy G ltd to single wheel acft max 33,000 lbs, Twy K ltd to single wheel acft max 50,000 lbs. Circling not authorized south of Rwy 08 and Rwy 30. CAUTION Exp wind shear on apch to all rwys. Civ actf PPR to enter mil ramp. Non scheduled arriving actf rqr assistance, ctc GOC 533–2291/2292. TPA—fixed wing acft north and rotary wing south TPA fixed wing reciprocating 5700(981), rotary wing 5500(781), fixed wing turboprop/jet 6200(1481). Rwys G and Twy J ltd to single wheel acft max 33,000 lbs, Rwys K and L ltd to single wheel acft max 50,000 lbs, Twy D and actf apron on NW side ltd to dual wheel acft max 100,000 lbs. Circling not authorized south of Rwy 08 and Rwy 30. Rwy 8, PAR not coincident with PAPI due to TCH diff of greater than 3´. PAR TCH 49.8´ / PAPI TCH: 80.3´. NOTE: See Special Notices—Tethered Areostat Radar System (TARS).

AIRPORT MANAGER:

520-458-5775

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF 124.95 ATIS 134.75 263.025 UNICOM 122.95

LIBBY AAF GCA APP/DEP CON 127.05 254.35 (0600Z Sun–0600Z Sat, exc hol) other times by NOTAM, other times ctc

ALBUQUERQUE CENTER APP/DEP CON 134.45 327.15

LIBBY TOWER 124.95 284.75 (0600Z Sun–0600Z Sat, exc hol) other times by NOTAM.

GND CON 121.7 268.7

LIBBY OPS 122.95

AIRSPACE: CLASS D svc Sun 0600–0600Z exc hol, other times by NOTAM; other times CLASS G.

CONTINUED ON NEXT PAGE

SW, 12 AUG 2021 to 7 OCT 2021
RADIO AIDS TO NAVIGATION: NOTAM FILE DUG.

DOUGLAS (L) VORTACW 108.8 DUG Chan 25 N31°28.36´ W109°36.12´ 268° 38.7 NM to fld. 4131/13E.

DME & TACAN AZIMUTH unusable:
045°–065° byd 26 NM blo 10,000´
065°–095° byd 28 NM blo 9,500´
355°–010° byd 35 NM blo 11,300´

LIBBY (T) VOR/DME 113.6 FHU Chan 83 N31°35.38´ W110°20.34´ at fld. 4660/12E. NOTAM FILE FHU.

VOR unmonitored when GCA clsd.

VOR unusable:
110°–235° byd 10 NM

DME unusable:
110°–235° byd 10 NM

FORT HUACHUCA (T) TACAN Chan 53 ARH (111.6) N31°35.13´ W110°20.34´ at fld. 4660/12E. NOTAM FILE FHU, unmonitored when twr clsd.

TACAN unusable:
105°–250° byd 10 NM
120°–300° byd 20 NM

military use: No NOTAM MP 1200–1500Z 1st Thursday of month


COMM/NAV/WEATHER REMARKS: For emerg, freq 121.5 monitored when twr clsd. USAF wx forecast avbl 1200–0300Z from Davis Monthan AFB. Radar see Terminal FLIP for Radar Minima.

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SUPERIOR MUNI (E81) 2 SW UTC–7 N33°16.67′ W111°07.62′
2646 NOTAM FILE PRC Not insp.
RWY 04–22: 3250X75 (GRVL)
RWY 22: Tree.
AIRPORT REMARKS: Unattended. Emerg phone 520–689–5254 (police). Gate code 2646. Arpt manager recommends ldg uphill to the northeast. Rwy 04–22 east 2000 ft of rwy, excellent cond, west 1000 ft, good to fair. Rwy 04–22 brush and trees to a height of 12 ft, 75 ft from centerline on both sides. Mountain 4375’ MSL located 9000’ west of Rwy 04. Livestock on arpt. Rwy 04 thld marked by painted rubber tires, Rwy 22 thld unmarked. Obstructions brush NE rwy; terrain NE; hills and mtn SSW thru SW of arpt.
AIRPORT MANAGER: 520-689-5752
COMMUNICATIONS: CTAF/UNICOM 122.95
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

TAYLOR (TYL)/KTYL) 2 SW UTC–7 N34°27.16′ W110°06.90′
5823 B NOTAM FILE PRC
RWY 03–21: H7001X75 (ASPH) MIRL 1.5% up SW
RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 49′.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 43′.
SERVICE: S4 FUEL 100LL LGT ACTVT REIL Rwy 03 and Rwy 21; PAPI Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1430–0000Z. Self service fuel available 24 hrs with major credit card. Wildlife on or inv of arpt. For FBO ctc 928–606–9779. +4 – 9′ trees and brush in primary surface NW side of rwy 100’–250′ from centerline. Several rwy hold and exit signs out of svc indef.
AIRPORT MANAGER: 928-606-9779
WEATHER DATA SOURCES: AWOS–3PT 119.075 (928) 387–2084.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE SJN.

ST JOHNS (H) VORTAC 112.3 SJN Chan 70 N34°25.44′ W109°08.61′ 260º 48.2 NM to fld. 6840/12E.

TEMPLE BAR (U30) 1 SW UTC–7 N36°01.23′ W114°20.10′
1549 NOTAM FILE PRC
RWY 18–36: H3500X50 (ASPH) S–10
RWY 18: Rgt tfc.
RWY 36: Brush.
AIRPORT REMARKS: Unattended. Wildlife on and inv of arpt. Be alert for loose rock on north turn-a-round and on rwy. Be alert for vehicular traffic on rwy. Rwy 18–36 20’ berm 180° west along full length of rwy. Rwy 18–36 numerous cracks on rwy with loose rock on surface. Ldg is recommended uphill to the south. Due to +2% up slope from Rwy 18 to Rwy 36. Do not use tie down area as parallel twy, back taxi on rwy. Acft ramp in failed condition with ruts due to erosion, use south half of ramp area.
AIRPORT MANAGER: (702) 293-2011
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
BOULDER CITY (H) VORTACW 116.7 BLD Chan 114 N35°59.75′ W114°51.81′ 072º 25.8 NM to fld. 3642/15E.
Unusable: 155º–180º byd 30 NM blo 9,000′
COMM/NAV/WEATHER REMARKS: Call 122.8 for transportation.
TOMBSTONE MUNI  (P29)  P  3 SE  UTC–7  N31°40.28´ W110°01.29´
4733  NOTAM FILE PRC
RWY 06–24: H443OX60 (ASPH)  1.0% up SW
RWY 06: Brush.
RWY 24: Brush.
AIRPORT REMARKS: Unattended. Gate combination 3214. Numerous trees and bushes between 1 and 15´ in height within primary surface. Rwy 06–24 has 2–4 ft vegetation alg both sides of rwy.
AIRPORT MANAGER: 520-235-5843
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

TUBA CITY  (T03)  5 W  UTC–7  N36º05.56´ W111º22.99´
4513  B  NOTAM FILE PRC
RWY 15–33: H6230X75 (ASPH) S–12.5  MIRL
RWY 15: VASI(V2L)—GA 3.0º TCH 40´.
RWY 33: VASI(V2L)—GA 3.0º TCH 40´.
SERVICE:  LGT ACTIVATE MIRL Rwy 15–33, VASI Rwy 15 and Rwy 33—CTAF.
AIRPORT MANAGER: (505) 728-2804
COMMUNICATIONS: CTAF 122.9
RCO 122.05R 113.5T (PRESCOTT RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
(H) VORTAC 113.5  TBC  Chan B2  N36º07.28´ W111º16.18´
238º  5.8 NM to fld. 5045/15E.

TUCSON  (RYN)(KRYN)  10 SW  UTC–7  N32º08.53´ W111º10.47´
2419  B  TPA—3219(800)  NOTAM FILE PRC
RWY 06R–24L: H5500X75 (ASPH) S–12.5, D–30  MIRL
RWY 06R: REIL. Rgt tfc.
RWY 24L: VASI(V4L)—GA 3.0º TCH 26´.
RWY 06L–24R: H4900X75 (ASPH) S–12.5, D–30  MIRL
RWY 06L: REIL.
RWY 24R: Rgt tfc.
RWY 15–33: H4010X75 (ASPH)  MIRL  0.8% up S
RWY 15: Rgt tfc.
SERVICE:  S4  FUEL  100LL, JET A  LGT When ATCT csld ACTVT MIRL
Rwy 06R–24L and Rwy 15–33—CTAF. REIL Rwy 06R opr dalgt hrs only.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z, Sat 1500–0000Z. Fuel is avbl from 1500Z to 0000Z, after hrs, Jet A avbl as an on-call svc, and a $100 fee applies. Prior arrangements can be made by calling 520–744–7474, self serve 100LL avbl 24 hrs with major credit card. Frequent practice of ILS approaches to Rwy 06R. Rwy 06R and Rwy 06L preferential rwy up to 10 knot tailwind. Afternoon winds usually favor Rwy 24L and Rwy 24R. Use landing lights in pattern. Note: See Special Notices—Glider Operations Northwest of Tucson, Arizona.
AIRPORT MANAGER: (520) 573-8100
WEATHER DATA SOURCES: AWOS–3 133.35 (520) 578–0269.
COMMUNICATIONS: CTAF 125.8
® TUCSON APP/DEP CON 128.5
TOWER 125.8 (1300–0300Z) GND CON 118.2
CLEARANCE DELIVERY PHONE: For CD when ATCT is csld ctc Tucson Apch at 520-829-6121.
ARIZONA
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1300–0300Z; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TUS.

TUCSON (H) VORTAC
116.0 TUS Chan 107 N32º05.71´ W110º54.89´ 270º 13.5 NM to fld. 2671/12E.
VOR unusable:
050º–080º byd 30 NM blo 11,500´
350º–020º byd 30 NM blo 13,000´

TACAN AZIMUTH unusable:
050º–080º byd 30 NM blo 11,500´
155º–165º byd 35 NM blo 13,000´
350º–020º byd 30 NM blo 13,000´

DME unusable:
050º–080º byd 30 NM blo 11,500´
155º–165º byd 35 NM blo 13,000´
350º–020º byd 30 NM blo 13,000´

NDB (H) 338 RYN N32º08.33´ W111º09.69´ at fld. 2420/12E. NOTAM FILE PRC.
NDB unmonitored.

NDB unusable:
025º–050º byd 25 NM blo 14,500´

ILS/DME
111.1 I–IVI Chan 48 Rwy 06R. Class IT.

TUCSON INTL (TUS)(KTUS) P(ANG) 6 S UTC–7 N32º06.96´ W110º56.46´
2643 B TPA—See Remarks AOE LRA Class I, ARFF Index C NOTAM FILE TUS

2643 SPC BAK–14 BAK–12B(B) (1000'). BAK–14 BAK–12(B) (1215') HOOK BAK 12B(B) (128' OVRN).

RWY 11L–29R:
H10996X150 (ASPH–GRVD) S–160, D–200, 25–175, 2D–350, 2D/2D2–585 PCN 81 R/B/W/T HIRL
RWY 11L:
MALS. PAPI(P4L)—GA 3.0º TCH 73´. RVR–T 0.7% up.
RWY 29R:
REIL. PAPI(P4L)—GA 3.0º TCH 81´. RVR–R Ground. Rgt tcf. 0.5% down.

RWY 11R–29L:
H8408X75 (ASPH) S–120, D–140, 2S–175, 2D–220 PCN 38 F/B/X/T MIRL
RWY 11R:
PAPI(P4L)—GA 3.0º TCH 45´. Thld dsplcd 1410´. Rgt tcf. 0.7% up.
RWY 29L:
REIL. Pole. 0.6% down.

RWY 03–21:
H7000X150 (ASPH–GRVD) S–105, D–137, 2S–174, 2D–230, 2D/2D2–500 PCN 72 F/A/X/T MIRL
RWY 03:
Thld dsplcd 850´. Railroad.
RWY 21:
PAPI(P4L)—GA 3.0º TCH 53´. Rgt tcf.

ARRESTING GEAR/SYSTEM
RWY 11L:
BAK–14 BAK–12(B) (1000'). BAK–14 BAK–12(B) (1215') HOOK BAK 12B(B) (128' OVRN).

SERVICE:
FUEL 100LL, JET A
OX 1, 2, 3, 4
LGT Rwy 29L/29R REILS opr 24 hrs. Rwy 29R REIL, ensure correct lineup.

ACFT depg Rwy 11L reqd to attain at least 400 ft AGL prior to starting.
Rwy approaches: Do not mistake Twy A for a landing surface. Twy A is North and parallel to Rwy 29R.
Rwy 29L is shorter and narrower and south of Rwy 29R. No flight training 0500–1300Z except PPR.

AIRPORT REMARKS:
Attended continuously. Hvy migratory bird act (Phase II) 1 July—31 Aug may pose a potential haz to acft.
Air carriers use Rwy 11L–29R and Rwy 03–21. Acft depg Rwy 11R reqd to attain at least 400 ft AGL prior to starting.
Twy 29 approaches: Do not mistake Twy A for a landing surface. Twy A is North and parallel to Rwy 29R.
Rwy 29L is shorter and narrower and south of Rwy 29R. No flight training 0500–1300Z except PPR.

For general questions call airport communications center 520–573–8182. Review hot spot info on airport diagram.

CONTINUED ON NEXT PAGE

SW, 12 AUG 2021 to 7 OCT 2021
ARIZONA 79
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 520-573-8100
WEATHER DATA SOURCES: ASOS (520) 295–5727
COMMUNICATIONS: UNICOM 122.95 ATIS 123.8 (520–741–1177)
TUCSON RCO 122.2 (PRESCOTT RADIO)
MOUNT LEMMON RCO 122.4 (PRESCOTT RADIO)

@ Transportation of passengers between Rwy 11 and 29.
@ Transportation of passengers between Rwy 11 and 29.

TOWER 118.3 119.0 GND CON 124.4 CLNC DEL 126.65
AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE TUS.

(H) VORTACW 116.0 TUS Chan 107 N32°05.71’ W110º54.89’ 301º 1.8 NM to fld. 2671/12E.
VOR unusable: 050º–080º byd 30 NM b10 11,500’
350º–020º byd 30 NM b10 13,000’
TACAN AZIMUTH unusable: 155º–165º byd 35 NM b10 13,000’
350º–020º byd 30 NM b10 13,000’

ILS/DME 111.7 I–TUS Chan 54 Rwy 11L. Class IT. Localizer backcourse unusable byd 10º r of centerline; byd 15 NM blw 7,200’.

WHITERIVER (E24) I SW UTC–7 N33°48.64’ W109°59.14’
5153 B NOTAM FILE PRC

RWY 01–19: H6350X75 (ASPH) S–16 MIRL 1.2% up N
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–6100 TODA–6350 ASDA–6100 LDA–6100
RWY 19: TORA–6350 TODA–6350 ASDA–6350 LDA–6100

SERVICE: LGT ACTVT REIL Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF. Rwy 01 PAPI and REIL out of svc indef.


AIRPORT MANAGER: (928) 338-5155
COMMUNICATIONS: CTA/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

PHOENIX (H–4K, L–5C) 6840/12E
COMM/NAV/WEATHER REMARKS: UNICOM monitored by USDIF during fire season only May–August.

SW, 12 AUG 2021 to 7 OCT 2021
WHITMORE
GRAND CANYON BAR TEN AIRSTRIP  (1Z1)  60 SE UTC–7  N36°15.39’ W113°13.85’  
4100   NOTAM FILE PRC
RWY 16–34: H4600X40 (ASPH–DIRT)
RWY 16: Hill.
AIRPORT MANAGER: 435-628-4010
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION:
PEACH SPRINGS  (H) VOR/DME  112.0  PGS  Chan 57  N35º37.48’ W113º32.67’  007º 40.8 NM to fld. 4760/15E.
VOR unusable: 205º–255º byd 30 NM blo 10,500’
DME unusable:
WICKENBURG MUNI  (E25)  3 W UTC–7  N33º58.24’ W112º47.71’
2379  B   NOTAM FILE PRC
RWY 05–23: H6101X75 (ASPH)  S–30, D–60  MIRL  1.2% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Ground.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Rgt tfc.
SERVICE: S2  FUEL  100LL, JET A1+  LGT ACTVT REIL Rwy 05 and Rwy 23, MIRL Rwy 05–23, twy lghts—CTAF. PAPI Rwy 05 and Rwy 23 on from dawn–dusk—CTAF. Lighted wind indicators inop. All lights on directional and hold signs and distance–to–go markers are inop.
AIRPORT REMARKS: Attended Tue–Sat 1400-2300Z. After hrs ctc (928) 232–0397. Self–fueling avbl 24/7 with major credit card. Jet A avbl with call–out of $100 after 2300Z and on Sun and Mon. Wildlife on or invol arpt. Rw 05 has 150’ blast pad. Rw 23 has 150’ blast pad.
AIRPORT MANAGER: 928-668-0564
WEATHER DATA SOURCES: AWOS–3 121.375 (928) 684-2487.
COMMUNICATIONS: CTAF/UNICOM
RADIO AIDS TO NAVIGATION:
BUCKEYE  (L) VORTAC  110.6 BXK  Chan 43  N33º27.21’ W112º49.48’  349º 31.0 NM to fld. 1060/14E.
VOR portion unusable:
060º–075º byd 28 NM blo 4,000’
230º–260º byd 35 NM blo 5,000’
280º–320º byd 35 NM blo 7,000’
320º–020º byd 37 NM blo 6,000’
TACAN AZIMUTH & DME unusable:
020º–072º byd 28 NM blo 8,000’
WILLCOX

COCHISE CO (P33) 3 W UTC–7 N32°14.73’ W109°53.68’
4187 B NOTAM FILE PRC
RWY 03–21: H6095X75 (ASPH) S–50, D–75, 2D–135 MIRL
SERVICE: S2 FUEL 100LL, JET A1+ LGT ACTIVATE MIRL RWY 03–21—CTAF.
AIRPORT MANAGER: (520) 384-2908
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBUQUERQUE CENTER APP/DEP CON 134.45
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
SAN SIMON (H) VORTACW 115.4 SSO Chan 101 N32°16.15’ W109°15.79’ 255º 32.2 NM to fld. 3600/13E.
VOR & TACAN AZIMUTH unusable:
020º–050º byd 30 NM blo 8,000’
150º–190º byd 28 NM blo 11,300’
190º–220º byd 30 NM blo 9,000’
235º–250º byd 30 NM blo 9,900’
350º–360º byd 30 NM blo 8,000’
DME unusable:
020º–050º byd 30 NM blo 8,000’
150º–190º byd 28 NM blo 11,300’
190º–220º byd 30 NM blo 9,000’
235º–250º byd 30 NM blo 12,500’
350º–360º byd 30 NM blo 8,000’

WILLIAMS

H A CLARK MEML FLD (CMR)(KCMR) 3 N UTC–7 N35°18.33’ W112°11.66’
6691 B NOTAM FILE PRC
RWY 18–36: H6003X100 (ASPH) MIRL 1.0% up S
RWY 18: REIL. PAPI(P2L)—GA 3.0º TCH 46’. Tree.
RWY 36: REIL. PAPI(P2L)—GA 3.0º TCH 50’. Brush.
SERVICE: S4 FUEL 100LL, JET A1+ LGT ACTVT REIL Rwy 18 and Rwy 36; PAPI Rwy 18 and Rwy 36; MIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1500–2200Z, Sat–Sun CLOSED. During winter months ctc 928–635–8982 for arpt conditions. 24 hr self serve w/ major credit card for 100LL. Jet–A full service fuel avbl by appt 928–635–8982. Rwy 18–36 has isolated 10–15 ft trees and brush, 120 ft west of rwy cntrln for entire length. Rwy 36, appx 479’ hill 8800’ from EOR on cntrln. Rwy 18, appx 393’ hill 7800’ from EOR on cntrln.
AIRPORT MANAGER: (928) 635-8982
WEATHER DATA SOURCES: AWOS–3 121.125 (928) 635–1278.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE FLG.
FLAGSTAFF (H) VOR/DME 113.85 FLG Chan 85(Y) N35°08.83’ W111°40.45’ 276º 27.3 NM to fld. 7026/14E.
VOR/DME unusable:
335º–303º byd 19 NM blo 24,000’
DME unusable:
230º–255º byd 20 NM blo 15,000’
WILLIE N3°18.19’ W111°39.09’ NOTAM FILE IWA.
(L) VORTACW 113.3 IWA Chan 80 at Phoenix–Mesa Gateway. 1367/13E.

VOR unusable:
300º–320º byd 25 NM blo 7,500’
320º–300º byd 20 NM blo 7,500’

TACAN AZIMUTH unusable:
020º–055º byd 30 NM blo 12,000’
150º–195º byd 20 NM blo 7,500’

DME unusable:
020º–055º byd 30 NM blo 12,000’
150º–195º byd 20 NM blo 7,500’

WINDOW ROCK (RQE)(KRQE) 1 S UTC–7 N35°39.12’ W109°04.04’
6742 B NOTAM FILE RQE

RWY 03–21: H7000X75 (ASPH)  S–30, D–45, 2D–75 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 36’.

SERVICE: LGT ACTVT REIL RWY 03 and RWY 21; PAPI RWY 03; MIRL RWY 03–21—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z. RWY 03–21 has excessive loose rock, southern 4500 FT; Northern 2500 FT is excellent. Gate access code 6742. TWY turn–a–round at RWY 03 THLD unusable due to ruts, holes and loose aggregate. Hills and cliffs all quadrants. Turbulence may be experienced inflf arpt.

AIRPORT MANAGER: (505) 409-6996

WEATHER DATA SOURCES: ASOS 118.325 (928) 810–7235.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALBUQUERQUE CENTER APP/DEP CON 124.325

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE GUP.

GALLUP (H) VORTAC 115.1 GUP Chan 98 N35º28.56’
W108º52.36’ 304º 14.2 NM to fld. 7053/14E.

WINSLOW–LINDBERGH RGNL (INW)(KINW) 1 W UTC–7 N35º01.31’ W110º43.35’
4941 B NOTAM FILE INW MON Airport

RWY 04–22: H7499X150 (ASPH)  S–50, D–80, 2S–102, 2D–125 MIRL 0.8% up SW
RWY 11–29: H7100X150 (ASPH)  S–60, D–70, 2S–89, 2D–110 MIRL 0.4% up NW

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: LDA–7499
RWY 11: LDA–7100
RWY 22: LDA–6236
RWY 29: LDA–6756


AIRPORT MANAGER: (928) 289-2422

WEATHER DATA SOURCES: ASOS 118.875 (928) 289–0134.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 127.675

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

AIRSPACE: CLASS E svc 1100–0600Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE INW.

(H) VORTACW 112.6 INW Chan 73 N35º03.70’ W110º47.70’ 110º 4.3 NM to fld. 4913/14E.
YUMA MCAS/YUMA INTL (NYL)(KNYL) MIL/CIV N 3 S UTC–7 N32°39.39’ W114°36.36’
213 B TPA—See Remarks AOE LRA Class I, ARFF Index A NOTAM FILE NYL

RWY 03L–21R: H13300X200 (CONC) S–103, D–200, 2D–400
PCN 71 R/C/W/T HIRL
RWY 03L: OLS. PAPI(P4L)—GA 3.0º TCH 53’. Rgt tfc.
RWY 21R: MALSR. OLS. PAPI(P4L)—GA 3.0º TCH 50’.
RWY 03R–21L: H9240X150 (ASPH–CONC) S–162, D–200, 2D–400
PCN 59 F/B/W/T HIRL
RWY 03R: OLS. PAPI(P4L)—GA 3.0º TCH 50’. Antenna. Rgt tfc.
RWY 21L: OLS. PAPI(P4L)—GA 3.0º TCH 51’. Road.
RWY 08–26: H6146X150 (ASPH) S–63, D–137, 2D–206
PCN 33 F/B/W/T HIRL
RWY 08: Road. Rgt tfc.
RWY 26: Road.
RWY 17–35: H5710X150 (ASPH–CONC) S–72, D–171, 2D–255
PCN 33 F/B/W/T HIRL
RWY 17: VASI(V4L)—GA 3.0º TCH 40’. Tree. Rgt tfc.
RWY 35: REIL. Brush.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03L: TORA–13300 TODA–13300 ASDA–13300 LDA–13300
RWY 03R: TORA–9240 TODA–9240 ASDA–9240 LDA–9240
RWY 08: TORA–6146 TODA–6146 ASDA–6146 LDA–6146
RWY 17: TORA–5710 TODA–5710 ASDA–5710 LDA–5710
RWY 21L: TORA–9240 TODA–9240 ASDA–9240 LDA–9240
RWY 26: TORA–6146 TODA–6146 ASDA–6146 LDA–6146
RWY 35: TORA–5710 TODA–5710 ASDA–5710 LDA–5710

ARRESTING GEAR/SYSTEM
RWY 03L: HOOK E28(B) (3495 FT)
HWY 03R: HOOK E28(B) (2725 FT)


CONTINUED ON NEXT PAGE

SW, 12 AUG 2021 to 7 OCT 2021
CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. Fuel on call 24 hrs. Mil opr hr 1400–0530Z, mil ramp clsd hol. Mil ops N/A between 1400–1430Z due to afld maintenance. CAUTION: All acft avoid overflt Mexican border 7 NM West of arpt. Extv jet trng ops, exer incrd vigilance. High volume of military acft conducting ops in the local area on UHF frequencies. Pilots opf on VHF frequencies must exer centerline and strict compliance to twr instructions. All acft avoid overflight of MCAS Yuma infrastructure east of main apron. Mandatory all general aviation and air carrier acft opr VFR enter arpt tfc area at 1200´ MSL when assigned Rwy 08–26 or Rwy 17–35. TFC pat for Rwys 08–26 and 17–35 1200(984). TPA for civil turbo–jet acft assgn Rwy 03L/R or 21R/L 1700(1487) TPA hel 700(487). TPA Rwys 03L/R right traffic 1700(1487), Rwy 21L/R left traffic 1700(1487). Initial alt for overhead 4000(3784) 6 NM. Initial alt for straight–in 3000(2784) 6 NM. Helos required to enter the arpt tfc area at TPA 1200(987) then descend to 700(487) prior to all rwys. Mandatory all dep general aviation and air carrier acft opr VFR fly rwy hdg after dep and maintain 1200´ MSL until outside arpt tfc area unless otherwise apvd by twr. Extv mil jet opf from 4000–3000´ MSL descending to 1700´ MSL within 6 NM NE straight–in Rwy 03L and Rwy 03R and within 6 NM NE straight–in Rwy 21R and Rwy 21L. Ambulances opr 0500–1500Z needing gnd access ctc Civil Airport Authority C928–941–2396 or 376–5868. TPA Rwys 03L/R right traffic 1700(1487), Rwy 21L/R left traffic 1700(1487). Flight Notification Service (ADCUS) available. U.S. CSTMS port of entry ctc 928–344–9572 or (928) 314–1295. Civil arpt ops ctc 928–726–5882 x2161 or 928–941–2396.


AIRPORT MANAGER: 928-269-3239

WEATHER DATA SOURCES: ASOS ASOS installed at auxiliary landing field by USMC. Yuma in support of training for aviation operations aboard MCAS Yuma. ASOS to provide local use data for USMC training purposes. NWS PHX serves Yuma. COMMUNICATIONS: CTAF 119.3 ATIS 118.8 273.5 (24 hrs) UNICOM 122.95 YUMA RCO 122.2 (PRESCOTT RADIO)

APP CON 124.7 TOWER 119.3 377.075 (1 Jun–31 Oct, 1530–0700Z dly, 1 Nov–31 May, 1400–0530Z dly, clsd hol) GND CON 121.9 314.0 DEP CON 125.55 282.325 CLINC DEL 118.0 336.4 COMD POST 337.9 PMSV METRO 120.7 120.725 349.75 (Avbl Mon–Fri 1400–2330Z only) 120.7 120.725 349.75 AIRSPACE: CLASS D svc 1 Jun–31 Oct, 1530–0700Z dly; 1 Nov–31 May, 1400–0530Z dly, clsd hol; other times CLASS E.. RADIO AIDS TO NAVIGATION: NOTAM FILE NYL. (L) TACAN Chan 84 NYL (113.7) N32°38.81’ W114°36.81’ at fld. 193/11E. BARD (H) VORTAC Chan 115 N32°46.09’ W114°36.18’ 167° 6.7 NM to fld. 130/14E. NOTAM FILE SAN. VORTAC unusable: 280°–300° byd 27 NM bio 3,600’, ILS 108.3 I–YUM Rwy 21R. Class IE. Localizer unusable byd 25º east and byd 25º west of localizer course. ASR/PAR COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
AGUA CALIENTE SPRINGS (L54)  1 NE  UTC–8(–7DT)  N32º57.34´  W116º17.68´
1220  TPA—2020(800)  NOTAM FILE SAN
RWY 11–29:  H2500X60 (ASPH)   S–12
RWY 11:  Hill.
RWY 29:  Rgt tcf.
AIRPORT REMARKS:  Unattended.  Wind permitting, use of Rwy 29 for landing and Rwy 11 for dep recommended due to 460´ hill 1/2 mile west of arpt.  Acft shall self announce on CTAF prior to ldg or dep.  PPR for all military acft, copter skid/run–on ldg prohibited, ctc arpt manager.
AIRPORT MANAGER:  760-767-7415
COMMUNICATIONS:  CTAF
CLEARANCE DELIVERY PHONE:  For CD ctc Los Angeles ARTCC at 661-575-2079.

AGUA DULCE (L70)  2 E  UTC–8(–7DT)  N34º30.21´  W118º18.79´
2633  NOTAM FILE RAL
RWY 04–22:  H4205X50 (ASPH)   1.9% up NE
RWY 04:  Thld dsplcd 180´.  Bldg.
SERVICE:  FUEL  100LL
AIRPORT MANAGER:  (661) 268-8835
COMMUNICATIONS:  CTAF/UNICOM
CLEARANCE DELIVERY PHONE:  For CD ctc Joshua Apch at 661-277-3843.
RADIO AIDS TO NAVIGATION:  NOTAM FILE PMD.
PALMDALE (H) VORTACW 114.5 PMD Chan 92  N34º37.88´  W118º03.83´  223º 14.5 NM to fld.  2498/15E.  unmonitored when ATCT clsd.
VOR unusable:  010º–020º  110º–160º byd 35 NM blo 11,600´  160º–235º byd 30 NM blo 8,100´
TACAN AZIMUTH unusable:  110º–145º byd 20 NM blo 15,500´  145º–235º byd 20 NM blo 14,500´  345º–355º byd 35 NM
DME unusable:  120º–145º byd 20 NM blo 15,500´  145º–150º byd 20 NM blo 14,500´

ALPINE CO  (See MARKLEEVILLE on page 165)
ALTURAS MUNI (AAT)(KAAT)  1 W  UTC–8(–7DT)  N41°28.97´ W120°33.93´
4378  B  NOTAM FILE AAT
RWY 13–31:  H4228X50 (ASPH)  S–12  MIRL
RWY 13:  Road. Rgt ttc.
  RWY 31:  REIL. VASI(V2L)—GA 3.0º TCH 26’. Railroad.
  RWY 03–21:  H2506X60 (ASPH)  S–12  LIRL  0.5% up NE
  RWY 03:  REIL. VASI(V2L)—GA 3.0º TCH 28’. Railroad.
  RWY 21:  Tree. Rgt ttc.
SERVICE:  S4  FUEL  100LL, JET A
LGT  RWy 31 VASI unusable indef.
ACTIVATE REIL Rwy 03 and Rwy 31; VASI Rwy 03 and Rwy 31; MIRL Rwy 13–31; LIRL Rwy 03–21—CTAF.
AIRPORT MANAGER:  (530) 640-2377
WEATHER DATA SOURCES:  ASOS 124.175 (530) 233–7171.
COMMUNICATIONS:  CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 127.6
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´ 163º 60.6 NM to fld. 7465/19E.

CALIFORNIA PINES  (A24)  8 SW  UTC–8(–7DT)  N41°24.74´ W120º41.03´
4389  TPA—5189(800)  NOTAM FILE RNO
RWY 05–23:  H4159X60 (ASPH)  S–12  0.4% up NE
RWY 23:  Rgt ttc.
AIRPORT MANAGER:  (530) 233-2766
COMMUNICATIONS:  CTAF/UNICOM 123.0
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´ 168º 65.3 NM to fld. 7465/19E.

AMEDEE AAF  (AHC)(KAHC)  9 N  UTC–8(–7DT)  N40º15.96´ W120º09.04´
4012  NOTAM FILE RNO Not insp.
RWY 09–27:  H10000X150 (PEM)  PCN 110F/C/W/T
RWY 27:  PAPI(P4L)—GA 3.0º TCH 87´.
MILITARY REMARKS:  Unattended. MISC PPR and apch call is rqr prior to ldg. Daylight ops only unless waiver granted by afld mgr.
AIRPORT MANAGER:  530-827-4147
WEATHER DATA SOURCES:  AWOS–3 118.825 (530) 827–4520.
COMMUNICATIONS:  CTAF 126.2
OAKLAND CENTER APP/DEP 128.8 285.5
CLEARANCE DELIVERY PHONE:  For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RNO.
(T) VOR/DME 109.0  AHC  Chan 27  N40º16.07´ W120º09.12´ at fld. 4005/17E.
VOR unusable: 000°–040° byd 10 NM  320°–360°
DME unusable: 000°–040° byd 10 NM  320°–360°
**ANDY MC BETH** (See KLAMATH GLEN on page 149)

**ANGELS CAMP** N38°01.40´ W120°35.40´
RCO 122.3 (RANCHO MURIETA RADIO)

**ANGWIN–PARRETT FLD** (203) E UTC–8(–7DT) N38°34.80´ W122°26.13´
1875 TPA—2725(850) NOTAM FILE OAK

**RWY 16–34:** H3217X50 (ASPH) LIRL 1.1% up N

**RWY 16:** TRCV(TRL)–GA 5.0º TCH 18´. Tree.

**RWY 34:** TRCV(TRI)–GA 5.0º TCH 18´. Trees. Rgt tfc.

**SERVICE:** S4 FUEL 100LL OK 1, 2 LGT ACTIVATE LIRL Rwy 16–34
and TRCV Rwys 16 and 34—CTAF.

**AIRPORT REMARKS:** Attended Sun–Fri 1600–0100Z‡. NOTE: See Special Notice—Extensive Flight Training in vicinity of Angwin–Parrett Field Airport.

**AIRPORT MANAGER:** 707-965-6219

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**CLEARANCE DELIVERY PHONE:** For CD ctc Oakland ARTCC at 510-745-3380.

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

**SCAGGS ISLAND (L) VORTACW** 112.1 SGD Chan 58 N38°10.76´ W122º22.39´ 336º 24.2 NM to fld. 5/17E.

**ANTELOPE MTN** N41°36.60´ W122°37.42´
RCO 122.4 (RANCHO MURIETA RADIO)

**APPLE VALLEY** (APV)(KAPV) N UTC–8(–7DT) N34°34.52´ W117º11.17´
3062 B TPA—See Remarks NOTAM FILE RAL

**RWY 18–36:** H6498X150 (ASPH) S–70, D–90, 2D–150 MIRL
1.5% up N

**RWY 18:** PAPI(P2L)–GA 3.5º TCH 49´. Hill.

**RWY 36:** PAPI(P2L)–GA 3.0º TCH 40´. Thld dspcd 597´. Rgt tfc.

**RWY 08–26:** H4099X60 (ASPH) S–40, D–60, 2D–100 0.4% up E

**RWY 08:** P–line. Rgt tfc.

**SERVICE:** S4 FUEL 100LL, JET A LGT ACTVT MIRL Rwy 18–36 and
twy lghts—CTAF. PAPI Rwy 18 and Rwy 36 on consly.

**AIRPORT REMARKS:** Attended 1600–0100Z‡. Parachute Jumping. Fuel avbl
24 hrs call (760) 617–7599. Aerobatic training northeast area of arpt.
Rwy 08–26 CLOSED to act over 12,500 pounds without PPR from
arpt manager, call 760–247–2371. Rwy 08–26 CLOSED to ngt ops
due to rapidly rising terrain east and west of rwy, west to 3890´ within
1.5 NM and east to 3910´ within 1.7 NM. Rwy 18–36 on apch to
Rwy 36 cross Rwy 08–26. TPA—Rwy 18–36 4062(1000), Rwy
08–26 3862(800).

**AIRPORT MANAGER:** 760-995-8761

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**BARSTOW RCO 122.3 (RIVERSIDE RADIO)

**BOSHUA APP/DEP CON 124.55

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

**KLAMATH FALLS**

**DAGGETT (L) VORTACW** 113.2 DAG Chan 79 N34°57.75´ W116°34.69´ 218º 38.0 NM to fld. 1760/15E.

**COMM/NAV/WEATHER REMARKS:** Automated UNICOM; 3 clicks adzy, 4 clicks radio check.

**SW. 12 AUG 2021 to 7 OCT 2021**
ARCATA/EUREKA

CALIFORNIA REDWOOD COAST–HUMBOLDT CO (ACV)(KACV) (CG) 7 N UTC–8(–7DT)

N40°58.67′ W124°06.51′

222 B LRA ARFF Index—See Remarks NOTAM FILE ACV

RWY 14–32: H6046X150 (ASPH–GRVD) S–60, D–155, 2S–175, 2D–280 PCN 23 F/D/X/U HIRL 0.7% up SE


RWY 01–19: H4501X150 (ASPH–GRVD) S–60, D–95, 2S–121, 2D–170 PCN 5 F/D/X/U MIRL 0.5% up N

RWY 01: REIL. VASI(V4L)—GA 3.0º TCH 43’.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–4501 TODA–4501 ASDA–4501 LDA–4501

RWY 14: TORA–6046 TODA–6046 ASDA–5846 LDA–5601

RWY 19: TORA–4501 TODA–4501 ASDA–4501 LDA–4501

RWY 32: TORA–6046 TODA–6046 ASDA–6046 LDA–5846

SERVICE: FUEL 100LL, JET A

LGT ACTVT MALSR Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32, HIRL Rwy 14–32—CTAF. MIRL Rwy 01–19, REIL Rwy 01, and VASI Rwy 01 PPR ctc (707) 382–2551 or (707) 496–0102.

MILITARY— FUEL J5 (Mil)—Lt (NC–100LL – Avbl 1200–0800Z‡, C707–382–2551, After hr PN rqr.)

AIRPORT REMARKS: Attended 1200–0759Z‡. Fuel avbl 0400–2400 local, and after hrs with advanced notice. Class I, ARFF Index B. Rwy 01–19 not avbl for sked acr opns with more than 9 psgr seats or unsked acr at least 31 psgr seats.


AIRPORT MANAGER: 707-839-5401

WEATHER DATA SOURCES: ASOS 118.525 (707) 839–7429.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.6 (OAKLAND RADIO)

SEATTLE CENTER APP/DEP CON 124.85 306.3

COAST GUARD AIR OPS 345.0

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 ACV.

ARCATA (H) VOR/DME 115.05 ACV Chan 97(Y) N40°58.89′ W124°06.50′ at fld. 195/17E.

VOR unusable:
045º–095º byd 29 NM blo 12,000′
155º–193º byd 24 NM blo 10,000′
194º–254º byd 12 NM
255º–285º byd 8 NM blo 8,000′
286º–340º byd 30 NM blo 8,000′

DME unusable:
051º–101º byd 29 NM blo 14,000′
200º–210º byd 12 NM
324º–339º byd 30 NM blo 8,000′

ILS/DME 109.5 I–ACV Chan 32 Rwy 32. Class IE. Unmonitored.

ARCATA N40°58.89′ W124°06.50′ NOTAM FILE ACV.

(H) VOR/DME 115.05 ACV Chan 97(Y) at California Redwood Coast–Humboldt Co. 195/17E.

VOR unusable:
045º–095º byd 29 NM blo 12,000′
155º–193º byd 24 NM blo 10,000′
194º–254º byd 12 NM
255º–285º byd 8 NM blo 8,000′
286º–340º byd 30 NM blo 8,000′

DME unusable:
051º–101º byd 29 NM blo 14,000′
200º–210º byd 12 NM
324º–339º byd 30 NM blo 8,000′

RCO 122.6 (OAKLAND RADIO)

ARMITAGE FLD (See CHINA LAKE NAWS (ARMITAGE FLD) on page 109)
CALIFORNIA

ATWATER

CASTLE (MER)(KMER) 3 NE UTC–8(–7DT) N37º22.83’ W120º34.09’
190  B  NOTAM FILE MER
RWY 13–31: H11802X150 (ASPH–CONC) S–155, D–200, 2S–175, 2D–415, 2D/2D–720 HIRL
RWY 13: ALSF1. PAPI(P4L)—GA 3.0º TCH 75˚.
RWY 31: ALSF1. PAPI(P4L)—GA 3.0º TCH 71˚. Rgt tfc.
SERVICE:  S2  FUEL 100LL, JET A, A1  LGT
sequenced flashing lghts OTS indef. When twr is clsd ACTIVATE HIRL
RWY 13–31, ALSF1 Rwy 13 and Rwy 31—frequency 123.000, 3
clicks on, 5 clicks increase intensity, 7 clicks off. PAPI Rwy 13 and
PAPI Rwy 31 opr continuously.
AIRPORT REMARKS: Attended 1700–0200z‡. For arpt information
31 will be the designated calm wind rwy (wind 5 kts or less). Opposite
end of rwy not visible on tkf. Rwy 13–31 1,000’ paved blast pad both
ends of rwy. When twr is clsd opposite direction tkfs and ldgs are not
authorized. Civilian and military training may occasionally cause
pattern congestion. When twr clsd maximum of 5 acft permitted in VFR
traffic pattern at any one time and 2000’ ceiling and 3 miles visibility
recommended. Twy B clsd to acft greater than 30,000 lbs. Rwy 13–31
180º turns prohibited.
AIRPORT MANAGER: 209-385-7686
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF 118.175 ATIS 124.475 UNICOM 122.95
® NORCAL APP/DEP CON 120.95
TOWER 118.175 (1500–0500Z‡) GND CON 133.575
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-0516.
AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION:
EL NIDO (L) VORW/DME 114.2 HYP Chan 89 N37º13.17’ W120º24.01’ 305º 12.6 NM to fld. 184/15E.
ILS 109.5 I–MER Rwy 31. Localizer unusable byd 25º both sides of course. Unmonitored 0500–1500Z‡ daily.
AVONAL

CATALINA (AVX/KAVX) 6 NW UTC–8(–7DT) N33°24.30′ W118°24.95′

1602 NOTAM FILE AVX
RWY 04–22: H3000X75 (CONC) MIRL 1.8% up SW
RWY 22: REIL PVASI(PSIL)—GA 3.0º TCH 39´ Rgt tcf.
SERVICE: LGT NSTD rwy lgts for emergency use only call 310–510–0143. PSIL Rwy 22 opr during arpt opr hrs.

AIRPORT REMARKS: Attended Apr 18–Oct 17 1600–0300Z†, Oct 18–Apr 17 1600–0100Z†. Arpt CLOSED for all opr other than during published attendance schedule hrs exc for emergency. Rwy 04–22 ltd by arpt opr to 12500 lbs mtow. Full stop ldg only; intxn tkofs prohibited. Rwy 04 final 2300 ft steep 2.1% downslope; Rwy 22 upslope preferred ldg. Pilots cannot see acft on opposite ends of rwy due to gradient, must annc taking active rwy on unicom prior to dep. Rwy 04–22 NSTD rwy safety areas. Ldg fee.

AIRPORT MANAGER: 310-510-0143
WEATHER DATA SOURCES: ASOS 120.675 (310) 510–9641.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.
RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SANTA CATALINA (L) VORTACW 111.4 SXC Chan 51 N33°22.50′ W118°25.19′ 352º 1.8 NM to fld. 2090/15E.

AVENAL N35°38.82′ W119°58.72′ NOTAM FILE RUI.
(H) VOR/DME 117.1 AVE Chan 118 110º 30.1 NM to Elk Hills–Buttonwillow. 710/16E.

VOR unusable:
145º–280º byd 25 blo 10,000´
281º–300º byd 25 blo 9,000´
DME unusable:
145º–280º byd 25 blo 10,000´
281º–300º byd 25 blo 9,000´

Baker (0O2) 2 NW UTC–8(–7DT) N35°17.18′ W116°04.88´

922 B NOTAM FILE RAL
RWY 15–33: H3157X50 (ASPH) MIRL
SERVICE: LGT ACTIVATE MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Unattended. Mountain 1/2 mile W of arpt.
AIRPORT MANAGER: 760-247-2371
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE DAG.

DAGGETT (L) VORTACW 113.2 DAG Chan 79 N34°57.75′ W116°34.69′ 036º 31.2 NM to fld. 1760/15E.
BAKERSFIELD MUNI (L45) 3 S UTC–8(–7DT) N35º19.49´W118º59.76´

378 B TPA—1178(800) NOTAM FILE RIU
RWY 16–34: H4000X75 (ASPH) S–20 MIRL
RWY 16: REL. Rgt tcf.
RWY 34: REIL. PAPI(P2L)—GA 4.1º TCH 53´. P–line.

SERVICE: FUEL 100LL, JET A LGT

AIRPORT REMARKS: Attended 1500–0100Z‡. Full service using fuel truck. 100´ pole line 1/2 mile south of arpt.

AIRPORT MANAGER: (661) 326-3105

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35º29.07´W119º05.84´ 139º 10.8 NM to fld. 549/14E.

MEADOWS FLD (BFL)(KBFL) 3 NW UTC–8(–7DT) N35º26.03´W119º03.46´

510 B ARFF Index—See Remarks NOTAM FILE BFL

SERVICE: FUEL 100, 100LL, JET A OX


AIRPORT MANAGER: 661-391-1824

WEATHER DATA SOURCES: ASOS (661) 393–3766

COMMUNICATIONS: CTAF 118.1 ATIS 118.6 661–399–9425 UNICOM 122.95

Bakersfield App/Dep Con 118.9 (North) 118.8 (South) (1400–0700Z‡)

L.A. Center App/Dep Con 126.45 (North/South) (1400–0700Z‡)

Los Angeles Center App/Dep Con 127.1 (0700—1400Z‡)

Los Angeles Tower 118.1 (1400–0700Z‡) Gnd Con 121.7

VOR Test Facility (VOT) 111.2

Radio Aids to Navigation: NOTAM FILE BFL.

Shafer (H) Vortacw 115.4 EHF Chan 101 N35º29.07´W119º05.84´ 133º 3.6 NM to fld. 549/14E.

ILS/DME 111.9 I–BFL Chan 56 RwY 30R. Class IE. Unmonitored when ATCT clsd. LOC unusable byd 25º left and r of course.
2222  B     NOTAM FILE RAL
RWY 08–26: H4955X100 (ASPH) S–12.5 MIRL  2.4% up W
RWY 26: PAPI(P2L)—GA 3.5°, Rgt tcf.
SERVICE: FUEL  100LL  LGT ACTIVATE MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1700–2330Z. For arpt attendant call
951–922–3320. Fuel avbl with 24 hr self svc credit card. Fuel api not
level and acft may not fill completely. No intersection tkfs to the west.
Rwy 08–26 no straight–in ldgs. Parachute jumping.
AIRPORT MANAGER: 951-922-3286
WEATHER DATA SOURCES: AWOS–3 134.625 (951) 922–4674.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at
661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE  (H) VORTAC 112.2  PDZ Chan 59  N33º55.10´
W117º31.80´ 074º 33.9 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
VOR unusable:
010º–015º byd 20 NM blo 10,000´
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
145º–190º byd 25 NM blo 10,000´
145º–190º byd 39 NM blo 13,500´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
DME unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
145º–190º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
BEALE AFB (BAB)(KBAB) AF 6 E UTC–8(–7DT) N39º08.17´ W121º26.20´

Rwy 15: ALSF1. PAPI(P4L)—GA 2.75º TCH 53’. RVR=T

Rwy 33: ALSF1. PAPI(P4L)—GA 3.0º TCH 51’. RVR=T

Service: 52 OX 2, 4  Military— JASU (AM32A–60A) (A/M32A–86) 7(MC–1A) (MC–2A) FUEL J8 FLUID W SP LPOX LOX

Oil: O–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wknds and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.

Military Remarks: Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd wkends and hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR PCN 84 R/B/W/T HIRL Oil 0–128–133–148 Tran Alert Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Actf that arr after 2300Z‡ will not be svc till next duty day. Fleet svc avbl, 24 hr PN rqr. Lavatory cart avbl for trans acft with prior coord. Aircrew will have to perform their own lavatory svc and cleanup.
BECKWOURTH

NERVINO (O02) 1 E UTC–8(–7DT) N39º49.11´ W120º21.17´

4900 B NOTAM FILE RNO

RWY 08–26: H4651X75 (ASPH) S–12 MIRL

RWY 08: Road. Rgt tfc.

RWY 26: PAPI(P2L)–GA 3.5º TCH 50´. Fence.

SERVICE: FUEL 100LL, JET A

AIRPORT REMARKS: Attended 1600–0300Z‡. Cold temperature airport.

AIRPORT MANAGER: 530-283-6299

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0596.

RADIO AIDS TO NAVIGATION:

MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39º31.88´ W119º39.36´ 282º 36.6 NM to fld. 5950/16E.

VORTAC unusable:
200º–230º byd 30 NM blo 13,000´

BENTON FLD (See REDDING on page 198)

BERMUDA DUNES (See PALM SPRINGS on page 184)

BIEBER

SOUTHERN FLD (O55) 2 NE UTC–8(–7DT) N41º08.37´ W121º07.44´

4163 B NOTAM FILE RIU

RWY 04–22: H2980X35 (ASPH) S–12.5 LIRL 0.7% up NE

RWY 04: Trees.

RWY 22: Thld dsplcd 385´. Road.

SERVICE: LGT ACTIVATE LIRL Rwy 04–22—CTAF.

AIRPORT REMARKS: Unattended. Rwy 04–22 thld lgts at both ends are 360º green.

AIRPORT MANAGER: 530-251-8299

COMMUNICATIONS: CTAF 122.9

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

REDDING (T) VOR/DME 108.4 RDD Chan 21 N40º30.27´ W122º17.50´ 036º 65.4 NM to fld. 496/18E.

BIEBER

SOUTHERN FLD (O55) 2 NE UTC–8(–7DT) N41º08.37´ W121º07.44´

4163 B NOTAM FILE RIU

RWY 04–22: H2980X35 (ASPH) S–12.5 LIRL 0.7% up NE

RWY 04: Trees.

RWY 22: Thld dsplcd 385´. Road.

SERVICE: LGT ACTIVATE LIRL Rwy 04–22—CTAF.

AIRPORT REMARKS: Unattended. Rwy 04–22 thld lgts at both ends are 360º green.

AIRPORT MANAGER: 530-251-8299

COMMUNICATIONS: CTAF 122.9

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

REDDING (T) VOR/DME 108.4 RDD Chan 21 N40º30.27´ W122º17.50´ 036º 65.4 NM to fld. 496/18E.
BIG BEAR CITY (L35) 0 W UTC–8(–7DT) N34°15.83´ W116º51.36´
6752 B TPA—7952(1200) NOTAM FILE RAL
RWY 08–26: H5850X75 (ASPH) S–12.5 MIRL
RWY 26: PAPI(P2L)—GA 4.3º TCH 46´. Thld dspcld 600´. Trees.
SERVICE: /4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy
08–26—CTAF. PAPI Rwy 08 and PAPI Rwy 26 opr continuously.
NOISE: Extreme noise sensitive area, practice NS ABTMT procedures. NS
ABTMT procedures, avoid overflying of high school 1 mile east at all
times. On tkf make 10º left turn at end of rwy to avoid housing to east
and elementary school to west of arpt.
AIRPORT REMARKS: Attended 1600–0100Z‡. Jet A fuel avbl 1600–0000Z‡,
sclf svc after hrs. 100LL avbl 24 hr self svc. Mountains all quadrants,
peak haz lghts SE, S, & NW.
AIRPORT MANAGER: 909-585-3219
COMMUNICATIONS: CTAF/UNICOM 122.725
® L.A. CENTER APP/DEP CON 126.35
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at
661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE (H) VORTACW 112.2 PDZ Chan 59 N33°55.10´
W117º31.80´ 043º 39.4 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
VOR unusable:
010º–015º byd 20 NM blo 10,000´
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
145º–190º blo 25 NM blo 10,000´
145º–190º blo 39 NM blo 13,500´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
DME unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

SW, 12 AUG 2021 to 7 OCT 2021
BISHOP (BIH)/(KBIH) 2 E UTC–8(–7DT) N37º22.39´ W118º21.82´
4124 B NOTAM FILE BIH
RWY 12–30: H7498X100 (ASPH–PFC) S–70, D–110, 2S–139, 2D–200, C5–685 PCN 50 F/B/W/T MIRL 0.3% up NW
RWY 17–35: H5600X100 (ASPH–PFC) S–100, D–140, 2S–175, 2D–240 PCN 49 F/B/W/T MIRL
RWY 17: REIL. PAPI(P4L)—GA 3.5º TCH 50’. RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 50’. Trees.
RWY 08–26: H5567X100 (ASPH) S–40, D–56, 2D–98 PCN 25 F/A/W/T MIRL 0.4% up W
RWY 08: PAPI(P2L)—GA 3.5º TCH 30’. Trees.
RWY 26: PAPI(P2L)—GA 3.0º TCH 25’. RWY 08–26: H5567X100 (ASPH) S–40, D–56, 2D–98 PCN 25 F/A/W/T MIRL 0.4% up W
RWY 08: PAPI(P2L)—GA 3.5º TCH 30’. Trees.
RWY 26: PAPI(P2L)—GA 3.0º TCH 25’. RWY 08–26: H5567X100 (ASPH) S–40, D–56, 2D–98 PCN 25 F/A/W/T MIRL 0.4% up W
RWY 08: PAPI(P2L)—GA 3.5º TCH 30’. Trees.
RWY 30: TORA–7498 TODA–7498 ASDA–6743 LDA–6743
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 12, 30, 17 and 35; PAPI Rwy 08, 26, 12, 30, 17 and 35; MIRL Rwy 08–26, 12–30 and 17–35—CTAF. Rwy 08 PAPI unusable byd 5 NM. Rwy 26 PAPI unusable byd 2 NM. Rwy 30 PAPI unusable byd 4 NM. Rwy 17 PAPI unusable byd 5 NM. Rwy 35 PAPI unusable byd 5 NM.
AIRPORT REMARKS: Attended 1600–0100Z‡. Conds not mnt btn 0100–1600Z‡. Hang glider activity involv arpt. Fuel discounts for volume purchases. Due to high apch minimums pilots may need an IFR alternate even though weather is forecast to be higher than 2000’–3. No intersection departures, helicopter t/c apch arpt from the W boundary. Ramp fees for comm actfl, may be offset with fuel purchase. Overnight tie–down fee, one night may be offset with min fuel purchase. No local taxi svc, dial–a–ride avbl, but ltd on Sun.
AIRPORT MANAGER: (760) 872-2971
WEATHER DATA SOURCES: ASOS 119.025 (760) 872–2658.
COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.6 (RIVERSIDE RADIO)
OAKLAND CENTER APP/DEP CON 125.75
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Oakland ARTCC at 510-745-3380.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.
(T) VOR/DME 109.6 BIH Chan 33 N37º22.62´ W118º21.99´ at fld. 4117/15E.
VOR/DME unusable:
360º–105º byd 18 NM
LDA/DME 109.1 I–BIH Chan 28 Rwy 17. LOC/DME unusable byd 14.5 NM blo 8,600´.
HELIPAD H1: H40X40 (ASPH)
HELIPAD H2: H100X100 (ASPH)

BISHOP N37º22.62´ W118º21.99´ NOTAM FILE BIH.
(T) VOR/DME 109.6 BIH Chan 33 at Bishop. 4117/15E.
VOR/DME unusable:
360º–105º byd 18 NM
RCO 122.6 (RIVERSIDE RADIO)

BLACK METAL PEAK N34º18.55´ W114º09.92´
RCO 122.55 (PRESCOTT RADIO)

BLUE CANYON – NYACK (See EMIGRANT GAP on page 126)

SW, 12 AUG 2021 to 7 OCT 2021
BLYTHE  (BLH(KBLH))  6 W  UTC—8(–7DT)  N33º37.15´ W114º43.01´
400  B  TPA—1200(800)  NOTAM FILE BLH
RWY 08–26:  H6543X150 (ASPH)  S–80, D–115, 2S–175, 2D–210
MIRL
RWY 26:  VASI(4VL)—GA 3.0º TCH 42.º.
RWY 17–35:  H5800X100 (ASPH)  S–52, D–76, 2S–100, 2D–135  MIRL
RWY 17:  VASI(4VL)—GA 3.0º TCH 40.º.
RWY 35:  VASI(4VL)—GA 3.0º TCH 40.º.

SERVICE:  FUEL  100LL, JET A
LGT ACTIVATE MIRL Rwy 17–35 and
Rwy 08–26 and VASI Rwy 17, Rwy 35, and Rwy 26—CTAF.

AIRPORT REMARKS:
Attended Apr–Oct 1500–0000Z‡, Nov–Mar
1600–0100Z‡. Parachute training high and low levels all hrs northeast
quad of airport. Acft over 12,500 pounds avoid housing area 1.5 NM
SW below 2000’. Final apch Rwy 35 be established 2 NM from
touchdown. Departure from Rwy 17 make climbing left turn soon as
safety permits. Use wide tfc pattern for Rwy 26 and Rwy 35. Power
plant 1 mile east of arpt producing thermal plumes; avoid low altitude
direct overflight of the power plant.

AIRPORT MANAGER:  951-955-9418

WEATHER DATA SOURCES:  ASOS 120.175 (760) 922–3000.
COMMUNICATIONS:  CTAF/UNICOM 122.8
RCO 122.4 (RIVERSIDE RADIO)

L.A. CENTER APP/DEP CON 128.15
CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.

AIRSPACE:  CLASS E

RADIO AIDS TO NAVIGATION:  NOTAM FILE BLH.
(H) VORTAC 117.4  BLH  Chan 121  N33º35.76´ W114º45.68´  044º 2.6 NM to fid. 410/14E.

VOR portion unusable:
280º–295º byd 30 NM blos 7,000´
295º–325º byd 15 NM blos 12,000´
325º–018º byd 30 NM blos 7,000´

TACAN AZIMUTH unusable:
060º–085º byd 21 NM blos 8,000´

TACAN AZIMUTH & DME unusable:
280º–335º byd 15 NM blos 14,000´
335º–018º byd 15 NM blos 8,000´

BOB HOPE  (See BURBANK on page 100)

BOB MAXWELL MEML AIRFIELD  (See OCEANSIDE on page 180)

BOONVILLE  (D83)  1 NW  UTC—8(–7DT)  N39º00.84´ W123º22.89´
379  TPA—179(800)  NOTAM FILE OAK
RWY 13–31:  H2383X50 (ASPH)  S–30  0.9% up SE
RWY 31:  Thld splcd 95.º. Hill. Rgt tfc.

rwy, do not mistake county road for twy. Pavement gross weight strength
estimated by arpt manager 12,500 pounds.

AIRPORT MANAGER:  707-895-2949

COMMUNICATIONS:  CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE:  For CD ctc Oakland ARTCC at 510-745-3380.
BORREGO SPRINGS

BORREGO VALLEY

RWY 08–26: H5011X75 (ASPH) S–30, D–54, 2D–90 MIRL

SERVICE: FUEL 100LL, JET A+

AIRPORT REMARKS: Unattended. For fuel use cardlock—continuous. For DER ctc Los Angeles ARTCC at 661-575-2079. For operations outside DER hrs contact Los Angeles CTC at 661-575-2079.

AIRPORT MANAGER: 760-744-5800 Menu 1

SW, 12 AUG 2021 to 7 OCT 2021
BRIDGEPORT

BRANT FLD (057) 0 NE UTC–8(–7DT) N38º15.88 ´ W119º13.36 ´
6472 B TPA—7172(700) NOTAM FILE RAL
RWY 16–34: H3854X60 (ASPH) S–30 MIRL
RWY 16: Rgt tcf.
RWY 34: Road.

SERVICE: FUEL 100 LGT ACTIVATE MIRL Rwy 16–34—122.8.
AIRPORT REMARKS: Unattended. Fuel self service. Rotating bcn located 1/4 mile E of the arpt on top of hill. Birds tend to congregate at N end of rwy. Arpt located in mountainous terrain. Hillside located 1644 ft east of AER 34 and 1815 ft east of AER 16. Vehicles on hwy parallel to rwy 180 ft east of AER 16 to midfield. Several unitl 40–80´ trees are at 225–550´ east of the rwy cntrln along the south two thirds of the rwy.

AIRPORT MANAGER: 760-932-5457

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MINA (H) VORTAC 115.1 MVA Chan 98 N38º33.92 ´ W118º01.97 ´ 236º 58.9 NM to fld. 7860/17E.
VOR/DME & TACAN AZIMUTH unusable:
130º–160º byd 28 NM blo 10,700´

BROWN FLD MUNI (See SAN DIEGO on page 212)

BRYANT FLD (See BRIDGEPORT on page 99)

BUCHANAN FLD (See CONCORD on page 115)
BURBANK  

BOB HOPE  (BUR)(KBUR)  3 NW  UTC–8(–7DT)  N34º12.04´ W118º21.52´

778  B  LRA  Class I, ARFF Index C  NOTAM FILE BUR  MON Airport

RWY 15–33: H6886X150 (ASPH–CONC–GRVD)  S–120, D–201, 2S–175, 2D–352, 2D/2D2–839 PCN 58 R/B/W/T MIRL

1.2% up NW


RWY 08–26: H5802X150 (ASPH–CONC–GRVD)  S–120, D–201, 2S–175, 2D–352, 2D/2D2–839 PCN 58 R/B/W/T HIRL

0.5% up W

RWY 08: MALS. PAPI(P4L)—GA 3.0º TCH 72´. RVR–T Road. Rgt tflc.

RWY 26: REIL. RVR–R Pole.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy 08–26 4250

RWY 15

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–5801 TODA–5801 ASDA–5801 LDA–5801

RWY 15: TORA–6885 TODA–6885 ASDA–6885 LDA–6976


RWY 33: TORA–6885 TODA–6885 ASDA–6885 LDA–6535

ARRESTING GEAR/SYSTEM

RWY 08: EMAS

SERVICE: FUEL 100LL, JET A, A+, OX 1, 3


AIRPORT REMARKS: Attended continuously. Rwy 08 CLOSED tfl act greater than 12,500 lbs. Rwy 26 CLOSED to tfl/Jet act with four or more engines. X–bleed starts prohibited in all non–movement areas including the airline trml ramp. ATC may approve X–bleed starts on Twy A north of Twy D, all other req must be coord and apvd by ops. Hang glider act between 5 and 10 NM north of arpt 6000´ AGL SR–SS. Bird act north end Rwy 15–33 and west end Rwy 08–26. Acft in tflc pat (1225´ AGL) at Whitman Airpark 5 miles NW. Turbulent conditions near arpt at times of high winds from north and east. Downdrafts/wind shear may occur at liftoff or final. Helicopter arr rstd to Rwy 08–26 and Rwy 15–33. Power engine run–ups for acft greater than 1200 lbs prohibited in all areas exc on Twy D run–up area or as coord with tower. Rwy 15 VASI unusable byd 5º of centerline. Rwy 33 PAPI unusable byd 2º right of centerline. 8´ blast fence 260´ from departure end of Rwy 26. 14´ blast fence 93´ from departure end of Rwy 33. Acft with wingspan greater than 95´ exp back taxi on Rwy 15–33 for a Rwy 33 dep. Acft restricted from taxiing southbound past Gate B1 on terminal ramp. Acft with wingspan greater than 79´ restricted from using TWY C west of TWY C8. TWY A rstd to acft with wingspan of 171´ or less. TWY B rstd to acft with wingspan of 79´ or less beginning 300´ north of TWY C and continuing north. Acft will use easy power when leaving assigned gate. Ctc must be used when taxiing from terminal area due to close proximity to the terminal. Personal and ground equipment in area. No general aviation act parking at terminal ramp.

AIRPORT MANAGER: (818) 565-1348

WEATHER DATA SOURCES: ASOS 818–841–8384 LAWRS.

COMMUNICATIONS: D–ATIS 134.5 135.125 (Arr via FIM/PMD VORTAC only) 818–843–6633 UNICOM 122.95

SOCAL APP/DEP CON 135.05 (050°–150° BUR) 134.2 (160°–280° VNY, West) 124.6 (South btn BUR 150°–VNY 160°)

120.4 (VNY 280°–BUR 050°) North

BURBANK TOWER 118.7 132.325 (Helicopters) GND CON 123.9 CLNC DEL 118.0

PDC

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE VNY.

VAN NUYS (L) VOR/DME 113.1 VNY Chan 78 N34º13.41´ W118º19.90´ 087º 6.8 NM to fld. 812/15E.

VOR/DME usable: 010º–030º byd 20 NM bio 6,700´ 030º–050º byd 25 NM bio 8,600´ 330º–350º byd 25 NM bio 5,500´ 350º–010º byd 15 NM bio 6,100´

DME usable: 094º–096º byd 35 NM bio 5,000´

ILS 109.5 I–BUR Rwy 08. Class IA. LOC usable inside 0.9 NM to thld; byd 30º right of course.

BUTTE VALLEY  (See DORRIS on page 121)
**BUTTONWILLOW**

**ELK HILLS–BUTTONWILLOW** (L62) 3 S UTC–8(–7DT) N35º21.21´ W119º28.78´

326 TPA—1126(800)  NOTAM FILE RIU

RWY 11–29: H3260X50 (ASPH) S–10

RWY 11: Rgt tfc.


**AIRPORT MANAGER:** (661) 391-1824

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Los Angeles ARTCC at 661-575-2079.

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

**SHAFER (H) VORTACW** 115.4 EHF Chan 101 N35º29.07´ W119º05.84´ 233º 20.3 NM to fld. 549/14E.

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**BYRON** (CB3) 2 S UTC–8(–7DT) N37º49.71´ W121º37.55´

79 B  NOTAM FILE OAK

RWY 12–30: H4500X100 (ASPH) S–29.5 MIRL 0.4% up NW

RWY 12: Pole.


RWY 05–23: H3000X75 (ASPH) S–29.5 MIRL 1.0% up SW

RWY 05: Rgt tfc.

RWY 23: PAPI(P2L)—GA 3.5º TCH 25´.

**SERVICE:** FUEL 100LL LGT ACTIVATE MIRL Rwy 12–30 and Rwy 05–23 and REIL Rwy 30—CTAF.

**AIRPORT REMARKS:** Attended 1500–2200Z‡. Fuel avbl 24 hrs by credit card. Parachute Jumping. Ultralight and sailplane act on and invof arpt. Rising terrain with numerous windmills on ridges west of arpt, 100´ twr 5100´ from Rwy 23, 200´ twr 5600´ from Rwy 05. Hangar apron and tiedown apron 12,500 lbs maximum. Power plant 2.7 miles SE of arpt producing thermal plumes, avoid overflt blo 1,500´ AGL. Rwy 30 calm wind rwy.

**AIRPORT MANAGER:** 844-359-8687

**WEATHER DATA SOURCES:** AWOS–3 123.775 (925) 634–0906.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**CLEARANCE DELIVERY PHONE:** For CD ctc NorCal Apch at 916-361-0516.

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

**MODESTO (H) VOR/DME** 114.6 MOD Chan 93 N37º37.64´ W120º57.47´ 274º 34.0 NM to fld. 93/17E.

aerobatic acft wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800’, avoidance advised dly sr–ss

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**CALAVERAS CO–MAURY RASMUSSEN FLD** (See SAN ANDREAS on page 209)

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SW, 12 AUG 2021 to 7 OCT 2021
CALEXICO INTL  (CXL)(KCXL)  1 W  UTC–8(–7DT)  N32º40.05´ W115º31.06´  
6 B  TPA—See Remarks  AOE  LRA  NOTAM FILE SAN  
RWY 08–26: H4683X75 (ASPH)  S–30  MIRL  
   RWY 08: REIL. PAPI(P4L)—GA 3.0º TCH 33’. P–line.  
SERVICE:  FUEL  100LL, JET A, A+  
AIRPORT REMARKS: Attended 1600–0100Z‡. Rwys 08–26 ground drop–off on east end of rwy and north of east acft parking area. TPA—806(800) conventional acft, 1206(1200) jet acft. Flight Notification Service (ADCUS) available.  
AIRPORT MANAGER: (760) 768-2160  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.  
RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.  
IMPERIAL (H) VORTAC 115.9  IPL Chan 106  N32º44.93´ W115º30.51´ 171º 4.9 NM to fld. –18/14E.  
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored 1600–0100Z‡.  

CALIFORNIA CITY MUNI  (L71)  2 NW  UTC–8(–7DT)  N35º09.08´ W118º01.00´  
2454  B  NOTAM FILE RAL  
RWY 06–24: H6027X60 (ASPH)  S–26  MIRL  0.9% up SW  
   RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Rgt tcf.  
SERVICE:  FUEL  80, 100LL, JET A  OX 4  LGT ACTIVATE REIL Rwy 24, MIRL Rwy 06–24—CTAF. PAPI Rwy 24 opr continuously.  
AIRPORT MANAGER: (760) 559-3628  
WEATHER DATA SOURCES: AWOS–1 120.875 (760) 373–7670.  
COMMUNICATIONS: CTAF/UNICOM 122.7  
R JOSHUA APP/DEP CON 133.65  
CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.  
RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.  
EDWARDS (T) VORTACW 116.4  EDW Chan 111  N34º58.94´ W117º43.96´ 294º 17.3 NM to fld. 2378/12E.  
TACAN AZIMUTH unusable:  
   098º–158º byd 19 NM blo 7,900´  
DME unusable:  
   107º–158º byd 19 NM  
VOR unusable:  
   098º–158º byd 19 NM blo 7,900´  

CALIFORNIA PINES  (See ALTURAS on page 86)  
CALIFORNIA REDWOOD COAST–HUMBOLDT CO  (See ARCATA/EUREKA on page 88)
CALIFORNIA 103

CALIPATRIA

CLIFF HATFIELD MEML (CLR)(KCLR) 1 NW UTC–8(–7DT) N33º07.88´ W115º31.28´

–182 TPA—618(800) NOTAM FILE SAN

RWY 08–26: H3423X50 (ASPH) S–12

RWY 08: Thld dsplcd 120´. Road.


AIRPORT MANAGER: 760-348-4144

COMMUNICATIONS: CTAF 122.9

@ L.A. CENTER APP/DEP CON 128.6

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

IMPERIAL (H) VORTAC 115.9 I PL Chan 106 N32º44.93´ W115º30.51´ 344º 22.9 NM to fld. –18/14E.

Camarillo

(CMA)(KCMA) 3 W UTC–8(–7DT) N34º12.83´ W119º05.66´

77 B TPA—See Remarks NOTAM FILE CMA


RWY 08: REIL. PAPI(P4L)—GA 3.0º TCH 48´. Rgt tfc.

RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 48´.

SERVICE: S4 FUEL 100LL, JET A OX 2 LGT When twr clsd ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.

NOISE: Noise sensitive all quadrants practice noise abatement/fly quiet/procedures.


CONTINUED ON NEXT PAGE
Continued from preceding page

**Airport Manager:** 805-388-4372  
**Weather Data Sources:** ASOS 126.025 (805) 384–9294.  
**Communications:** CTAF 128.2 ATIS 126.025 805–484–3351 UNICOM 122.95  
**Point Mugu App/Dep Con** 124.7 (1500–0700Z‡)  
**L.A. Center App/Dep Con** 135.5 (0700–1500Z‡)  
**Tower** 128.2 (1500–0500Z‡) **Gnd Con** 121.8 Clnc Del 121.8  
**Point Mugu Clnc Del** 130.75 (0500–0700Z‡)  
**Airspace:** Class D svc 1500–0500Z‡; other times CLASS G.  
**Radio Aids to Navigation:** NOTAM FILE CMA.  
**(L) VOR/DME** 115.8 CMA Chan 105 N34º12.75’ W119º05.66’ at fld. 63/15E.  
VOR unusable:  
046º–245º byd 20 NM blo 14,000’  
276º–300º byd 20 NM blo 14,000’  
301º–045º  
DME unusable:  
046º–245º byd 20 NM blo 14,000’  
276º–300º byd 20 NM blo 14,000’  
301º–045º  
**Comm/nav/weather remarks:** For after hrs IFR Clnc Del ctc Los Angeles ARTCC 661–575–2052.

**Cameron Park (O61) 0 N UTC–8 (–7DT) N38º41.04’ W120º59.25’**  
**Service:** S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 13–31—CTAF.  
**Noise:** Noise abatement procedures call arpt manager 530–676–8316.  
**Airport remarks:** Migratory geese inv of arpt. Do not confuse parl residential streets on both sides of arpt with the rwy. Rwy 13–31 restricted to use by acft with less than a maximum certificated gross weight of 12,500 pounds and wingspan less than 50’. Helicopter parking not authorized. 1597’ hill unlgtd 0.5 NM SE of arpt. Rwy 13–31 west side 60’ gates in perimeter fencing to provide access to residential area for residents and invited guests.  
**Airport Manager:** 530-676-8316  
**Weather Data Sources:** AWS–1 120.0 (530) 677–5392.  
**Communications:** CTAF/UNICOM 123.05  
**Clearance Delivery Phone:** For CD ctc NorCal Apch at 916-361-6874.  
**Radio Aids to Navigation:** NOTAM FILE RIU.  
**Hangtown (L) VOR/DME** 115.5 HNW Chan 102 N38º43.48’ W120º44.96’ 241º 11.5 NM to fld. 2604/17E.  
VOR unusable:  
200º–260º byd 15 NM blo 9,500’  
320º–350º byd 10 NM blo 6,000’  
320º–350º byd 25 NM blo 14,500’
CAMP PENDLETON MCAS (MUNN FLD)  (NFG)(KNFG) MC  6 N UTC–8(–7DT)  N33º18.08´  

W117º21.31´

78  B  TPA—See Remarks  NOTAM FILE NFG  Not insp.

RWY 03–21: H6006X221 (ASPH)  PCN 80 F/C/W/T  HIRL

RWY 03: PAPI(P4R)—GA 4.0º TCH 68´.

RWY 21: SALSF. PAPI(P4L)—GA 3.5º TCH 52´. Rgt ttc.

SERVICE:  LGT PCL on twr 128.775 and 340.2. When twr clsd, ACTIVATE SALSF Rwy 21, PAPI Rwy 03 and Rwy 21, HIRL Rwy 03–21 on 128.775. MILITARY— JASU NC–8/NC–10 prior arng rqr with MCAS OPS DSN 361–7775, 365–8016. FUEL J5 TRAN ALERT No AMC fleet svc avbl. ALCE team rqr for all AMC flt. Ltd tran svc, no tie–down, oil/laboratory analysis or tran maint svc avbl. No shuttle svc avbl. All VIP acft ctc airfield OPS on PTD 15 min prior to arr. Tran crews responsible for cold refuel of their own acft.


MILITARY REMARKS: Opr Mon–Thu 1600–0800Z‡, Fri 1600–0100Z‡, CLOSED Sat, Sun and hol . See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR 24 hr PN exc for hot refueling or pattern work, AG and cstms svc are avbl upon req with 48 hrs ntc. MCAS flight cnc DSN 365–8016/8026 C760–725–8016/8026 OPS, Mon–Fri 1600–0100Z‡. Ltd ramp space, acft PPR strictly enforced for all pax, cargo and tran acft. Heavy Fixed Wing acft (C5, C141, C17) ctc MCAS OPS concerning weight bearing capacity. Heavy acft, full stop ldg only. For use of MCB Range Facilities (LZ/DZ/CAL Site/vertical and short tkf and ldg acft, etc.) ctc MCB Range CON schedule DSN 365–4219/3510, C760–725–4219/3510. Helipads P1, P2, P3, P4 dimensions 137X137. E2 and F2 dimensions 133X133. Lcl–based and non–tenant acft are authorized to conduct one clsd fld full stop arrival and/or one clsd fld departure. CAUTION Numerous hazards to flt/gnd opr. Extv VFR tfc in Class D Airspace. High density tfc in Class D airspace 1900–2300Z‡. Tenant acft have priority for lcl pattern opr. See FLIP AP/1 Supplementary Arpt info. TFC PAT TPA—Fixed Wing 1100(1022), Rotary/Wing 600(522), rising terrain all quadrants to 3200´. All acft use ldg lgt in tfc pattern after SS and in IMC. MISC Wx forecast avbl 2 hr PN.

COMMUNICATIONS: ATIS 285.45 (Mon and Fri 1600–0100Z‡, Tue–Thu 1600–0800Z‡ clsd Sat, Sun and holidays.)

SOCAL APP/DEP CON 127.3 323.0

TOWER 128.775 271.6 340.2 (Mon–Thurs 1600–0800Z‡, Fri 1600–0100Z‡, clsd Sat, Sun and hol)

GND CON 134.675 360.2  GLC DEL 134.675 271.6

BASE OPS 279.3 MCB RANGE CON (LONG RIFLE) 123.2 310.3

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1600–0800Z‡ Mon–Thu, 1600–0100Z‡ Fri, clsd Sat, Sun and hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

OCEANSIDE (H) VORTAC 115.3  OCN  Chan 100  N33º14.44´ W117º25.06´  026º 4.8 NM to fld. 52/15E. VOR portion unusable: 227º–265º byd 20 NM

(T) TACAN Chan 55  NFG (111.8)  N33º16.48´ W117º23.18´  032º 2.2 NM to fld. 502/13E.  NOTAM FILE NFG, TACAN unmonitored when arpt clsd.

No NOTAM MP 2100–0100Z‡ Fri

ASR/PAR (Mon–Thurs 1600–0800Z‡, Fri 1600–0100Z‡, clsd Sat, Sun and holidays.)

COMM/NAV/WEATHER REMARKS: Radar See Terminal FLIP for Radar Minima.
CARLSBAD

MC CLELLAN–PALOMAR (CRQ)(KCRQ)  3 SE UTC–8(–7DT)  N33º07.70´ W117º16.81´

PCN 33 F/D/X/T  HIRL
RWY 06: PAPI(P4L)—GA 3.0º TCH 35´. RVR=R Tld dsplcd 297´.
RWY 24: MALSRS. PAPI(P4L)—GA 3.2º TCH 54´. RVR=T Rgt tlc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–4897 TDA–4897 ASDA–4897 LDA–4600
RWY 24: TORA–4897 TDA–4897 ASDA–4897 LDA–4897

SERVICE: S4 FUEL 100LL, JET A OX, 4 LGT When twr clsd ACTIVATE
HIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24, REIL Rwy 24, MALSRS
Rwy 24—CTAF.

NOISE: No jet actf training due to noise abatement and traffic congestion.
Multiple apchs by large actf (including large helicopters) not authorized.
All actf multiple practice apchs and ldgs discourage 0600–1500Z.
Voluntary curfew, jets 0600–1500Z, props 0800–1400Z, emerg,
lifeguard and law enforcement excepted. Arpt has noise abatement

AIRPORT REMARKS: Attended 1500–0600Z. Rwy 24 hard to see 2 hrs prior
to SS; do not mistake Twy A as the rwy. Extensive bird activity in vicinity
especially in spring. P–lines 2 miles W & SW. Rwy 24 is calm wind rwy.
CLOSED to air carrier ops with more than 9 passenger seats from
0630Z to 1400Z except by PPR call arpt manager 760–431–4646. PPR for all military acct call arpt manager
760–431–4646. TPA—1003(672) helicopters, 1503(1172) small actf, 2003(1672) large actf. Rwy 06–24 south VFR
tfc pattern clsd 0600–1500Z. Request jets fly the ILS apch. North side ramp limited to 12,500 lbs. TSNT PRKG LTD
to SML SNGL and twin ENG ACFT with wingspans under 38 FT . No jet ACFT PRKG allowed in TSNT PRKG.
Limited transient tie down space on public ramp. U.S. Customs User Fee Arpt, ctc 877–848–7766. Ldg fee. Use caution reg
thermal plumes invof power plant approximately 2.7 NM West and Northwest of arpt.

AIRPORT MANAGER: 760-431-4646

COMMUNICATIONS: CTAF 118.6
ATIS 120.15  (760–438–2117)
OCEANSIDE RCO 122.1R 115.3T (SAN DIEGO RADIO)
SOCAL APP/DEP CON 127.3
TOWER 118.6 (1500–0600Z) GND CON 121.8
CLNC DEL 134.85

AIRSPACE: CLASS D svc 1500–0600Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.
OCENSIDE (H) VORTAC 115.3 OCN Chan 100 N33º14.44´ W117º25.06´ 119º 9.7 NM to fld. 52/15/E.
VOR portion unusable:
227º–265º byd 20 NM
ILS/DME 108.7 I–CRQ Chan 24 Rwy 24. Unmonitored when ATCT clsd. Autopilot coupled approaches na below
960´ MSL.

COMM/NAV/WEATHER REMARKS: When twr clsd acctf must self–announce on CTAF prior to ldg or tkof.

HELIPAD H1: H40X50 (CONC)  HIRL

HELIPORT REMARKS: Standard heliport markings.

CASTLE (See ATWATER on page 89)

CATALINA (See AVALON on page 90)
CEDARVILLE  (O59)  2 N UTC–8(–7DT)  N41º33.22´ W120º09.94´
4623 B NOTAM FILE RNO
RWY 02–20: H4415X50 (ASPH)  S–12.5  MIRL  1.2% up S
RWY 02: Thld dspcld 120´, Road.
SERVICE: LGT ACTIVATE MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 530-233-6412
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.
LAKEVIEW (H) VORTAC 112.0  LKV Chan 57  N42º29.57´ W120º30.43´ 146º 58.4 NM to fld. 7465/19E.

CHARLES M SCHULZ – SONOMA CO (See SANTA ROSA on page 226)

CHEMEHUEVI VALLEY  (49X)  4 N UTC–8(–7DT)  N34º31.73´ W114º25.92´
638 B NOTAM FILE RAL
RWY 16–34: H5000X75 (ASPH)  S–12  MIRL
SERVICE: LGT ACTIVATE MIRL Rwy 16–34—CTAF.
AIRPORT MANAGER: 760-858-1116
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE EED.
NEEDLES (H) VORTAC 115.2  EED Chan 99  N34º45.96´ W114º28.45´ 157º 14.4 NM to fld. 620/15E.
VORTAC unusable:
100º–130º byd 27 NM blo 6,600´
170º–220º byd 20 NM blo 5,800´
220º–280º byd 35 NM blo 6,800´
TACAN AZIMUTH & DME unusable:
165º–220º byd 20 NM blo 8,000´
165º–220º byd 30 NM blo 12,000´

PHOENIX
H–4J, L–5A, 7E
CHESTER

ROGERS FLD (Q85) 2 SW UTC–8(–7DT) N40º16.94´ W121º14.47´
4534 B NOTAM FILE RIU

RWY 16–34: H5020X100 (ASPH) S–60, D–110 MIRL 0.4% up N
RWY 16: PAPI(P2L)—GA 3.0° TCH 45’. Trees.

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 16–34 and
PAPI Rwy 16 and Rwy 34—CTAF.

AIRPORT REMARKS: Attended 1600Z—dusk.

AIRPORT MANAGER: 530-283-6299

WEATHER DATA SOURCES: AWOS–3 118.275 (530) 259-2860.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION: NOTAM FILE RBL.

RED BLUFF (H) VORTACW 115.7 RBL Chan 104 N40º05.93´
W122º14.18´ 058º 47.1 NM to fld. 321/18E.

CHICO MUNI (CIC)(KCIC) 4 N UTC–8(–7DT) N39º47.72´ W121º51.51´
240 B TPA—See Remarks Class III, ARFF Index A NOTAM FILE CIC

RWY 13L–31R: H6724X150 (ASPH–GRVD) S–63, D–100, 25–127,
2D–170 PCN 20 F/B/X/T HIRL 0.5% up NW
RWY 13L: MALSR. PAPI(P4L)—GA 3.0° TCH 52’. Rgt tfc.
RWY 31R: REIL. VASI(4L)—GA 3.0° TCH 54’.
RWY 13R–31L: H3000X60 (ASPH) S–12.5 0.4% up NW
RWY 13R: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 13L: TORA–6724 TODA–6724 ASDA–6724 LDA–6724
RWY 13R: TORA–3000 TODA–3000 ASDA–3000 LDA–3000
RWY 31L: TORA–3000 TODA–3000 ASDA–3000 LDA–3000
RWY 31R: TORA–6724 TODA–6724 ASDA–6724 LDA–6724

SERVICE: S4 FUEL 100LL, JET A OK 3 LGT When twr clsd ACTVT
MALS Rwy 13L; REIL Rwy 31R; PAPI Rwy 13L; VASI Rwy 31R;
HIRL Rwy 13L–31R—CTAF.

AIRPORT REMARKS: Attended 1500–0300Z. Fuel avbl 1530–0300Z.
For fuel after hrs call 530–588–4888. Birds on and invof arpt. PPR for
scheduled air carrier svc involving acft with more than 9 passenger
seats and unscheduled air carrier svc involving acft with more than 30
passenger seats. Without PPR, ARFF svcs may not be avbl. For PPR
ctc arpt mgr 530–896–7216. For jet/heavy acft opr E of fld
TPA—1740(1500), for light acft opr W and E of fld TPA—1240(1000). Rwy 13R–31L is part of an asph pad
3000’X1500’. Twy Z CLOSED.

AIRPORT MANAGER: 530-896-7216

WEATHER DATA SOURCES: AWOS–3 119.675 (530) 879–3850. LAWRS.

COMMUNICATIONS: CTAF 121.0 ATIS 119.675 UNICOM 122.95

OAKLAND CENTER APP/DEP CON 132.2
TOWER 121.0 (1500–0300Z) GND CON 121.9

AIRSPACE: CLASS D svc 1500–0300Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RBL.

RED BLUFF (H) VORTACW 115.7 RBL Chan 104 N40º05.93´ W122º14.18´
118º 25.2 NM to fld. 321/18E.
VOR portion unusable:
280º–300º blo 3,500’

ILS/DME 111.3 I–CIC Chan 50 Rwy 13L. Class IE. Unmonitored when ATCT closed.

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

HELIPAD H1: H64X64 (CONC) S–35
CHINA LAKE NAWS (ARMITAGE FLD)  (NID)(KNID) NAS 3 NW UTC–8(–7DT)  N35º41.14´

2284  B  NOTAM FILE NID  Not insp.

RWY 03–21: H10001X200 (CONC)  PCN 111R/B/W/T  HIRL

RWY 21:  OLS. PAPI(PAL)—GA 3.0º  TCH 57´. 0.8º up.

RWY 14–32: H9014X200 (ASPH)  PCN 16 R/B/W/T  HIRL

RWY 14:  OLS. PAPI(PAR)—GA 3.0º  TCH 52´.

RWY 32:  OLS. PAPI(PAR)—GA 3.0º  TCH 50´.

RWY 08–26: H7111X75 (CONC)  PCN 59 R/B/W/T  HIRL

ARRESTING GEAR/SYSTEM

RWY 03  HOOK E28(B)  (1657 FT).

RWY 14  HOOK E28(B)  (1501 FT).

SERVICE:  LGT

RWY 08–26 marked and lighted 75´ wide. RWY 03–21 and RWY 14–32 marked and lighted 200´.


FLUID  SP PRESAIR LHOX LOX – Avbl 1400–2300Z‡ Mon–Fri, csld altn Fri–Sat–Sun–hol. OXRB.

COMMUNICATIONS:  ATIS  322.375  ®

TOWER 120.15 340.2  (1530–0630Z‡ Mon–Fri; csld altm Fri. 2300–0100Z‡, csld 2030–2300Z‡, open 2300–0100Z‡ 1st working/non–hol Fri of the month. Sat–Sun opr by PPR/ICl use only. See FLIP AP/I Supplementary Arpt Info. Fit Haz R2508 and China Lake NAWS Supplementary Arpt Remarks. RSTD PPR DSN 437–5301. All PPR issued 1530–0630Z‡ weekdays only. PPR civil acft offb bus. Rstd afld hrs subject change. Pilots filing KNID China Lake as an altm or emerg div are advd to call base ops DSN 437–5475 to verify opr hrs. Twy H is csld, non–operational. CAUTION Bird hazard near golf course, within Class D Airspace Oct–Apr. Twy B and Twy G not lgtd.

TRAN ALERT  Exp svc delay. Ltd tran svc avbl 1530–0030Z‡ Mon–Fri.

NOISE:  Dep avoid overflight China Lake and city of Ridgecrest 2 NM SSE.

MILITARY REMARKS:  Opr Mon–Fri 1530–0630Z‡, Sun 2300–0100Z‡, csld altm Fri. Open 1530–2030Z‡, csld 2030–2300Z‡, open 2300–0100Z‡ 1st working/non–hol Fri of the month. Sat–Sun opr by PPR/ICl use only. See FLIP AP/I Supplementary Arpt Info. Fit Haz R2508 and China Lake NAWS Supplementary Arpt Remarks. RSTD PPR DSN 437–5301. All PPR issued 1530–0630Z‡ weekdays only. PPR civil acft offb bus. Rstd afld hrs subject change. Pilots filing KNID China Lake as an altm or emerg div are advd to call base ops DSN 437–5475 to verify opr hrs. Twy H is csld, non–operational. CAUTION Bird hazard near golf course, within Class D Airspace Oct–Apr. Twy B and Twy G not lgtd.

TFC PAT  Reduced rwy separation standards in effect USN/USMC acft. Twy B and Twy G are not lighted.

CUSTOMS/AG/IMG  Customs not avbl. Acft entering from foreign countries must clear Customs prior arrival.

MISC  Tran acft to/fr China Lake NID must ctc R2508 Complex Control Board for schedule/brief prior to obtaining a PPR. Portions of apch end Rwy 26 and adj twy not visible fr twr.

COMMUNICATIONS:  ATIS  322.375

R Wilmington Interim Control (DIA) DSN 437–5301. All Interim Control issued 1530–0630Z‡ weekdays only. Interim Control cts csld altm Fri. Open 1530–2030Z‡, csld 2030–2300Z‡, open 2300–0100Z‡ 1st working/non–hol Fri of the month. Sat–Sun opr by PPR/ICl use only.

NOTAM FILE NID.  (L) TACAN Chan 53  (111.6) N35º41.28´  W117º41.43´ at fld. 2228/14E.

TACAN AZIMUTH unusable:

072º–112º byd 30 NM

132º–192º byd 35 NM

192º–322º byd 27 NM

357º–037º byd 25 NM

TACAN opr 1430–0630Z‡

DME unusable:

072º–112º byd 30 NM

132º–192º byd 35 NM

192º–322º byd 27 NM

357º–037º byd 25 NM

AIRSPACE:  CLASS D svc 1530–0630Z‡ Mon–Fri, 2300–0100Z‡ Sun, csld altm Fri, opr 1530–2030Z‡, csld 2030–2300Z‡, open 2300–0100Z‡ 1st working/non–hol Fri of the month, Sat–Sun opr by PPR/ICl use only; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE NID.

(L) TACAN Chan 53  NID (111.6) N35º41.28´  W117º41.43´ at fld. 2228/14E.

TACAN AZIMUTH unusable:

072º–112º byd 30 NM

132º–192º byd 35 NM

192º–322º byd 27 NM

357º–037º byd 25 NM

NOTES:  Payloads may not equal totals. }
CHINO (CNO)(KCNO) 3 SE UTC–8(–7DT) N33º58.49´ W117º38.19´
650 B TPA—See Remarks NOTAM FILE CNO MON Airport
Rwy 08R–26L: H7000X150 (ASPH–GRVD) S–75, D–150, 2S–175,
2D–215 MIRL
Rwy 08R: PAPI(P4L)—GA 3.0° TCH 52´. Rgt tfc.
Rwy 26L: PAPI(P4L)—GA 3.0° TCH 55´. Trees.
Rwy 03–21: H4919X150 (ASPH) S–21, D–130, 2S–165, 2D/2D–50
MIRL 0.8% up NE
Rwy 03: REIL. PAPI(P4L)—GA 3.0° TCH 40´. Rgt tfc.
Rwy 21: REIL. PAPI(P4L)—GA 3.0° TCH 40´.
Rwy 08L–26R: H4858X150 (ASPH) S–12 HIRL 0.4% up W
Rwy 26R: PAPI(P4L)—GA 3.0° TCH 53´. Trees.

SERVICE: S4 FUEL 100LL, JET A OX 2 LGT When twr clsd MIRL Rwy
03–21, HIRL Rwy 08L–26R, MIRL Rwy 08R–26L are turned on. PAPI
Rwy 26R, Rwy 08R, Rwy 26L, Rwy 03, Rwy 21, and REIL Rwy 03 and
Rwy 21 opr continuously.

AIRPORT REMARKS: Attended continuously. Self-svc fuel avbl 24 hrs. Birds
and wildlife on and invof arpt. Radio controlled acft activity blo 400´
AGL 2.5 NM south of arpt. TPA—1400(750), Twin engine
TPA—2000(1350).

AIRPORT MANAGER: 909-597-3910
WEATHER DATA SOURCES: ASOS (909) 393–5823 LAWRS.
COMMUNICATIONS: CTAF 118.5 ATIS 125.85 (909) 393–5365 UNICOM 122.95
SOCAL APP/DEP CON 135.4NE–EAST
TOWER 118.5 (1500–0500Z‡) GND CON 121.6

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE (H) VORTACW 112.2 PDZ Chan 59 N33º55.10´ W117º31.80´ 287º 6.3 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
VOR unusable:
010º–015º byd 20 NM blo 10,000´
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
145º–190º byd 25 NM blo 10,000´
190º–230º blo 13,500´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
DME unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

RIVERSIDE (T) VORW 112.4 RAL N33º57.31´ W117º26.99´ 263º 9.4 NM to fld. 778/14E.
ILS 111.5 l–CNO Rwy 26R. Unmonitored when ATCT closed.
CHIRIACO SUMMIT (L77)  1 NE  UTC–8(–7DT)  N33°39.89´ W115°42.62´
1711   NOTAM FILE RAL
RWY 06–24: H4000X50 (ASPH)  0.7% up SW
AIRPORT REMARKS: Unattended. Pilots visibility is limited to 1400´ from
either end of Rwy 06–24.
AIRPORT MANAGER: 951-955-9418
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at
661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.
THERMAL (H) VORTAC 116.2 TRM Chan 109  N33°37.69´
W116º09.61´  071º 22.6 NM to fld. –124/13E.
VOR unusable:
045º–060º byd 30 NM blo 12,000´
060º–090º byd 35 NM blo 13,500´
160º–185º byd 20 NM blo 12,000´
160º–185º byd 30 NM blo 14,000´
185º–260º byd 20 NM blo 18,500´
260º–265º byd 35 NM blo 11,000´
260º–265º byd 36 NM blo 12,000´
265º–285º byd 35 NM blo 13,500´
325º–045º byd 20 NM blo 12,000´
325º–045º byd 35 NM blo 13,500´
TACAN AZIMUTH unusable:
060º–090º byd 35 NM blo 9,000´
160º–285º byd 15 NM blo 17,500´
160º–285º byd 30 NM
325º–045º byd 20 NM blo 12,000´
325º–045º byd 30 NM blo 15,000´
DME unusable:
060º–090º byd 35 NM blo 9,000´
160º–285º byd 15 NM blo 17,500´
160º–285º byd 30 NM
325º–045º byd 20 NM blo 12,000´
325º–045º byd 30 NM blo 15,000´

CHOWCHILLA (2O6)  1 SE  UTC–8(–7DT)  N37º06.80´ W120º14.82´
243   NOTAM FILE RIU
RWY 12–30: H3253X60 (ASPH)  S–12  MIRL
RWY 12: Antenna.
RWY 30: Railroad. Rgt tfc.
SERVICE: LGT ACTIVATE MIRL Rwy 12–30—CTAF.
AIRPORT REMARKS: Unattended. Apch to Rwy 12 +35´ P–lines 1150´ from
thd on extended rwy centerline.
AIRPORT MANAGER: (559) 267-3157
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.
RADIO AIDS TO NAVIGATION: NOTAM FILE MCE.
EL NIDO (L) VOR/DME 114.2 HYP Chan 89  N37º13.17´
W120º24.01´ 116º 9.7 NM to fld. 184/15E.

CHUALAR  N36º29.45´ W121º28.49´  NOTAM FILE SNS.
NDB (MHW) 263  UAD  312º 12.1 NM to Salinas Muni. 105/16E. SHUTDOWN.
Unusable:
135º–245º byd 10 NM
360º–080º byd 10 NM

CLIFF HATFIELD MEML (See CALIPATRIA on page 103)
CLOVERDALE MUNI  (O60)  3 SE  UTC–8(–7DT)  N38°46.58’ W122°59.56’
276   NOTAM FILE OAK
RWY 14–32: H2909X60 (ASPH) S–12  MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 40’.  
RWY 32: REIL. PAPI(P2L)—GA 3.5º TCH 40’. Brush. Rgt tfc.
SERVICE: FUEL 100LL  LGT ACTIVATE PAPI Rwy 32 and MIRL Rwy
14–32—CTAF.
AIRPORT REMARKS: Attended 1600–0100Z‡. Fuel avbl 24 hrs with credit
line. Parachute Jumping.
AIRPORT MANAGER: 707-894-2150
COMMUNICATIONS: CTAF/UNICOM 122.8
OAKLAND CENTER APP/DEP CON 127.8
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE STS.
SANTA ROSA (H) DME 110.85 STS Chan 45(Y) N38º30.49’
W122º48.64’ 332º 18.2 NM to fld. 121/0E.
DME unusable:
  030º–080º byd 25 NM blo 7,500’
  080º–120º byd 25 NM blo 5,000’
  340º–360º byd 32 NM blo 10,000’
  360º–030º byd 25 NM blo 10,000’

CLOVIS  N36º53.06’ W119º48.91’  NOTAM FILE FAT.
(H) TACAN 112.9  C2Q  Chan 76  129º 8.0 NM to Fresno Yosemite Intl. 359/15E.

COALINGA
HARRIS RANCH  (3O8)  9 NE  UTC–8(–7DT)  N36º14.89’ W120º14.31’
470   NOTAM FILE RIU
RWY 14–32: H2820X30 (ASPH) S–30  LIRL
RWY 14: Pole. Rgt tfc.
RWY 32: P–line.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Attended 1400–0300Z‡. Fuel avbl 24 hours from service station
559–935–0717. Caution electrical P–line 40’ AGL 0.3 NM S of arpt. No run–ups on apch end of Rwy 32.
AIRPORT MANAGER: 559-935-0717
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE PRB.
PASO ROBLES (L) VORTACW 114.3  PRB  Chan 90  N35º40.35’
W120º37.63’ 013º 33.5 NM to fld. 817/16E.
TACAN AZIMUTH & DME unusable:
  120º–140º byd 27 NM blo 8,000’
HELIPAD H1: H50X50 (ASPH) PERIMETER LGTS
COLUSA (O28) 3 S UTC–8(–7DT) N39°10.74’ W121°59.60’
 49 B TPA—See Remarks NOTAM FILE RIU
RWY 13–31: H3034X59 (ASPH) S–10 MIRL
RWY 13: PAPI(P2L)—GA 3.0º TCH 25’.
RWY 31: PAPI(P2L)—GA 3.0º TCH 43’. Road. Rgt ttc.
SERVICE: 4 FUEL 100LL LGT ACTIVATE MIRL Rwys 13–31 CTAF.
AIRPORT REMARKS: Attended dawn–dusk. Fuel avbl by credit card 24 hrs. Be alert to bldg 120’ above ground level, 1000’ West. Birds on and invof arpt.
AIRPORT MANAGER: (530) 682-2612
COMMUNICATIONS: CTAF/UNICOM 122.8
® OAKLAND CENTER APP/DEP CON 132.2
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
WILLIAMS (L) VORTAC W 122°01.64’ 356º 6.7 NM to fld. 49/18E.
COMPTON/WOODLEY (CPM)(KCPM)  2 SW UTC–8(–7DT) N33°53.40′ W118°14.63′

99  B  TPA—999(900)  NOTAM FILE HHR

RWY 07L–25R: H3323X60 (ASPH–AFSC)  S–14.5  0.4% up W
  RWY 07L: Thld dsplcd 738′. Road. Rgt tfc.
  RWY 25R: Thld dsplcd 667′. Road.
RWY 07R–25L: H3322X60 (ASPH–AFSC)  S–14.5  MIRL  0.4% up W
  RWY 07R: Thld dsplcd 737′. Road. Rgt tfc.
  RWY 25L: REIL. PAPI(P2R)—GA 4.0º TCH 71′. Thld dsplcd 667′. Road.

SERVICE: S4  FUEL  100LL  LGT ACTIVATE REIL and PAPI Rwy 25L;
  MIRL Rwy 07R–25L, north and south parallel twys—CTAF.

AIRPORT REMARKS: Attended continuously. Rwy 07L–25R CLOSED ngts
  indef, only VFR ops during day. No touch and go landings. Rwy 25L
  and Rwy 25R calm wind rwys. Req all tfc remain south of arpt. Avoid
  overflight of schools. Skid equipped helicopters are not permitted to
  touchdown on rwys. Helicopter ops rstd to the rwys and south aprons.

AIRPORT MANAGER: 310-631-8140

WEATHER DATA SOURCES: AWOS–3PT 127.150 (310) 631–4958.

COMMUNICATIONS: CTAF/UNICOM 123.05

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

LOS ANGELES (H) VORTACW 113.6  LAX  Chan 83  N33°55.99′
  W118°25.92′  090º 9.7 NM to fld. 185/15E.

VOR portion unusable:
  270º–277º byd 25 NM blo 8,000′
  277º–300º byd 10 NM blo 8,000′
  277º–300º byd 28 NM blo 12,000′
  175º–205º byd 10 NM blo 3,000′
CONCORD

BUCHANAN FLD  (CCR/KCCR)  1 W  UTC–8(–7DT)  N37º59.38´ W122º03.41´

26 B  ARFF Index—See Remarks  NOTAM FILE CCR

RWY 01L–19R:  H5001X150 (ASPH—CONC—GRVD)  S–60, D–90, 2S–114, 2D–140  PCN 12F/C/W/T  HIRL

RWY 01L:  REIL.  PAPI(P4L)—GA 4.0º TCH 40´.  Tree.


RWY 14L:  Thld dsplcd 301´.  Road.


RWY 14R–32L:  H2798X75 (ASPH)  S–12.5  PCN 14 F/B/W/T

RWY 14R:  Road.  Rgt tfc.

RWY 01R–19L:  H2770X75 (ASPH)  S–17  PCN 12 F/B/W/U

RWY 01R:  Tree.  Rgt tfc.

RWY 19L:  Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01L:  TORA–4701  TODA–5001  ASDA–4401  LDA–4401

RWY 01R:  TORA–2770  TODA–2770  ASDA–2770  LDA–2770

RWY 14L:  TORA–4601  TODA–4601  ASDA–4001  LDA–3701

RWY 14R:  TORA–2799  TODA–2799  ASDA–2799  LDA–2799


RWY 19R:  TORA–5001  TODA–5001  ASDA–5001  LDA–4401

RWY 32L:  TORA–2799  TODA–2799  ASDA–2799  LDA–2799

RWY 32R:  TORA–4601  TODA–5081  ASDA–4481  LDA–4131

SERVICE:  S4  FUEL  100LL, JET A1+  OX  1, 2  LGT

ACTIVATE MALS Rwy 19R 0600–1400Z‡; PAPI Rwy 01L, Rwy 19R, and Rwy 32R—119.7.  Rwy 01L PAPI does not provide obstruction clearance byd 4.0 NM from thld.  Rwy 32R PAPI does not provide obstruction clearance byd 4.0 NM from thld.  REIL Rwy 01L off when tower clsd.

NOISE: Noise sensitive area practice noise abatement (fly quiet) procedures.  Arpt has noise abatement procedures ctc arpt manager prior to arrival 925–681–4200.

AIRPORT REMARKS:

Attended 1500–0100Z‡.  Birds on and invof arpt, heaviest concentration Nov–Mar and after rainstorms.  Arpt sfc conditions not monitored 0600–1500Z‡.  When twr clsd Rwy 14L–32R, Rwy 14R–32L and Rwy 01R–19L CLOSED.  Rwy 19R standard left tfc when twr closed.  Rwy 14R–32L and 01R–19L not avbl for sked acr opns with more than 9 psgr seats or unsked acr opns with at least 31 psgr seats.  Class IV, ARFF Index A.  CLOSED to acr opns with more than 30 psgr seats exc PPR; call amgr 925–681–4200.  Arff svc avbl 24 hrs with prior apvl from arpt admin.  +8´ fence 110´ byd Rwy 01L TODA distance of 5010´ and +7´ fence 210´ byd Rwy 14L TODA distance of 4601´ along the extended rwy centerline.  Rwy 01R–19L pavement has high severity block cracking, longitudinal and transverse cracking, patching and weathering. No training ops Mon–Fri 0600–1500Z‡, Sat, Sun and holidays 0600–1600Z‡. Ldg fee for commercial ops and tie down fee for overnight parking.

AIRPORT MANAGER:  (925) 681-4200

WEATHER DATA SOURCES:  ASOS  (925) 689–2077 LAWRS.

COMMUNICATIONS:  CTAF/UNICOM  123.0

CLEARANCE DELIVERY PHONE:  For CD ctc Oakland ARTCC at 510-745-3380.
**CORONA MUNI (AJO) (KAJO)** 3 NW UTC–8(–7DT) N33º53.86´ W117º36.15´

533 B NOTAM FILE AJO

**RWY 07–25:** H3200X60 (ASPH) S–12 MIRL 0.6% up E

**RWY 07:** Thld dsplcd 194´. Trees. Rgt tcf.

**RWY 25:** REIL. VASI(V4L)—GA 4.0º TCH 31´. Thld dsplcd 196´. Fence.

**SERVICE:** S4 FUEL 100LL LTG ACTIVATE MIRL Rwy 07–25, VASI and REIL Rwy 25—CTAF.

**NOISE:** Noise abatement procedures Rwy 25 straight-in apch not recommended. Avoid flying over houses on bluff at east end. No helicopter training after 0400Z‡. Rwy 07 requires a 15º right turn at departure end to follow wash/creek. No turns onto crosswind leg until actf is within 300´ of recommended traffic pattern altitude. No intersection takeoffs. No touch and go ops on weekends and holidays. Fly over wash/creek.

**AIRPORT REMARKS:** Attended Mon–Fri 1500–0100Z‡. Unlgtd twr 828´ MSL 3 miles east of arpt.

**AIRPORT MANAGER:** (951) 279-3677

**WEATHER DATA SOURCES:** AWOS–3PT 132.175 (951) 340–4764.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**CLEARANCE DELIVERY PHONE:** For CD ctc SoCal Apch at 800-448-3724.

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

**TACAN AZIMUTH** unusable:

130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

**VOR** unusable:

010º–015º byd 20 NM blo 10,000´
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
145º–190º byd 25 NM blo 10,000´
145º–190º byd 39 NM blo 13,500´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

**DME** unusable:

130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

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**SW, 12 AUG 2021 to 7 OCT 2021**
COVELO

ROUND VALLEY (Q89) 1 SW UTC–8(–7DT) N39°47.43′ W123°15.98′

1434  B TPA—2234(800) NOTAM FILE OAK

RWY 10–28: H3670X60 (ASPH) 5–30 MIRL

RWY 10: Thld dsplcd 210′. Hill.

RWY 28: Thld dsplcd 270′. Trees. Rgt tcf.

SERVICE: FUEL 100LL LGT

Arpt bcn OTS indef. For MIRL Rwy 10–28 key 122.8 5 times.

AIRPORT REMARKS: Unattended

AIRPORT MANAGER: 707-463-4363

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTAC 112.3 ENI Chan 70 N39°03.19′ W123°16.46′ 344° 44.2 NM to fld. 2985/16E.

CRESCENT CITY

JACK MC NAMARA FLD (CEC/KCEC) 3 NW UTC–8(–7DT) N41°46.81′ W124°14.19′

61  B Class III, ARFF Index A NOTAM FILE CEC MON Airport


RWY 12: MALSR.

RWY 30: REIL. VASI(V4L)—GA 3.5′ TCH 60′. Trees.


RWY 18: REIL. Thld dsplcd 148′. Ground.

RWY 36: REIL. VASI(V4L)—GA 3.0′ TCH 48′. Road.

SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 12, REIL Rwy 18, Rwy 36, and Rwy 30, HIRL Rwy 12–30, and MIRL Rwy 18–36—CTAF.

AIRPORT REMARKS: Attended 1600–0200Z‡. Other hrs fixed–base operator rqr call out fee. Birds and deer on and in vicinity of arpt. A 150′ lgtd twr 3300′ W CEC VOR. Ridge lines of shifting sand dunes 30–50′ AGL and 1000′ off apch end Rwy 18. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 707–464–7288 or 707–465–3804. Transient parking ramp estimated weight limit 20,000 lbs, FBO ramp estimated weight limit 60,000 lbs.

AIRPORT MANAGER: 707-464-7288


COMMUNICATIONS: CTAF/UNICOM 122.8

CRESCENT CITY RCO 122.3 (OAKLAND RADIO)

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 CEC.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77′ W124°14.45′ at fld. 55′14E.

TACAN AZIMUTH & DME unusable:

195°–235° byd 20 NM

ILS 108.7 I–CEC Rwy 12. Class IA. LOC unusable within 0.3 NM fm thld. Unmonitored.

CRESCENT CITY N41°46.77′ W124°14.45′ NOTAM FILE CEC.

(L) VORTACW 109.0 CEC Chan 27 at Jack Mc Namara Fld. 55′14E.

TACAN AZIMUTH & DME unusable:

195°–235° byd 20 NM

RCO 122.3 (OAKLAND RADIO)
DAGGETT
BARSTOW–DAGGETT (DAG/KDAG) P (A)  4E  UTC–B(–7DT)  N34º51.22’ W116º47.20’
1930  B  NOTAM FILE DAG
RWY 08–26: H6402X150 (ASPH)  S–30, D–170, 2S–175, 2D–320
MIRL  0.3% up W
RWY 08: PAPI(P4L)—GA 3.0º TCH 50’.  MIRL 0.3% up W
RWY 26: PAPI(P4L)—GA 3.0º TCH 50’.
MIRL  0.3% up SW
RWY 04: P–line.
RWY 22: PAPI(P4L)—GA 3.0º TCH 49’.
SERVICE: FUEL  100LL, JET A
LGT ACTVT MIRL Rwy 04–22 and Rwy 08–26—CTAF .  PAPI Rwy 08, 22 and 26 opr consly.
MILITARY— FUEL A, A+ (avbl 1600–0100Z‡, C760–254–2542.  OT 2 hr PN rqr, C760–254–2349.) (NC– 100LL)
AIRPORT REMARKS: Attended 1430–0100Z‡.  PAEW invof Army ramp.  Extensive military helicopter tfc invof arpt.  E–W twy parallel to Rwy 08–26 weight bearing capacity limited to single wheel acft 12,000 lbs.
AIRPORT MANAGER:  909-387-8810
WEATHER DATA SOURCES: ASOS 132.175 (760) 254–3630.
COMMUNICATIONS: CTAF/UNICOM 123.0
DAGGETT RCO 122.2 (RIVERSIDE RADIO)
® L.A. CENTER APP/DEP CON 132.5
CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION:  NOTAM FILE DAG.
DAGGETT (L) VORTAC 113.2  DAG  Chan 79  N34º57.75’ W116º34.69’  223º 12.2 NM to fld. 1760/15E.

DAGGETT  N34º57.75’ W116º34.69’  NOTAM FILE DAG.
(L) VORTAC 113.2  DAG  Chan 79  223º 12.2 NM to Barstow–Daggett. 1760/15E.
RCO 122.2 (RIVERSIDE RADIO)

DAGGETT
N34º57.75’ W116º34.69’  NOTAM FILE DAG.
(L) VORTAC 113.2  DAG  Chan 79  223º 12.2 NM to Barstow–Daggett. 1760/15E.
RCO 122.2 (RIVERSIDE RADIO)

DAVIS
UNIVERSITY (EDU/KEDU)  2 W  UTC–B(–7DT)  N38º31.89’ W121º47.19’
68  B  TPA–868(800)  NOTAM FILE RIU
RWY 17–35: H3176X50 (ASPH)  MIRL(NSTD)
RWY 17: SAVASI(S2L)—GA 4.25º TCH 26’.  Tree.
RWY 35: VASI(V2L)—GA 3.75º TCH 27’.  Trees.
SERVICE: S4 FUEL  100LL  LGT ACTIVATE VASI Rwy 35, MIRL Rwy 17–35—CTAF .  SAVASI Rwy 17 opr continuously.
NOISE: Noise abatement, noise sensitive area north of arpt.
AIRPORT REMARKS:  Attended Mon–Fri 1600–2000Z‡.  After hrs emerg University of California Davis police 530–752–1230.  After hrs non–emerg University of California Davis police 530–752–1727.  Fuel self svc avbl 24 hrs.  65’ trees located south side of creek 1.257’ from thld Rwy 35.  Trees +40’, west side of rwy near Rwy 17 thld.  CAUTION:  Remote control actf within area defined as 0,5 NM radius of 38º35.00N/121º42.00’W (5 NM northeast EDU), sfc–1,200’ AGL, SR–SS.  Rwy 17–35 NSTD MIRL 35’ from edge of rwy.
AIRPORT MANAGER:  530-752-5435
WEATHER DATA SOURCES: AWOS–3 119.025 (530) 754–6839.
COMMUNICATIONS: CTAF/UNICOM 123.075
® TRAVIS APP/DEP CON 126.6
CLEARANCE DELIVERY PHONE:  For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION:  NOTAM FILE SAC.
SACRAMENTO (H) VORTAC 115.2  SAC  Chan 99  N38º26.62’ W121º33.10’  278º 12.2 NM to fld. 3/17E.
DEATH VALLEY NATIONAL PARK

FURNACE CREEK  (L06)  0 N  UTC–8(–7DT)  N36°27.63’ W116°52.79’
–210  NOTAM FILE RAL
RWY 15–33: H3065X70 (ASPH)  S–4
RWY 15: Brush. Rgt tfc.
RWY 33: Brush.
AIRPORT REMARKS: Unattended. Arpt clsd to night ops. Ditch 145 ft right of Rwy 33. Use only marked rwy for ground opns. Safety area rough and soft. Arpt located 1 statute mile southwest of park headquarters. No tiedown ropes or chains avbl. Safety areas adjacent rwy clsd, stay on paved area only due to extremely soft dirt. Rwy 15–33 pavement heaving, extremely rough sfc. Potential for dmg to acft using this rwy. Rwy 15–33 up to 4 inch salt heave arnd rwy cracks. Could dmg acft with wheel fairings or cause a potential to blow out a tire.
AIRPORT MANAGER: (760) 786-3292
COMMUNICATIONS: CTAF 122.9
RCO 122.2 (RIVERSIDE RADIO)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
VORTAC unusable:
195º–210º byd 33 NM b/o 10,500’
265º–305º byd 30 NM b/o 10,200’
305º–325º byd 28 NM b/o 9,000’
325º–385º byd 9 NM
360º–405º byd 12 NM

VORTAC unusable:
195º–210º byd 33 NM b/o 10,500’
265º–305º byd 30 NM b/o 10,200’
305º–325º byd 28 NM b/o 9,000’
325º–385º byd 9 NM
360º–405º byd 12 NM

L–9B

DEATH VALLEY NATIONAL PARK

LAS VEGAS

SW, 12 AUG 2021 to 7 OCT 2021
STOVEPIPE WELLS (L09) 1 W UTC=–8(–7DT) N36º36.23´ W117º09.55´

RWY 05–23: H3260X65 (ASPH)

RWY 23: Road. Rgt tfc.

AIRPORT REMARKS: Unattended. RWY 05–23 pavement heaving; extremely rough SFC.

AIRPORT MANAGER: (760) 786-3292

COMMUNICATIONS: CTA 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.

AIRPORT REMARKS: Unattended. RWY 05–23 pavement heaving; extremely rough SFC.

AIRPORT MANAGER: (760) 786-3292

COMMUNICATIONS: CTA 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.

BEATTY (H) VORTAC 114.7 BTY Chan 94 N35º48.04´ W116º44.86´ 223º 23.1 NM to fld. 2928/16E.

VORTAC unused:
195º–210º byd 33 NM bto 10,500´
265º–305º byd 30 NM bto 10,200´
305º–325º byd 28 NM bto 9,000´
325º–089º byd 9 NM
360º–060º byd 12 NM

DELANO MUNI (DLO)(KDLO) 2 SE UTC=–8(–7DT) N35º44.73´ W119º14.19´

RWY 14–32: H5659X75 (ASPH) S–30 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.5º. Thld dsplcd 1629´. Road. Rgt tfc.

RWY 32: REIL. PAPI(P2L)—GA 3.0º.

SERVICE: S6 FUEL 100LL LGT MIRL Rwy 14–32 preset low ints SS–SR, to increase ints ACTIVATE—CTAF.

AIRPORT REMARKS: Attended 1600–0100Z‡. After hrs emerg ctc Police Department 661–721–3377. Seasonal crop duster ops on arpt east of Rwy 14–32. Area east of rwy is rstd AG use only.

AIRPORT MANAGER: 661-720-2219


COMMUNICATIONS: CTA/UNICOM 122.8

BAKERSFIELD APP/DEP CON 118.9 (1400–0700Z‡) other times ctc

L.A. CENTER APP/DEP CON 127.1 (0700–1400Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35º29.07´ W119º05.84´ 323º 17.1 NM to fld. 549/14E.

DINSMORE (D63) 1 E UTC=–8(–7DT) N40º29.52´ W123º35.89´

RWY 09–27: H2510X48 (ASPH)


RWY 27: Thld dsplcd 80´. Road.

AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Mountains with high trees invof arpt.

AIRPORT MANAGER: (707) 839-5402

COMMUNICATIONS: CTA 122.9

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

BUTTE VALLEY (A32) 5 SW UTC–8(–7DT) N41°53.24´ W121°58.54´
4243 B TPA—5043(800) NOTAM FILE RIU
RWY 16–34: H4300X60 (ASPH) S–30 MIRL
RWY 16: Road.
RWY 34: Fence.
SERVICE: LGT ACTIVATE MIRL Rwy 16–34 key 122.9; 5 times.
AIRPORT REMARKS: Unattended. Arpt rstd by arpt owner to acft with maximum certificated tkof weight of 12,500 lbs or less; call arpt manager 530–842–8259 for more information.
AIRPORT MANAGER: (530) 842-8259
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.
KLAMATH FALLS (H) VORTAC W
115.9 LMT Chan 106 N42°09.19´ W121°43.65´ 198º 19.4 NM to fld. 4090/17E.
VOR unusable:
050º–060º byd 30 NM blo 12,000´
060º–120º byd 25 NM blo 12,000´
170º–195º byd 20 NM
210º–245º byd 25 NM blo 12,000´
270º–280º byd 20 NM
320º–050º byd 23 NM blo 12,000´
320º–050º byd 30 NM
TACAN AZIMUTH unusable:
105º–125º byd 7 NM blo 12,000´
153º–195º byd 20 NM blo 11,000´
210º–305º byd 25 NM blo 10,500´
320º–105º byd 13 NM blo 13,000´
320º–125º byd 20 NM
DME unusable:
105º–125º byd 7 NM blo 12,000´
153º–195º byd 20 NM blo 11,000´
210º–305º byd 25 NM blo 10,500´
320º–105º byd 13 NM blo 13,000´
320º–125º byd 20 NM

DUNSMUIR MUNI–MOTT (106) 3 N UTC–8(–7DT) N41°15.78´ W122°16.32´
3261 NOTAM FILE RIU
RWY 14–32: H2800X60 (ASPH) S–12.5 1.1% up NW
AIRPORT REMARKS: Unattended. Arpt CLOSED to night ops. Arpt surrounded by high mountains. Rising terrain unlighted obstacles north and east of rwy. Use caution departing Rwy 32 due to rising slope, terrain and unlgtd obstructions north and east of rwy.
AIRPORT MANAGER: 914-882-8978
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

ECKERT FLD (See STRATHMORE on page 232)
EDWARDS AF AUX NORTH BASE  (9L2) AF (NASA)  3 N  UTC–8(–7DT)  N34º59.45´ W117º51.79´

2299  NOTAM FILE EDW  Not insp.

**RWY 06–24:** H5998X150 (ASPH)  PCN 15 F/A/W/T  HIRL

**RWY 06:** PAPI(4L)—GA 3.0º TCH 50´.

**RWY 24:** PAPI(4L)—GA 3.0º TCH 50´.

**SERVICE:** LGT ACTIVATE PAPI Rwy 06 and Rwy 24; HIRL Rwy 06–24—129.1

**MILITARY REMARKS:** Attended Mon–Fri 1400–0600Z‡, clsd weekends and holidays. CAUTION Rwy 06–24 has potential for hydroplaning dur and after rainfall events. Pilots use ctn when brkg dur wet rwy cond. RSTD PPR strictly enforced. Clsd to all tran acft without prior approval of 412 OG/CC. Due to rwy condition, all turns will occur on the conc areas of the rwy located at the apch end, dep end, and mid–fld. If unable to exit at center twy, acft must proceed to the dep end to initiate turn and exit mid–fld. Ltd to BE–20 type acft and smaller, 12,500 lbs or less. MISC Winds are estimated due to FMQ–13 wind sensors being accurate to within only +/- 4 Kt, issued estimated winds are for Main Base Rwy 04–22. ATC/Wx will not include/relay wind correction into forecast/phraseology. Therefore, aircrews will incorporate a +/- 4 Kt accuracy into their decision making process for flying opr.

**AIRPORT MANAGER:** 805-277-1110

**COMMUNICATIONS:** JOSHUA APP/DEP CON 133.65 348.7

**TOWER** 120.7 318.1 353.6

**CLEARANCE DELIVERY PHONE:** For CD ctc Joshua Apch at 661-277-3843.

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

(T) VORTACW 116.4  EDW  Chan 111   N34º58.94´ W117º43.96´   263º 6.5 NM to fld. 2378/12E.

TACAN AZIMUTH unusable:

098º–158º byd 19 NM blo 7,900´

DME unusable:

107º–158º byd 19 NM

VOR unusable:

098º–158º byd 19 NM blo 7,900´
EDWARDS AFB (EDW)(KEDW) AF (NASA) 6 SW UTC–B(–7DT) N34°54.49’ W117°53.13’
2311 B NOTAM FILE EDW Not insp.

RWY 05R–23L: H15024X300 (CONC) PCN 84 R/B/W/T HIRL
RWY 05R: PAPI(P4L)—GA 3.0º TCH 48˚. RWY 23L: REIL. PAPI(P4L)—GA 2.5º TCH 51˚.
RWY 05L–23R: H12000X200 (ASPH) PCN 41 F/A/W/T
RWY 07–25: H8000X50 (CONC) PCN 22 R/C/W/T

ARRESTING GEAR/SYSTEM

RWY 05R HOOK BAK–12B(B)(1518’) HOOK BAK–12B(B) (1559’) RWY 23L


NOISE: Rwy 23L and Rwy 23R: All IFR dep exc low performance acft (C12, T1, etc.) whose initial turn is SW–North, fly rwy hdg until 12 DME before turning on crs.

MILITARY REMARKS: Mon–Fri 1400–0600Z†. Cslwd weekends, hol and AFMC Family Days. Based on MSN reqmnts, afld may close after sched last ldg. NOTAM will be issued advertising early afld closures. Bearing strength Rwy 05–23: S160 T200 ST175 TT560. RSTD Official Business Only, PPR always. Ctc base ops DSN 527–2222/4185, C661–277–2222/4185 or preferably email PPR rqr form to 412oss.osam@edwards.af.mil for PPR NR. PPR and airspace briefing rqr for all acft (no exceptions), Edwards PPR briefing lced at www.edwards.af.mil/home/R–2515–Airspace, turns thru airspace must be prior coordinated with airspace manager DSN 527–2515. Tran should be prior coord in advance with airspace mgr DSN 527–2446 or sport RCF DSN 527–3928. All PPR rqr min 24 hr PN, no same day PPR avbl. PPR will not be issued more than 5 days prior to arr. All PPR valid +/– 30 min PPR time; PPR that fail to arr within 30 min of orig ETA into Edwards will be considered CNL unless prior coord has been made. Fone coord rqr for PPR outside of block time. Aircrew rqr to use KEDW as altn lctn must pre–coord with afld mgmt prior to MSN launch to ensure afld will be open. Practice apch to Edwards AFB main base rwy, North Base rwy and lake bed rwy prohibited when twr cld. Ctc NASA fit ops call 661–277–3808 or sport RCF DSN 527–2376.

CONTINUED ON NEXT PAGE

SW, 12 AUG 2021 to 7 OCT 2021
AIRSPACE: CLASS D svc 1400–0600Z‡ Mon–Fri, 1400–2200Z‡ Sat, clsd Sun and hol; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

(T) VORTACW 116.4 EDW Chan 111 N34º58.94´ W117º43.96´ 228º 8.8 NM to fld. 2378/12E.

TACAN AZIMUTH unusable:
098º–158º byd 19 NM blo 7,900´

DME unusable:
107º–158º byd 19 NM

VOR unusable:
098º–158º byd 19 NM blo 7,900´

ILS 110.1 L–EDW Rwy 23L. Class ID.


EL CENTRO NAF (VRACIU FLD) (NJK)(KNJK)
NAF 6 NW UTC–8(–7DT) N32º49.60´ W115º40.11´ –42 B NOTAM FILE NJK Not insp.

RWY 08–26: H9503X200 (PEM) PCN 62 R/C/W/T HIRL

RWY 08: OLS.

RWY 26: OLS.

RWY 12–30: H6825X200 (PEM) PCN 35 R/D/W/T HIRL

ARRESTING GEAR/SYSTEM

RWY 08 HOOK E28(B) (1485´)

RWY 12 HOOK E28(B) (1570´)

SERVICE: 0X 1, 2, 3, 4 LGT Carrier deck lgt avbl Rwy 08–26 and 30. MILITARY—JASU 1(RCPT–105) 1(NCB) FUEL Tran pilots exp up to 2 hr delay wo prior arng DSN 658–2425, C760–339–2425. Hot refuel avbl most acct 1630–0430Z‡ Mon–Thu; 1600–0200Z‡ Fri; 1630–2300Z‡ Sat; clsd Sun and hol. Hot ref fuel hr subj to short ntc chg, refer to NOTAM. JAA/F24. FLUID HPox LOX OIL –42/14 TRAN ALERT No tran svc 0700–1500Z‡. Tran maint extremely ltd. Tran acft inbd with ordnance adv twr on initial ctc. Tran acct inbd with ordnance adv wrn on initial ctc. Tran acct inbd with ordnance for hot ref fuel must safe their acft prior to hotpitting, T–line cannot safety or pin tran acct. Ltd svc avbl or large PAX acct rqr 48 hr ntc DSN 658–2655.

NOISE: Avoid overnight housing located SW of twr and fuel farm located immediately SW apch end Rwy 30. Avoid overnight town of El Centro approximately 5 NM E, blo 5000´ AGL. Numerous cattle feed lots located thru–out area, avoid overnight at low altitude.

MILITARY REMARKS: Opr Mon–Thu 1500–0700Z‡, Fri 1500–0200Z‡, Sat 1500–2300Z‡, CLOSED Sun and holidays. Ctc airfield mgr/civil acft landing permit mgr for permit info C760–339–2616, DSN 658–2616. See FLIP AP/1 Supplementary Arpt Remark. RSTD All civilian acct and all acct that intend to RON rqr 72 hr PPR, DSN 658–2601, C760–339–2601 during scheduled field hr. CAUTION Inbound acct use extreme caution to avoid R2510 located 5 NM NW due to Air/Ground weapons opr and parachute drops. Extreme mid–air potential due to high density VFR general aviation tfc and crop dusters in vicinity. Avoid Imperial Co arpt b/w 0900–1800Z‡. Bird activity mid Dec to mid Mar SR–SS within the adjacent fld located E and W of the arpt. Parachuting Activities/Exercises are conducted on regular basis off NJK TACAN 170/10 or IPL VORTAC 240/12. TFC PAT Dense fld carrier ldg practice tfc all hr. Reduced rwy separation standard in effect USN/USMC acct. MISC Actbnd make initial ctc with twr 15 MN or sooner. Air Traffic Control Tower in non–radar environment with high volume of air tfc. Improved Fresnel lens OLS avbl Rwy 08 and Rwy 26.

COMMUNICATIONS: ATIS 269.275

TOWER 119.1 360.2 (1500–0700Z‡ Mon–Thu; 1500–2000Z‡ Fri; 1500–2300Z‡ Sat, clsd Sun and hol)

GND CON 121.9 254.35 CLNC DEL 340.2

PMSV METRO 348.3

AIRSPACE: CLASS D svc 1500–0700Z‡ Mon–Thu, 1500–0200Z‡ Fri, 1500–2300Z‡ Sat, clsd Sun and hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32º44.93´ W115º30.51´ 286º 9.3 NM to fld. –18/14/E.

(L) TACAN Chan 47 NJK (111.0) N32º49.91´ W115º40.87´ at fld. –49/11/E. NOTAM FILE SAN, unmonitored when arpt cld.

TACAN AZIMUTH unusable:
002º–052º byd 25 NM
092º–097º byd 20 NM
097º–242º byd 10 NM
242º–262º byd 30 NM
262º–272º
272º–002º byd 30 NM

DME unusable:
002º–052º byd 25 NM
092º–097º byd 20 NM
097º–242º byd 10 NM
242º–262º byd 30 NM
262º–272º
272º–002º byd 30 NM

PHOENIX H–4I, L–4I

DIAP, AD

SW, 12 AUG 2021 to 7 OCT 2021
EL MONTE

SAN GABRIEL VALLEY (EMT)/(KEMT) 1 N UTC–8(–7DT) N34°05.16´ W118°02.09´

296 ° B NOTAM FILE EMT

RWY 01–19: H3995X75 (ASPH–AFSC) S–12.5 MIRL 0.3% up NE

RWY 01: PAPI(P2L)—GA 4.5º TCH 70´. Thld dspclcd 290´. Pole.


Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–3504 TODA–3995 ASDA–3755 LDA–3465

RWY 19: TORA–3995 TODA–3995 ASDA–3995 LDA–3354

SERVICE: 54 FUEL 100LL, JET A LGT

When twr clsd ACTIVATE MIRL Rwy 01–19, REIL Rwy 19, and PAPI Rwy 01 and Rwy 19—CTAF.

NOISE: Noise abatement procedures in effect, ctc arpt manager for details.

AIRPORT REMARKS: Attended continuously. Heavy bird activity on and invol arpt. Lgtd water twr 1 mile west–southwest of arpt. Remain over paved channel on climb out to south and to north.

AIRPORT MANAGER: 626-448-6129

WEATHER DATA SOURCES: AWOS–3PT 118.75 (626) 444–1107.

COMMUNICATIONS: CTAF 121.2 ATIS 118.75 626–444–1107 UNICOM 122.95

® SOCAL APP/DEP CON 125.5 (NE–EAST)

TOWER 121.2 (1600–0400Z‡) GND CON 125.9

AIRSPACE: CLASS D svc 1600–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

NOTAM FILE RAL.

POMONA (L) VORTACW 110.4 POM Chan 41 N34°04.70´ W117º47.22´ 257º 12.4 NM to fld. 1266/15E.

TACAN AZIMUTH unusable:

300º–045º byd 20 NM

VOR portion unusable:

280º–300º byd 20 NM bia 13,000´

PARADISE (H) VORTACW 112.2 PDZ Chan 59 N33°55.10´ W117º31.80´ 277º 27.1 NM to fld. 1432/15E.

TACAN AZIMUTH unusable:

130º–145º byd 25 NM bia 5,000´

145º–190º bia 8,000´

190º–230º bia 10,000´

310º–325º bia 35 NM bia 10,900´

325º–345º bia 25 NM bia 11,500´

345º–360º bia 35 NM bia 10,500´

VOR unusable:

010º–015º byd 20 NM bia 10,000´

130º–145º byd 25 NM bia 5,000´

145º–190º bia 8,000´

145º–190º byd 25 NM bia 10,000´

145º–190º byd 39 NM bia 13,500´

190º–230º bia 10,000´

310º–325º bia 35 NM bia 10,900´

325º–345º bia 25 NM bia 11,500´

345º–360º bia 35 NM bia 10,500´

DME unusable:

130º–145º byd 25 NM bia 5,000´

145º–190º bia 8,000´

190º–230º bia 10,000´

310º–325º bia 35 NM bia 10,900´

325º–345º bia 25 NM bia 11,500´

345º–360º bia 35 NM bia 10,500´

COMM/NAV/Weather REMARKS: For Clnc Del when ATCT clsd call SoCal App (800)448–3724. During hrs El Monte twr is operational SoCal App provides dep ctl svc on 125.5; other hrs dep ctl on 121.2.

EL NIDO N37º13.17´ W120º24.01´ NOTAM FILE MCE.

(L) VOR/DME 114.2 HYP Chan 89 291º 6.7 NM to Merced Rgnl/Macready Fld. 184/15E.

SAN FRANCISCO H–3B, L–3B

EL TORO N33º40.56´ W117º43.87´ NOTAM FILE RAL.

(T) VOR/DME 117.2 ELB Chan 119 256º 6.9 NM to John Wayne/Orange Co. 338/14E.

VOR unusable:

050º–070º byd 16 NM

DME unusable:

026º–070º byd 16 NM

105º–145º byd 16 NM

325º–010º byd 16 NM

LOS ANGELES COPTER L–3E, 4G, 7B, A

IAP, AD

SW, 12 AUG 2021 to 7 OCT 2021
EMIGRANT GAP
BLUE CANYON – NYACK (BLU/KBLU) 1 S UTC-8(–7DT) N39º16.50´ W120º42.59´
5284 B NOTAM FILE BLU

RWY 15–33: H3300X50 (ASPH) S–12 MIRL 1.1% up NW
  RWY 15: Tree.
  RWY 33: Tree.

SERVICE: LGT Rotating bcn OTS indef. MIRL Rwy 15–33 OTS indef.
  ACTIVATE rotating bcn and MIRL Rwy 15–33—CTAF.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS–SR. CLOSED winters due to snow. Do not attempt to land with snow on the rwy. No snow removal svcs are provided.

AIRPORT MANAGER: 530-745-7564

WEATHER DATA SOURCES: ASOS 120.075 (530) 389–2091.

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VOR/DME 113.2 SWR Chan 79 N39º10.82´ W120º16.18´ 270º 21.3 NM to fld. 8850/16E.

EUREKA
KNEELAND (O19) 10 SE UTC–8(–7DT) N40º43.14´ W123º55.63´
2745 TPA—3545(800) NOTAM FILE OAK

RWY 15–33: H2252X50 (ASPH) S–13 0.5% up NW
  RWY 15: Thld dsplcd 74´. Trees.
  RWY 33: Thld dsplcd 75´. Trees.

AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. 500´ drop off 25´ from Rwy 15 thld, 40´ drop off 40´ from Rwy 33 thld.

AIRPORT MANAGER: (707) 839-5402

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
MURRAY FLD (EKA/KEKA)  3 E UTC–8(–7DT) N40°48.20′ W124°06.77′
11  B  TPA—811(800)  NOTAM FILE OAK
RWY 12–30:  H3011X75 (ASPH) S–19  MIRL
RWY 30:  VASI(V2L)—GA 4.0° TCH 26′. Rgt tfc.
SERVICE:  F4  FUEL  100LL  LGT ACTVT VASI Rw 30; MIRL Rw
12–30—CTAF. Rw 30 VASI unusbl byd 6.5 NM due to trrn.
AIRPORT MANAGER: (707) 839-5402
COMMUNICATIONS:  CTAF/UNICOM 122.7
SEATTLE CENTER APP/DEP CON 124.85 306.3
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION:
FORTUNA (L) VORTAC  114.0  FOT Chan 87  N40º40.28′ W124º14.07′ 016º 9.7 NM to fld. 391/19E.
VOR unusable:
060º–070º byd 35 NM blo 9,500′
150º–165º byd 25 NM blo 6,500′
165º–200º byd 25 NM blo 8,000′
280º–330º byd 20 NM blo 3,000′
330º–336º byd 20 NM
336º–350º byd 20 NM blo 3,000′
TACAN AZIMUTH unusable:
060º–070º byd 35 NM blo 9,500′
150º–165º byd 25 NM blo 5,500′
165º–200º byd 25 NM blo 8,000′
315º–325º byd 15 NM blo 5,500′
DME unusable:
060º–070º byd 35 NM blo 9,500′
150º–165º byd 25 NM blo 5,500′
165º–200º byd 25 NM blo 8,000′
315º–325º byd 15 NM blo 5,500′
SAMOA FLD (O33)  2 W UTC–8(–7DT) N40°46.85′ W124°12.74′
20  TPA—820(800)  LRA  NOTAM FILE OAK
RWY 16–34:  H2700X60 (ASPH) S–10  0.4% up N
RWY 16:  Rgt tfc.
AIRPORT MANAGER:  707-441-4186
COMMUNICATIONS:  CTAF 122.7
CLEARANCE DELIVERY PHONE:  For CD ctc Seattle ARTCC at 253-351-3694.
FALL RIVER MILLS (O89)  1 N UTC–8(–7DT) N41°01.04′ W121°26.10′
3328  B  TPA—4128(800)  NOTAM FILE RIU
RWY 02–20:  H5000X75 (ASPH)  MIRL
SERVICE:  LGT ACTIVATE MIRL Rw 02–20—CTAF.
AIRPORT REMARKS:  Unattended. Parachute Jumping. Arpt CLOSED periodically winter months due to snow, call arpt manager
AIRPORT MANAGER:  530-225-3834
WEATHER DATA SOURCES:  AWS–2  123.9 (530) 336–6788.
COMMUNICATIONS:  CTAF/UNICOM 122.8
RCO 122.4 (RANCHO MURIETA RADIO)
RADIO AIDS TO NAVIGATION:
REDDING (T) VOR/DME  108.4  RDD Chan 21  N40º30.27′ W122º17.50′ 034º 49.7 NM to fld. 496/18E.
FALLBROOK COMMUNITY AIRPARK (L18)  2 S UTC–8(–7DT)  N33º21.25´ W117º15.05´
708 B TPA—See Remarks NOTAM FILE L18
RWY 18–36:  H2160X60 (ASPH–RFSC) S–12 MIRL 0.4% up NE
RWY 18: PVASI(PSIL)—GA 4.0º TCH 20º.
RWY 36: Rgt tfc.
SERVICE: S4 FUEL 100LL  OX 3, 4 LGT MIRL RWY 18–36 MED INTST only AVBL. ACTVT MIRL RWY 18–36 and TWY LGTS—CTAF (5 clicks on).
NOISE: Noise abatement: tfks climb straight ahead to 1200´ MSL. Rwy 18 turn crosswind when abeam water tank 1.1 miles ESE of rwy. Rwy 18 extend downwind leg to allow 1/3 mile final apch. Fly downwind to east of high school.
AIRPORT REMARKS: Attended Mon–Fri 1700–2200Z‡. Self–svc fuel avbl 24 hrs. Ocni coyote on or invof rwy and twy. Military base southwest, freq military helicopters invof arpt. AP administration bldg east side of rwy; fueling area west of afld. No safety area avbl due to abrupt drop–off each end of rwy. Conc helicopter pad CLOSED to unauthorized acft. Rotorcraft fuel unavbl. Rcmdd hel tfc pat apch and dep at 492 ft AGL to and from at east mid rwy. Hel TGL rstrd to rwy. TPA—1708(1000) fixed wing, 1200(492) hel. Hovers, skid landings and auto–rotations prohibited. PPR for all acft over 12,000 pounds and all mil acft, ctc arpt manager. Twy hold bars nstd distance from rwy edge. Rwy 18 calm wind rwy. Part 77 obstruction, +15´ hill 100´ east of Rwy 18 centerline. Tran parking located on SE corner of afld.
AIRPORT MANAGER: 760-723-8395
WEATHER DATA SOURCES: AWOS–3P 118.425 (760) 723–6073.
COMMUNICATIONS: CTAF 123.05
SOCAL APP/DEP CON 127.3
CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.
RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.
OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33º14.44´ W117º25.06´ 036º 10.8 NM to fld. 52/15E. VOR portion unusable:
227º–265º byd 20 NM
COMM/NAV/WEATHER REMARKS: Acft shall self–announce on CTAF prior to ldg or tkof.
• • • • • • • • • • • • • • • •
HELIPAD H1: H45X45 (ASPH–CONC)
HELIPORT REMARKS: Rstd to public safety acft.

FAMOSO
POS0–KERN CO (L73)  4 E UTC–8(–7DT)  N35º35.78´ W119º07.70´
635 TPA—1435(800) NOTAM FILE RIU
RWY 18–34: H3000X60 (ASPH) S–6
RWY 16: Thld dsplcd 210º. Trees.
AIRPORT MANAGER: (661) 391-1824
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.
SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35º29.07´ W119º05.84´ 333º 6.9 NM to fld. 549/14E.
FELLOWS  N35°05.59´ W119°51.93´ NOTAM FILE RIU.
(L) VOR/DME  117.5 FLW Chan 122  120° 12.8 NM to New Cuyama. 3870/16E.
VOR unusable:
030°–070° byd 25 NM blo 8,500´
145°–215° byd 25 NM blo 9,500´
RCO  122.1R 117.5T (RANCHO MURIETA RADIO)

FILLMORE  N34°21.40´ W118°52.88´ NOTAM FILE HHR.
(L) VORTAC  112.5 FIM Chan 72  216° 13.6 NM to Camarillo. 2200/15E.
VOR unusable:
280°–315° byd 20 NM blo 11,000´
280°–315° byd 31 NM blo 14,000´
315°–360° byd 25 NM blo 14,000´
TACAN AZ unusable:
265°–275° byd 15 NM
280°–310° byd 20 NM blo 14,000´
310°–360° byd 25 NM blo 14,000´
RCO  122.1R 112.5T (HAWTHORNE RADIO)

FIREBAUGH  (F34)  1 W UTC–8(–7DT)  N36°51.60´ W120°27.87´
157 B TPA—1007(850) NOTAM FILE RIU
RWY 12–30:  H3102X60 (ASPH) S–12 MIRL
RWY 12: Road. Rgt tfc. Road.
RWY 30: VASI(V2L)—GA 3.0º TCH 29´. Road.
SERVICE:  LGT ACTIVATE MIRL Rwy 12–30 and VASI Rwy 30—CTAF.
AIRPORT REMARKS: Unattended. Rwy safety area 140´ byd Rwy 30 end.
AIRPORT MANAGER: 559-659-2043
COMMUNICATIONS: CTAF 122.9
PANOCE RCO 122.1R (FRESNO RADIO)
® NORCAL APP/DEP CON 120.95
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FLABOB  (See RIVERSIDE(RUBIDOUX) on page 202)

FORT BIDWELL  (A28)  1 N UTC–8(–7DT)  N41°52.59´ W120°08.80´
4616 TPA—5416(800) NOTAM FILE RNO
RWY 16–34:  3660X50 (GRVL–DIRT)  1.1% up N
RWY 16: Road.
RWY 34: Brush.
AIRPORT REMARKS: Unattended. No snow removal. Rwy not regularly maintained, gravel and rocks up to 4 inch diameter on rwy. +4´ fence, 75´ east of rwy centerline for entire length of rwy.
AIRPORT MANAGER: (530) 233-4612
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
FORT JONES

SCOTT VALLEY  (A30)  3 S  UTC–8(–7DT)  N41°33.47’ W122°51.30’

2728 B  TPA—3528(800)  NOTAM FILE RIU

RWY 16–34: H3700X50 (ASPH)  S–12  MIRL

RWY 16: Tree. Rgt tfc.

RWY 34: Thld dpshcd 200’,

SERVICE: FUEL 100LL  LGT ACTIVATE MIRL Rwy 16–34—CTAF.


AIRPORT MANAGER: (530) 842-8259

COMMUNICATIONS: CTAF/UNICOM 122.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES  (L) VOR/DME 109.6  FJS Chan 33  N41°26.98’

W122°48.39’  322º 6.8 NM to fld. 4900/19E.

VOR unusable:

080º–135º byd 19 NM
080º–135º byd 9 NM blo 13,000’
190º–300º byd 19 NM
200º–300º byd 8 NM blo 14,000’

DME unusable:

190º–275º byd 19 NM blo 16,000’

COMM/NAV/WEATHER REMARKS: Unicom ops not continuous, located in pilot lounge.

FORTUNA

ROHNERSVILLE  (FOT)(KFO)  3 SE  UTC–8(–7DT)  N40°33.24’ W124°07.96’

393 B  TPA—1193(800)  NOTAM FILE FOT

RWY 11–29: H4005X100 (ASPH)  S–30  MIRL  1.3% up SE

RWY 11: REIL. VASI(V4R)—GA 3.0º TCH 45’. Rgt tfc.

RWY 29: REIL.

SERVICE: FUEL 100LL  LGT Bcn dusk–dawn. ACTIVATE REIL Rwy 11 and Rwy 29, MIRL Rwy 11–29—CTAF.


AIRPORT MANAGER: (707) 839-5402

WEATHER DATA SOURCES: AWOS–3 133.8 (707) 725–2909.

COMMUNICATIONS: CTAF 122.9

CRESCENT CITY RCO 122.3 (OAKLAND RADIO)

SEATTLE CENTER APP/DEP CON 124.85

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

RADIO AIDS TO NAVIGATION: NOTAM FILE FOT.

FORTUNA (L) VORTAC 114.0  FOT Chan 87  N40°40.28’ W124°14.07’  127º 8.4 NM to fld. 391/19E.

VOR unusable:

060º–070º byd 35 NM blo 9,500’
150º–165º byd 25 NM blo 6,500’
165º–200º byd 25 NM blo 8,000’
280º–330º byd 20 NM blo 3,000’
330º–336º byd 20 NM
336º–350º byd 20 NM blo 3,000’

TACAN AZIMUTH unusable:

060º–070º byd 35 NM blo 9,500’
150º–165º byd 25 NM blo 5,500’
165º–200º byd 25 NM blo 8,000’
315º–325º byd 15 NM blo 5,500’

DME unusable:

060º–070º byd 35 NM blo 9,500’
150º–165º byd 25 NM blo 5,500’
165º–200º byd 25 NM blo 8,000’
315º–325º byd 15 NM blo 5,500’
FORTUNA  N40°40.28’ W124°14.07’  NOTAM FILE FOT.
(L) VORTACW  114.0  FOT  Chan 87  016°9.7 NM to Murray Fld. 391/19E.

VOR unusable:
060°–070° byd 35 NM blo 9,500’
150°–165° byd 25 NM blo 6,500’
165°–200° byd 25 NM blo 8,000’
280°–330° byd 20 NM blo 3,000’
330°–360° byd 20 NM
TACAN AZIMUTH unusable:
060°–070° byd 35 NM blo 9,500’
150°–165° byd 25 NM blo 5,500’
165°–200° byd 25 NM blo 8,000’
315°–325° byd 15 NM blo 5,500’
DME unusable:
060°–070° byd 35 NM blo 9,500’
150°–165° byd 25 NM blo 5,500’
165°–200° byd 25 NM blo 8,000’
315°–325° byd 15 NM blo 5,500’

FRANKLIN FLD  (F72)  4 SE UTC–8(–7DT)  N38º18.24´ W121º25.76´

RWY 18–36: H3123X60 (ASPH) S–30
RWY 36: Rgt tfc.
AIRPORT MANAGER: 916-875-9035
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.
RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.
SACRAMENTO  (H) VORTACW  115.2  SAC  Chan 99  N38º26.62´ W121º33.10´  128º 10.2 NM to fld. 3/17E.

FRAZIER LAKE AIRPARK  (See HOLLISTER on page 144)

FRENCH VALLEY  (See MURRIETA/TEMECULA on page 174)

FRESNO  FRESNO CHANDLER EXEC  (FCH)(KFCH)  2 W UTC–8(–7DT)  N36º43.93´ W119º49.22´

RWY 12–30: H3627X75 (ASPH) S–17 MIRL
RWY 30: REIL. PAPI(P4R)—GA 3.0° TCH 40’. Thld dsplcd 538’. Road.
SERVICE: S2 FUEL 100LL LGT ACTIVATE REIL Rwy 12 and Rwy 30; PAPI Rwy 12 and 30; MIRL Rwy 12–30 and twy lgts—CTAF btn SS–SR.
NOISE: Practice ldgs and low apchs and touch and go ldg or stop–and–go ops authorized only between 1500–0600Z‡. Rwy 12 practice ldgs and low apchs and touch and go ldg or stop–and–go ops not permitted due to noise sensitive residential areas southeast of arpt. After tkf climb on rwy heading until passing 800’ MSL, for safety and noise abatement initial climb out at best rate–of–climb recommended.
AIRPORT REMARKS: Attended 1600–0100Z‡. 100LL fuel avbl 24 hrs. Numerous birds involf arpt. Rwy 30 calm wind nwy when wind reported by AWOS less than 5 kts. TPA–VFR Heliport 800(520), VFR 1300(1020).
AIRPORT MANAGER: (559) 621-4508
WEATHER DATA SOURCES: AWOS–3 135.225 (559) 488–1040.
COMMUNICATIONS: CTAF/UNICOM 123.0
APP CON 119.0 119.6
DEP CON 119.0
CLNC DEL 119.0
CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.
RADIO AIDS TO NAVIGATION: NOTAM FILE FCH.
FRIANT  (L) VORTACW  115.6  FRA  Chan 103  N37º06.27´ W119º35.73´  189º 24.8 NM to fld. 2380/17E.
FRESNO YOSEMITE INTL  (FAT) (KFAT) P (ANG ARNG)  5 NE  UTC–8(–7DT)  N36°46.59´  SAN FRANCISCO
W119°43.13´  H–3B, L–3C, 9A
336  B TPA—See Remarks LRA  Class I, ARFF Index B  NOTAM FILE FAT  MON Airport

RWY 11L–29R: H9539X150 (ASPH–GRVD) S–70, D–170, 2S–175, 2D–250  PCN 75 F/A/X/T  HIRL  CL
RWY 11L: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TMR Pole.
RWY 29R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 76´. RVR–TMR Thld
dispcl 312´. Road. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 11L: TORA–9539 TODA–9539 ASDA–9279 LDA–9279
RWY 29R: TORA–9539 TODA–9539 ASDA–9539 LDA–9227

ARRESTING GEAR/SYSTEM
RWY 11L: BAK–14 BAK–12B(B) (1500´)

SERVICE:  S4  FUEL  100, JET A, A++, Cx 1, 3, 4

MILITARY— A–GEAR Rwy 29R and 11L A–GEAR cable avbl upon req
only; default position down.  JASU (AM32A–60) 2(AGPU) FUEL  A++, A, A+ (avbl 1400–0600Z‡, OT C559–981–2490
or C559–1555, fee $100 per hr, 1 hr PN rqr.) (NC–100) FLUID SP PRESAIR OIL 0–133–148 SOAP

NOISE:  Fresno Yosemite Intl is noise sensitive, NS ABMTM procedure in effect.  No multiple apchs and ldgs 0600–1500Z‡
Mon thru Sat, 0200–1800Z‡ Sun.  Sensitive noise area.

AIRPORT REMARKS:  Attended continuously.  Numerous birds invof arpt.  Possible wake turbulence or wind shear arrival to Rwy
29L or departure from Rwy 11R.  Jet testing conducted at ANG ramp located at southeast corner of arpt.  Fee for acft over
12,500 lbs.  gross weight.  Retractable BAK–12/14 avbl on Rwy 11L and Rwy 29R are kept in recessed position until req
for use, bwr must be notified at least 5 seconds prior to engagement so that the A–Gear cable may be raised.  Rwy 11L
1000´ blast pad, Rwy 29R 850´ blast pad.  Rwy 11R 1,000´ blast pad.  Rwy 29L 1,000´ blast pad.  TPA—1303 (967)
single engine acft, 1803 (1467) multi engine acft, 2303 (1967) turbojet, 803(467) helicopters.  Lgtd rwy distance
remaining markers on south side of Rwy 11R–29L, lgtd rwy distance remaining markers both sides of Rwy 11L–29R.  Rwy
11L distance remaining marker on northside, Rwy 29R distance remaining marker on south side.  Ldg fee for acft over
12,500 lbs.  Flight Notification Service (ADCUS) available.

MILITARY REMARKS:  See FLIP AP/1 Supplementary Arpt Information.  CAUTION Bird haz.  ANG Opr 1500–2300Z‡, clsd Sat, Sun
and holidays.  Jet acft using Rwy 29R rght hand break and tfc pat.  RVR avbl ANG Ops during normal duty hr DSN
839–5194.  Ltd tran svc.  For briefing call ANG Ops.  PPR avbl ANG Ops dur normal duty hr DSN 839–5194.  Advise ANG
Ops when arriving and departing.  Copter expect refuel delay.  No copter opr on ANG ramp.  Afd manager does not issue
or store Communications Security (COMSEC) materials for tran crews.  Tmpry storage of classified materials up to SECRET
at Comd Post.  Ctc ANG OPS for lcl bird watch cond (BWC).  ARNG PPR for all acft inbound to FAAFA or AVCRAD, phone

AIRPORT MANAGER:  559-621-4500
WEATHER DATA SOURCES:  ASOS (559) 255–3413
COMMUNICATIONS:  ATIS 121.35 UNICOM 122.95
®  APP/DEP CON 132.35 (091°–239°) 118.35 (S/SE VISALIA AREA) 268.7 351.95
TOWER 118.2 GND CON 121.7 CLNC DEL 124.35
AIRSPACE:  CLASS C svc ctc APP CON.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RIU.
FRIANT L VORTAC 115.6  FRA  Chan 103  N37°06.27´ W119°35.73´ 180° 20.5 NM to fld. 2380/17E.
LOC/DME 111.3 I–RPW  Chan 50  Rwy 11L.  LOC unusable byd 27º each side of LOC course.  DME also serves Rwy
29R.
ILS/DME 111.3 I–FAT  Chan 50  Rwy 29R.  Class IIIE.  DME also serves Rwy 11L.
SIERRA SKY PARK  (E79)  7 NW UTC–8(–7DT)  N36°50.41´ W119°52.16´  SAN FRANCISCO
321 TPA—1300(979) NOTAM FILE RIU
RWY 12–30: H2473X50 (ASPH) LIRL 0.3% up SE
RWY 30: PAPI(P2L)—GA 3.0º TCH 20´. Thld dsplcd 90´. Road.
SERVICE: LGT LIRL SS–SR. PAPI Rwy 30 opr continuously.
AIRPORT REMARKS: Unattended. 5–45´ tall AGL obstn lgt poles lctd 211´ east and parallel to rwy cntrnl.
AIRPORT MANAGER: 559-436-2015
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FRIANT  N37°06.27´ W119°35.73´ NOTAM FILE RIU.  SAN FRANCISCO
(L) VORTACW 115.6 FRA Chan 103 N37°06.27´ W119°35.73´ 203° 20.6 NM to fld. 2380/17E.
RCO 122.5 (OAKLAND RADIO)

FULLERTON MUNI  (FUL)(KFUL)  3 W UTC–8(–7DT)  N33°52.32´ W117°58.79´  LOS ANGELES
96 B TPA—1100(1004) NOTAM FILE FUL
RWY 06–24: H3121X75 (ASPH) S–12.5 MIRL 0.3% up E
RWY 06: REIL. PVASI(PSIL)—GA 4.0º TCH 32´. Thld dsplcd 427´.
SERVICE: SF FUEL 100LL, JET A OK 1, 3 LGT When twr clsd
ACTIVATE RLLS Rwy 24; REIL Rwy 06 and Rwy 24; PVASI Rwy 06; PAPI Rwy 24; MIRL Rwy 06–24; tway lgts—CTAF.
NOISE: Arpt has noise abatement procedures ctc arpt manager
714–738–6323. Rwy 06 calm wind rwy. For noise abatement Rwy 06 preferred for tkf, follow railroad tracks to east with no turns bolo 1000´ AGL. Rwy 24 departure climb to 700´ AGL prior to turns.
AIRPORT REMARKS: Attended 1500–0500Z‡. Lgtd 750´ twr 1.75 miles west of arpt on heading of 285º from arpt. Portions of Twy A adjacent to the apch end of Rwy 24 not vsbl fm ATCT. Portions of Twy A between intersection F and west end not visible from twr.
AIRPORT MANAGER: 714-738-6323
WEATHER DATA SOURCES: ASOS (714) 870–1372
COMMUNICATIONS: CTAF 119.1 ATIS 125.05 714–870–6222
UNICOM 122.95
SANTA ANA RCO 122.45 (RIVERSIDE RADIO)
SOCAL APP/DEP CON 125.35
TOWER 119.1 (1500–0500Z‡) GND CON 121.8
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.
AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SLI.
SEAL BEACH  (L) VORTACW 115.7 SLI Chan 104 N33º47.00´ W118º03.29´ 020º 6.5 NM to fld. 22/15E.
VOR unusable:
125º–180º byd 30 NM bolo 4,000´
TACAN AZIMUTH unusable:
125º–195º byd 20 NM bolo 5,000´
DME unusable:
125º–195º byd 20 NM bolo 5,000´
LOC/DME 108.9 I–FUL Chan 26 Rwy 24. Unmonitored when ATCT clsd.

HELIPAD H1: H37X37 (CONC)

FURNACE CREEK  (See DEATH VALLEY NATIONAL PARK on page 119)

GANSNER FLD  (See QUINCY on page 196)
GARBERVILLE  (016)  2 SW UTC–8(–7DT)  N40º05.13’ W123º48.85’
550  NOTAM FILE OAK
RWY 18–36: H2783X75 (ASPH) S–30  0.5% up S
RWY 18: Hill.
SERVICE: FUEL  100LL
AIRPORT REMARKS: Unattended. 100LL fuel avbl with credit card 24 hours.
Day use only; CLOSED ngts. Terrain slopes up from the end of Rwy 36
approximately 12˚ before dropping off.
AIRPORT MANAGER: (707) 839-5402
WEATHER DATA SOURCES: AWOS–2 113.0 (707) 923–4291.
COMMUNICATIONS: CTAF 122.9
RCO 122.3 (OAKLAND RADIO)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Oakland
ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION:
FORTUNA (L) VORTACW  114.0  FOT  Chan 87  N40º40.28’
  W124º14.07’  132º  40.1 NM to fld. 391/19E.
VOR unusable:
  060º–070º byd 35 NM bld 9,500’
  150º–165º byd 25 NM bld 6,500’
  165º–200º byd 25 NM bld 8,000’
  280º–330º byd 20 NM bld 3,000’
  330º–336º byd 20 NM
  336º–350º byd 20 NM bld 3,000’
TACAN AZIMUTH unusable:
  060º–070º byd 35 NM bld 9,500’
  150º–165º byd 25 NM bld 6,500’
  165º–200º byd 25 NM bld 8,000’
  315º–325º byd 15 NM bld 5,500’
DME unusable:
  060º–070º byd 35 NM bld 9,500’
  150º–165º byd 25 NM bld 6,500’
  165º–200º byd 25 NM bld 8,000’
  315º–325º byd 15 NM bld 5,500’

GASQUET
WARD FLD  (009)  1 W UTC–8(–7DT)  N41º50.74’ W123º59.09’
356  TPA—1156(800)  NOTAM FILE OAK
RWY 06–24: H2990X50 (ASPH) S–12
RWY 06: Thld dsplcd 500’. Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED SS–SR. Arpt sfc conditions not reported. No ngt ops authorized. Arpt in canyon, high mountains and trees surrounds arpt, mountain flying experience strongly recommended.
AIRPORT MANAGER: 707-464-7288
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

GAVIOTA
N34º31.88’ W120º05.47’  NOTAM FILE HHR.
(L) VORTACW  113.8  GVO  Chan 85  277º  20.3 NM to Lompoc. 2616/16E.
VORTAC unusable:
  117º–137º byd 35 NM
  310º–095º byd 10 NM bld 8,500’
  360º–095º byd 20 NM bld 12,500’

GENERAL WM J FOX AIRFIELD  (See LANCASTER on page 151)

GEORGETOWN  (E36)  2 NW UTC–8(–7DT)  N38º55.27’ W120º51.89’
2625  B  TPA—3425(800)  NOTAM FILE RIU
RWY 16–34: H2979X62 (ASPH) S–22  MIRL
RWY 34: Trees.
SERVICE: S3  FUEL  100LL  LGT ACTIVATE PAPI Rwy 16; MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Attended 1600–0100Z‡. Trees 800’ southwest of Rwy 16–34 2723’ MSL (100’ AGL) not lgtd.
AIRPORT MANAGER: (530) 622-0459
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.
GILLESPIE FLD  (See SAN DIEGO/EL CAJON on page 215)

GNOS FLD  (See NOVATO on page 178)

GOFFS  N35°07.87’ W115°10.59’  NOTAM FILE RAL.  
(L) VORTAC 114.4  GFS Chan 91  020º 22.9 NM to Searchlight. 4000/15E.  
VOR unusable:  
035º–045º byd 5 NM blo 17,500’  
200º–235º byd 30 NM blo 8,700’  
235º–260º byd 25 NM blo 7,400’  
260º–290º byd 25 NM blo 8,000’  
290º–320º byd 20 NM blo 12,000’  
320º–010º byd 30 NM blo 8,500’  
DME unusable:  
200º–235º byd 30 NM blo 8,700’  
235º–260º byd 25 NM blo 7,400’  
260º–290º byd 25 NM blo 8,000’  
290º–320º byd 20 NM blo 9,500’  
320º–010º byd 30 NM blo 8,500’  
TACAN AZIMUTH unusable:  
200º–235º byd 30 NM blo 8,700’  
235º–260º byd 25 NM blo 7,400’  
260º–290º byd 25 NM blo 8,000’  
290º–320º byd 20 NM blo 12,000’  
320º–010º byd 30 NM blo 8,500’  
RCO 122.05R 114.4T (RIVERSIDE RADIO)

GORMAN  N34°48.24’ W118°51.68’  NOTAM FILE RIU.  
(L) VORTAC 116.1  GMN Chan 108  081º 32.0 NM to General Wm J Fox Airfield. 4920/16E. 
VORTAC unusable:  
190º–220º byd 27 NM blo 9,500’  
220º–255º byd 10 NM  
220º–255º byd 8 NM blo 13,000’  
255º–280º byd 20 NM blo 10,500’  
280º–300º byd 15 NM blo 8,000’  
RCO 122.1R 116.1T (RANCHO MURIETA RADIO)

GRASS VALLEY  
NEVADA CO  (GOO)(KGOO)  3 E  UTC–8(–7DT)  N39°13.44’ W121°00.15’  
315B  B  NOTAM FILE G00  
RWY 07–25: H4657X75 (ASPH)  S–30  MIRL  1.9% up E  
RWY 01: REIL. VASI(V4L)—GA 3.0º TCH 40’. Trees.  
RWY 25: REIL. VASI(V2L)—GA 3.5º TCH 37’. Thld dpclcd 304’. Pole.  
AIRPORT MANAGER: 530-273-3374  
WEATHER DATA SOURCES: AWOS–3 121.325 (530) 273–0029.  
COMMUNICATIONS: CTAF/UNICOM 122.725  
® NORCAL APP/DEP CON 125.4  
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.  
AIRPORT AID TO NAVIGATION: NOTAM FILE MYV.  
MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45  N39°05.92’  W121°34.38’  058º 27.7 NM to fld. 62/16E.  

GRAVELLY VALLEY  (See UPPER LAKE on page 245)
GROVELAND
PINE MOUNTAIN LAKE (E45) 3 NE UTC–8(–7DT) N37°51.70´ W120°10.71´ SAN FRANCISCO
2933 B NOTAM FILE RIU L–3B
RWY 09–27, H3624X50 (ASPH) S–12 MIRL 1.1% up SE IAP
RWY 09: VAS(V2L)—GA 4.5º TCH 24´. Trees.
SERVICE: FUEL 100LL LGT
AIRPORT REMARKS: Unattended. Fuel 24 hr self-svc. Arpt advisories unavailable through UNICOM. Deer on and inof arpt at all times. Transient parking avbl. Fee for overnight parking.
AIRPORT MANAGER: 209-533-5685
COMMUNICATIONS: CTAF 122.9
OAKLAND CENTER APP/DEP CON 121.25
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.
MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37º37.64´ W120º57.47´ 052º 39.7 NM to fld. 93/17E.
aerobatic acft wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800´, avoidance advised dly sr–ss
GUADALUPE (T) VOR 111.0 GLJ 119º 4.4 NM to Santa Maria Pub/Capt G Allan Hancock Fld. 138/16E.
VOR unusable:
300º–325º byd 10 NM blo 3,000´
RCD 122.1R 111.0T (HAWTHORNE RADIO)
GUALALA
OCEAN RIDGE (E55) 3 N UTC–8(–7DT) N38°48.10´ W123º31.84´ SAN FRANCISCO
940 NOTAM FILE OAK L–3D, 4F, 7A
RWY 13–31: H2500X50 (ASPH) S–4 LiRL 0.4% up NW
RWY 13: Trees.
AIRPORT MANAGER: (707) 884-3579
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
GUSTINE (301) 2 E UTC–8(–7DT) N37º15.63´ W120º57.86´ SAN FRANCISCO
79 B TPA—879(800) NOTAM FILE RIU L–2F, 3B
RWY 18–36: H3207X60 (ASPH) S–12 MIRL IAP
RWY 18: PAPI(P2L)—GA 3.0º TCH 40´. Road.
RWY 36: PAPI(P2L)—GA 3.0º TCH 40´. P–line.
SERVICE: FUEL 100LL LGT MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE CTAF. ACTIVATE PAPI Rwy 18 and PAPI Rwy 36 CTAF 5 clicks.
AIRPORT MANAGER: 209-854-6471
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.
RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.
MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37º37.64´ W120º57.47´ 164º 22.0 NM to fld. 93/17E.
aerobatic acft wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800´, avoidance advised dly sr–ss
HAIGH FLD (See ORLAND on page 182)
HALF MOON BAY (HAF)(KHAF) 5 NW UTC–8(–7DT) N37°30.81’ W122°30.07’ SAN FRANCISCO H–3B, L–2F, 3A IAP
66 B TPA—999(933) NOTAM FILE OAK
RWY 12–30: H5000X150 (ASPH–CONC) S–30, D–200, 2D–360 MIRL 0.7% up NW
SERVICE: S2 FUEL 100LL LGT ACTIVATE MIRL Rwy 12–30, REIL Rwy 30, PAPI Rwy 12 and PAPI Rwy 30—122.8.
NOISE: Arpt noise sensitive areas NW through NE.
AIRPORT REMARKS: Attended 1630–0030Z. Fuel avbl 24 hrs self service. Unexpected turbulent conditions may be encountered while on final approach to Rwy 12. Avoid flying directly over the Pillar Point Air Force Station. Twys, aprons and tiedowns 12,500 lbs maximum.
AIRPORT MANAGER: 650-573-3700
WEATHER DATA SOURCES: AWOS–3 127.275 (650) 728–5649.
COMMUNICATIONS: CTAF/UNICOM 122.8
® NORCAL APP/DEP CON 135.1
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0519.
RADIO AIDS TO NAVIGATION: NOTAM FILE SFO.
SAN FRANCISCO (L) VOR/DME 115.8 SFO Chan 105 N37°37.17’ W122°22.43’ 207º 8.8 NM to fld. 6/17E.
VOR unusable:
025º–065º byd 30 NM blo 18,000’
035º–055º byd 12 NM blo 6,500’
150º–190º byd 25 NM blo 4,500’
190º–260º byd 10 NM blo 4,500’
260º–295º byd 35 NM blo 3,000’
295º–330º byd 20 NM blo 8,000’
DME unusable:
025º–065º byd 30 NM blo 18,000’
035º–055º byd 12 NM blo 6,500’
150º–190º byd 25 NM blo 4,500’
190º–260º byd 10 NM blo 4,500’
260º–295º byd 35 NM blo 3,000’
295º–330º byd 20 NM blo 8,000’

HALSEY FLG (See NORTH ISLAND NAS (HALSEY FLG) on page 177)

HANFORD MUNI (HJO)(KHJO) 1 SE UTC–8(–7DT) N36°19.00’ W119º37.66’ SAN FRANCISCO H–4H, L–3C, 9A IAP
240 B NOTAM FILE HJO
RWY 14–32: H5179X75 (ASPH) S–30, D–45 MIRL
RWY 14: PAPI(P4R)—GA 4.0º TCH 33’. Road.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 25’. Rgt tlc.
SERVICE: S2 FUEL 100LL LGT PAPI Rwy 32 unusable byd 2 NM. After dark ACTIVATE MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS: Attended 1600–0100Z. Fuel self-svc avbl 24 hrs
AIRPORT MANAGER: 559-585-2589
WEATHER DATA SOURCES: ASOS 134.75 (559) 585–8076.
COMMUNICATIONS: CTAF/UNICOM 122.8
® FRESNO APP/DEP CON 123.9
CLNC DEL 123.9
CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.
RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.
VISALIA (T) VOR/DME 109.4 VIS Chan 31 N36º22.04’ W119º28.93’ 231º 7.7 NM to fld. 259/16E.
RCO 122.1R 115.5T (RANCHO MURIETA RADIO)

HANGTOWN N38º43.48’ W120º44.96’ NOTAM FILE RIU. SAN FRANCISCO L–3A
(L) VOR/DME 115.5 HNW Chan 102 at Placerville. 2604/17E.
VOR unusable:
200º–260º byd 15 NM blo 9,500’
320º–350º byd 10 NM blo 6,000’
320º–350º byd 25 NM blo 14,500’
RCO 122.1R 115.5T (RANCHO MURIETA RADIO)
HAPPY CAMP
(36S) 0 SW UTC–8(–7DT) N41°47.44´ W123°23.34´
1209 NOTAM FILE RIU
RWY 04: Tree. Rgt tfc.
RWY 22: Brush.
AIRPORT REMARKS: Unattended. +35´ trees 600´ from 125´ left through 125´ right.
AIRPORT MANAGER: (530) 842-8259
COMMUNICATIONS: CTAF 122.9
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´ 075º 38.2 NM to fld. 55/14E.
TACAN AZIMUTH & DME unusable:
195º–235º byd 20 NM

HARRIS RANCH (See COALINGA on page 112)
HAWTHORNE
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)(KHHR) 1 E UTC–8(–7DT) N33°55.37´
W118°20.11´
66 B TPA—See Remarks NOTAM FILE HHR MON Airport
RWY 07–25: H4884X100 (ASPH) S–30, D–60, 2D–90 MIRL
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–4956 TODA–4956 ASDA–4736 LDA–3765
SERVICE: S4 FUEL 100LL, JET A OK 1, 3 LGT When twr clsd
ACTIVATE MIRL Rwy 07–25 and ODALS Rwy 25—CTAF.
NOISE: Rwy 25 touch and go, stop and go, and int tksfs r reqd to be airborne by D twy. Hover work ltd to N twy b/t C and D twys. All piston acft must be equipped with muffler sys. For noise abatement info ctc arpt supervisor (310) 349–1637 or 1636.
AIRPORT MANAGER: 310-349-1637
WEATHER DATA SOURCES: ASOS (310) 973–8930
COMMUNICATIONS: CTAF 122.9
SOCAL APP CON 124.3 (146º–245º HHR) 124.9 (069º–145º LAX) 125.2 (246º–342º LAX) 128.5 (343º–068º)
TOWER 121.1 (1400–0600Z‡) GND CON 125.1
CONTINUED ON NEXT PAGE

Klamath Falls
L–21

Los Angeles
Copter L–3E, 4G, 7B, A IAP, AD

Continued on Next Page
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.
AIRSPACE: CLASS D svc 1400–0600Z†; other times CLASS G.

VOR TEST FACILITY (VOT) 113.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

LOS ANGELES (H) VOR/TACW 113.6 LAX Chan 83 N33°55.99′ W118°25.92′ 082° 4.9 NM to fld. 185/15E.
VOR portion unusable:
270°–277° byd 25 NM blo 8,000′
277°–300° byd 10 NM blo 8,000′
277°–300° byd 28 NM blo 12,000′
175°–205° byd 10 NM blo 3,000′
LOC 109.1 I–HHR Rwy 25. LOC unusable byd 15° right of course; byd 20° left of course; wi 0.8 NM inbd.
Unmonitored when ATCT clsd.

HAYFORK (F62) 1 S UTC–8(–7DT) N40°32.82′ W123°10.78′ 2334 B NOTAM FILE RIU
RWY 07–25: H4100X60 (ASPH) S–12.5 MIRL 0.4% up E
RWY 07: Tree.
RWY 25: Tree. Rgt tfc.
SERVICE: S2 LGT Arpt bcn OTS indef. MIRL Rwy 07–25 OTS. ACTIVATE MIRL Rwy 07–25—CTAF.
NOISE: Noise abatement procedures in effect N, NE and S of arpt.
AIRPORT MANAGER: 530-623-1365
COMMUNICATIONS: CTAF/UNICOM 122.8

FOUNTAIN (L) VOR/TACW 114.0 FOT Chan 87 N40°40.28′ W124°14.07′ 079° 48.8 NM to fld. 391/19E.
VOR unusable:
060°–070° byd 35 NM blo 9,500′
150°–165° byd 25 NM blo 6,500′
165°–200° byd 25 NM blo 8,000′
280°–330° byd 20 NM blo 3,000′
330°–336° byd 20 NM
336°–350° byd 20 NM blo 3,000′
TACAN AZIMUTH unusable:
060°–070° byd 35 NM blo 9,500′
150°–165° byd 25 NM blo 5,500′
165°–200° byd 25 NM blo 8,000′
315°–325° byd 15 NM blo 5,500′
DME unusable:
060°–070° byd 35 NM blo 9,500′
150°–165° byd 25 NM blo 5,500′
165°–200° byd 25 NM blo 8,000′
315°–325° byd 15 NM blo 5,500′

KLAMATH FALLS L–2H
HAYWARD EXEC (HWD)(KHWD) 2 W UTC–8(–7DT) N37º39.54´ W122º07.30´

MIRL 0.4% up E

RWY 10R: REIL. VASI(V4R)—GA 3.0º TCH 25´. Thld dsplcd 816´.
Tree. Rgt tfc.

RWY 28L: REIL. VASI(V4L)—GA 4.0º TCH 35´. Thld dsplcd 676´.

RWY 10L–28R: H3107X75 (ASPH) S–13  MIRL 0.3% up SE

RWY 10L: PAPI(P4L)—GA 3.0º TCH 29´. Tree.

RWY 28R: PAPI(P4L)—GA 3.0º TCH 44´. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT When twr clsd MIRL
Rwy 10R–28L preset low ints, to increase ints ACTIVATE—CTAF.
When twr clsd VASI Rwy 10R and Rwy 28L opr SS–SR, PAPI Rwy

NOISE: Noise abatement procedures in effect ctc arpt for noise rules
510–293–8669.

AIRPORT REMARKS: Attended 1600–0100Z‡. When tower clsd Rwy
10L–28R CLOSED. Flocks of birds feeding along the shoreline, creek
areas and at the golf course to the north, on occasion may fly across
various parts of the arpt. For restaurant/golf course itnrnt acft prkg ctc
arpt ops 510–293–8678. 155´ energy complex exhaust stack 1.5
NM southwest of arpt. Do not overly energy complex facility below
1,000´ MSL. TPA—652(600) Rwy 10R–28L, 852(800) Rwy 10L–28R. Rwy 10R has ldg distance remaining signs (lgtd)
north side of rwy. Rwy 28L has ldg distance remaining signs (lgtd) south side of rwy. Twy A not visible from twr between
Twy B and Twy C. Twy A1 clsd to acft with wingspan greater than
94´. Transient helicopter tfc use helipads west of green ramp located at base of twr.

AIRPORT MANAGER: (510) 293-8678

WEATHER DATA SOURCES: ASOS (510) 786–3052

COMMUNICATIONS: CTAF 120.2
ATIS 126.7 510–786–3988 UNICOM 122.95

© NORCAL APP CON 124.4 125.35 134.5

TOWER 120.2 118.9 (1500–0500Z‡) GND CON 121.4 CLNC DEL 128.05
© NORCAL DEP CON 124.4

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-0516.

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:

OAKLAND (H) VOR/DME 116.8 OAK Chan 115 N37º43.56´ W122º13.42´ 113º 6.3 NM to fld. 13/17E.

DME unusable:

340º–040º byd 30 NM blo 8,000´

LOC/DME 111.5 I–HWD Chan 52 Rwy 28L. Localizer offset angle 3.00 deg. LOC unmonitored when ATCT clsd.

HEALDSBURG MUNI (HES)(KHES) 3 NW UTC–8(–7DT) N38º39.17´ W122º53.92´

280 NOTAM FILE OAK

RWY 13–31: H2652X60 (ASPH) S–12.5 MIRL 0.9% up NW

RWY 13: PAPI(P2L)—GA 4.0º TCH 40´. Road. Rgt tfc.

RWY 31: PAPI(P2L)—GA 4.0º TCH 20´. Hill.

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 13–31—CTAF.

AIRPORT REMARKS: Attended 1600–0100Z‡. No touch and go. Practice ldgs to 3 ops/day. Rwy 31 downdrafts apch end.

AIRPORT MANAGER: 707-433-8540

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
HECTOR  N34°47.82’ W116°27.78’  NOTAM FILE RAL.

(H) VORTAC  112.7 HEC  Chan 74  1853/15E.

VOR unusable:
020°–039° byd 15 NM blo 10,000’
040°–055° byd 20 NM blo 10,000’
055°–090° byd 25 NM blo 9,000’
090°–200° byd 18 NM blo 11,000’
090°–200° byd 30 NM blo 13,000’
200°–231° byd 25 NM blo 9,000’
200°–231° byd 32 NM blo 12,000’
231°–240° byd 30 NM blo 10,000’
240°–270° byd 28 NM blo 9,000’
340°–005° byd 28 NM blo 14,000’
340°–349° byd 15 NM blo 10,000’
350°–019° byd 20 NM blo 10,000’

TACAN AZIMUTH unusable:
020°–039° byd 15 NM blo 10,000’
040°–055° byd 20 NM blo 10,000’
055°–090° byd 25 NM blo 9,000’
090°–200° byd 18 NM blo 11,000’
090°–200° byd 30 NM blo 13,000’
200°–231° byd 25 NM blo 15,000’
231°–240° byd 20 NM blo 11,000’
240°–270° byd 28 NM blo 9,500’
270°–290° byd 30 NM blo 15,000’
340°–005° byd 28 NM blo 14,000’
340°–349° byd 15 NM blo 10,000’
350°–019° byd 20 NM blo 10,000’

DME unusable:
020°–039° byd 15 NM blo 10,000’
040°–055° byd 20 NM blo 10,000’
055°–090° byd 25 NM blo 9,000’
090°–200° byd 18 NM blo 11,000’
090°–200° byd 30 NM blo 13,000’
200°–231° byd 25 NM blo 15,000’
231°–240° byd 20 NM blo 11,000’
240°–270° byd 28 NM blo 9,000’
340°–005° byd 28 NM blo 14,000’
340°–349° byd 15 NM blo 10,000’
350°–019° byd 20 NM blo 10,000’

RCQ  122.1R  112.7T (RIVERSIDE RADIO)
HEMET–RYAN (HMT)(KHMT) 3 SW UTC–8(–7DT) N33°44.04′ W117°01.34′

1515 B NOTAM FILE RAL

RWY 05–23: H4315X100 (ASPH) S–80, D–130 MIRL

RWY 05: Rgt tfc.


RWY 04–22: H2014X25 (ASPH) 0.3% up NE

RWY 22: Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A LST ACTIVATE MIRL Rwy 05–23 and taxiway lights—CTAF.

AIRPORT REMARKS: Attended dalgt hrs. Watch for United States Forest Service fire fighting actf. Air tanker activity May–Nov. Forest Service fire fighting actf frequently fly the conventional rectangular pat with four 90º clearing turns entering the down wind leg abeam midpoint of rwy. All powered actf tfc patterns to S. Gliders, ultralight act north side of arpt.

AIRPORT MANAGER: 951-955-9418

WEATHER DATA SOURCES: AWOS–3PT 118.375 (951) 925–6886.

COMMUNICATIONS: CTAF/UNICOM 123.0

MARCH APP/DEP CON 133.5 (1500–0700Z‡) clsd holidays, other times ctc

SOCAL APP/DEP 134.0

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTACW 112.2 PDZ Chan 59 N33°55.10′ W117°31.80′ 098º 27.7 NM to fld. 1432/15E.

TACAN AZIMUTH unusable:

130º–145º byd 25 NM blo 5,000′
145º–190º blo 8,000′
190º–230º blo 10,000′
310º–325º byd 35 NM blo 10,900′
325º–345º byd 25 NM blo 11,500′
345º–360º byd 35 NM blo 10,500′

VOR unusable:

010º–015º byd 20 NM blo 10,000′
130º–145º byd 25 NM blo 5,000′
145º–190º blo 8,000′
145º–190º byd 25 NM blo 10,000′
145º–190º byd 39 NM blo 13,500′
190º–230º blo 10,000′
310º–325º byd 35 NM blo 10,900′
325º–345º byd 25 NM blo 11,500′
345º–360º byd 35 NM blo 10,500′

DME unusable:

130º–145º byd 25 NM blo 5,000′
145º–190º blo 8,000′
190º–230º blo 10,000′
310º–325º byd 35 NM blo 10,900′
325º–345º byd 25 NM blo 11,500′
345º–360º byd 35 NM blo 10,500′

Los Angeles Copter L–4H IAP

SW, 12 Aug 2021 to 7 Oct 2021
HERLONG (H37)  2 W  UTC–B(–7DT)  N40º08.32´  W120º10.80´
4062  TPA—4862(800)  NOTAM FILE RNO
RWY 06–24: H3260X40 (ASPH)  S–4  0.5% up NE
RWY 06: P-line.
RWY 24: P-line.
AIRPORT REMARKS: Unattended. +5´ brush along northside, 45´ from rwy centerline.
AIRPORT MANAGER: 530-251-8299
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) VORTACW 117.9  FMG  Chan 126  N39º31.88´ W119º39.36´ 311º 43.7 NM to fld. 5950/16E.
VORTAC unusable:
200º–230º byd 30 NM blo 13,000´

HESPERIA (L26)  3 S  UTC–B(–7DT)  N34º22.62´  W117º18.96´
3390  B  NOTAM FILE RAL
RWY 03–21: H3910X50 (ASPH)  S–12  LIRL  0.5% up SW
   RWY 03: Thld displcd 300´. Treer. Rgt tfc.
SERVICE: FUEL 100LL  LGT ACTIVATE LIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Unattended. Slight uphill grade to Rwy 21. Pilots should be aware of rising surrounding terrain to the south.
   Rwy 21 has a perimeter fence that separates Rwy 21 from road. Public road access to rwy and twy in multiple locations.
   Calm wind use Rwy 21.
AIRPORT MANAGER: (442) 243-4331
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE (H) VORTACW 112.2  PDZ  Chan 59  N33º55.10´ W117º31.80´ 006º 29.5 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
VOR unusable:
010º–015º byd 20 NM blo 10,000´
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
145º–190º byd 25 NM blo 10,000´
145º–190º byd 39 NM blo 13,500´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
DME unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

KLAMATH FALLS

LOS ANGELES
FRAZIER LAKE AIRPARK (1C9) 8 NW UTC–8(–7DT) N36°57.17′ W121°27.76′

152  NOTAM FILE OAK
RWY 05–23: 2500X100 (TURF) LIRL
RWY 05: P–line.
RWY 23: REIL. Rgt tfc.

SERVICE. LGT ACTIVATE REIL Rwy 23; LIRL Rwy 05–23—CTAF. Rwy 23 REIL opr consistently during daylt hours. During nght hrs ACTIVATE REIL Rwy 23—CTAF 7 clicks.

AIRPORT REMARKS: Unattended. No touch and go ops. Birds frequently on and inv of arpt. Wildlife haz near movement area. Use at your own risk. Rwy 05–23 irregular sfc. Be alert to seaplane ldg area (water channel) 200′ south of adjacent/parallel grass rwy. Berm and ditch adjacent to Rwy 05 apch end. PAEW in vicinity of Rwy 05–23 occasionally during dalg hrs. Rwy clsd by NOTAM for mowing, typically Mon. Equipment on rwy during mowing ops. Utility wires across west end of afld for apch to Rwy 05 and waterway 5W. Occasional irrigation on turf rwy at night from midnight to 1400Z‡. No midfield tkfs or back–taxi on Rwy 05–23. No practice tkf and ldg Rwy 05–23 when wet or soft. Rwy 05–23 gross weight ltd to 6,700 pounds.

AIRPORT MANAGER: (408) 528-4280

COMMUNICATIONS: CTAF/UNICOM

HOLLISTER MUNI (CVH)(KCVH) 3 N UTC–8(–7DT) N36°53.60′ W121°24.62′

231  B TPA—See Remarks NOTAM FILE OAK
RWY 13–31: H6350X100 (ASPH) S–30, D–45 MIRL 0.4% up SE
RWY 13: REIL. PAPI(P2L)—GA 3.0º TCH 44′.
RWY 31: REIL. PAPI(P2L)—GA 3.0º TCH 44′.
RWY 06–24: H3149X100 (ASPH) S–30, D–45 MIRL
RWY 06: Hill.
RWY 24: REIL. VASI(V2L)—GA 3.75º TCH 26′. Road.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 24, Rwy 13, and Rwy 31; VASI Rwy 24; PAPI Rwy 13 and Rwy 31; MIRL Rwy 06–24 and Rwy 13–31—CTAF.

AIRPORT REMARKS: Attended 1600–0100Z‡. Fuel avbl 24 hours credit card lock system. Glider activity on and inv of arpt. Model acft club conducting fit ops 3 miles west northwest of arpt heading of 290º from arpt sfc to 500′ AGL. Recommend pilots to begin Rwy 31 tkf roll at or byd the thld (Twy B). Caution—Watch for fire fighting acft May thru Oct. TPA—1031(800), helicopters 731(500).

AIRPORT MANAGER: 831-636-4365

WEATHER DATA SOURCES: AWOS–3 120.425 (831) 636–4394.

COMMUNICATIONS: CTAF/UNICOM 123.0

NORCAL APP/DEP CON 124.525

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-3748.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.

SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39.83′ W121°36.19′ 017° 16.6 NM to fld. 80/17E.

VOR portion unusable:
010°–016° byd 22 NM blo 7,000′
016°–080° byd 22 NM blo 8,000′
150°–170° byd 8 NM blo 10,000′

TACAN AZIMUTH & DME unusable:
010°–080° byd 22 NM blo 8,000′
150°–200° blo 11,000′
aerobatic acft wi an area defined as .5 NM rds of SNS 357016.4 (5.3 NM W CVH), blo 3000′, avoidance advised sr–ss

TACAN AZIMUTH unusable:
245°–255° byd 20 NM
HOLTVILLE (L04) 5 NE UTC–8(–7DT) N32º50.70′ W115º16.11′
59 TPA—859(800) NOTAM FILE SAN
RWY 08–26: H6000X150 (CONC) S–30, D–50
AIRPORT REMARKS: Unattended. Arpt CLOSED indefinitely. 1′–2′ holes in pavement, buckled section slabs up to 5′. Be alert frequent military training activity during dalgt hrs and dark, includes tactical acft, helicopters and parachuting, check local notams call 619–337–7792. Rwy 08–26 ltd by arpt manager to 20,000 lbs single wheel gear, 40,000 lbs dual tandem wheel gear.
AIRPORT MANAGER: (442) 265-3220X5
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.
  IMPERIAL (H) VOR/TAC 115.9 IPL Chan 106 N32º44.93′ W115º30.51′ 051º 13.4 NM to fld. –18/14E.

HOMELAND N33º46.58′ W117º11.12′ NOTAM FILE RAL.
(L) YORW 113.4 HDF 316º 7.3 NM to March Arb. 1416/14E.
VOR unusable:
  000º–040º byd 20 NM blo 12,000′
  000º–040º byd 30 NM blo 15,500′
  170º–250º byd 10 NM

HOOPA (O21) 1 SE UTC–8(–7DT) N41º02.49′ W123º40.07′
356 TPA—1156(800) NOTAM FILE OAK
RWY 14–32: H2325X50 (ASPH) S–10
  Rwy 14: Thld dsplcd 80′. Trees. Rgt tfc.
  Rwy 32: Thld dsplcd 80′. Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Day use only; CLOSED nghts. Wind indicator obscured by trees.
AIRPORT MANAGER: (707) 601-8035
COMMUNICATIONS: CTAF/UNICOM 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

HUNTER LIGGETT (See TUSI AHP (HUNTER LIGGETT) on page 241)

HYAMPOM (H47) 1 NW UTC–8(–7DT) N40º37.54′ W123º28.11′
1277 TPA—2077(800) NOTAM FILE OAK
RWY 14–32: H2980X50 (ASPH) S–12 0.3% up SE
  Rwy 14: Rgt tfc.
  Rwy 32: Thld dsplcd 725′. Trees.
AIRPORT MANAGER: 530-623-1365
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
**IMPERIAL BEACH NOLF (REAM FLD)**  
(NRS)(KNRS) NAF  1 S  UTC–8(–7DT)  N32°33.97´

**W117°06.81´**

**24**  B  NOTAM FILE SAN  Not insp.

**RWY 09–27:**  
H4997X336 (PEM)  PCN 8  F/A/W/T  HIRL

**RWY 08–26:**  
H2240X151 (CONC)  PCN 6  R/C/W/T

**SERVICE.** MILITARY—— FUEL J5 (Avbl 1900–0500Z‡ Mon–Thu; 1800–0200Z‡ Fri.).

**MILITARY REMARKS:**  
Opr Mon–Thu 1600–0630Z (1500–0600Z DT) and Fri 1600–0200Z‡. CLOSED from 0200Z‡ day prior until 1600Z‡ day following government holiday; except pre–coordinated flt of opr necessity. Ctc NOLF ATC DSN 577–9414/9415 for opr inquiries.

**RSTD** Official Business Only — PPR fixed wing and non–tenant acft, ctc NASNI ODO DSN 735–8233/8234, C619–545–8233/8234. North Island Tenant acft and Coast Guard have priority for lcl pattern opr. Practice apch not authorized Rwy 09. CAUTION Extensive helicopter training. MISC Rwy 08–26 avbl for day and night copter use only (night and SVFR use at pilots own risk).

**WEATHER DATA SOURCES:** ASOS (619) 437–9890 Dsn 577–9890

**COMMUNICATIONS:** ATIS 276.2 (1600–0630Z‡ Mon–Thu (1500–0600Z‡ DT) and 1600–0200Z‡ Fri. Clsd Fri 0200Z‡ day prior until 1600Z‡ day following govt hol.)

®  

**SOCAL APP/DEP CON**  
125.15 317.55

**TOWER**  
120.65 239.25 (1600–0630Z‡ Mon–Thu (1500–0600Z‡ DT) and 1600–0200Z‡ Fri. Clsd from 0200Z‡ day prior until 1600Z‡ day following govt hol.)

**GND CON**  
285.575

**CLEARANCE DELIVERY PHONE:**  
For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

**AIRSPACE:** CLASS D svc 1600–0630Z‡ Mon–Thu (1500–0600Z‡ DT), 1600–0200Z‡ Fri, clsd from 0200Z‡ day prior til 1600Z‡ day following gov hol; other times CLASS G.

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

**(L) TACAN**  
Chan 29 NRS (109.2) N32º33.85´ W117º06.59´ at fld. 21/11E. opr only dur fld opr hr

TACAN AZIMUTH unusable:  
225°–230°

DME unusable:  
225°–230°

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**IMPERIAL CO**  
(IPL)(KIPL)  1 S  UTC–8(–7DT)  N32°50.05´ W115º34.73´

−54  B  Class III, ARFF Index A  NOTAM FILE IPL MON Airport

**RWY 14–32:**  
H5308X100 (ASPH–PFC) S–60, D–80, 2S–102, 2D–102, 2D/2D2–130 PCN 26 F/C/W/T  MIRL

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

**RWY 32:**  
PAPI(P4L)—GA 3.0º TCH 45´. P–line.

**RWY 08–26:**  
PAPI(P4L)—GA 3.0º TCH 45´. Pole. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 08:**  
TORA–4501 TODA–4501 ASDA–4501 LDA–4501

**RWY 14:**  
TORA–5304 TODA–5304 ASDA–5304 LDA–5304

**RWY 26:**  
TORA–4501 TODA–4501 ASDA–4501 LDA–4501

**RWY 32:**  
TORA–5304 TODA–5304 ASDA–5304 LDA–5304

**SERVICE.** FUEL  100LL, JET A

**NOISE:** Noise sensitive area NE edge of arpt: schools and residential.

**AIRPORT REMARKS:**  
Attended 1500–0030Z‡. Twy C3 clsd between Rwy 14–32 and Twy C5. Avoid NAF El Centro tcf; acft departing Rwy 26 make immediate rgt turn–stay below 1000´; ctc NAF Twr 119.1 for advisory. Frequent high–speed military jet tcf transits Imperial Co tcf area westbound descending VFR to NAF El Centro. Avoid 2500´ to 3500´ MSL near Imperial Co. Ctc NAF Twr 119.1 for Navy tcf advisory. Radio antenna +70´ located on ctl twr at midfield Rwy 14–32 and 500´ west rwy centerline. Rwy 08–26 not avbl for sked acr ops with more than 9 psgr seats or unsked acr at least 31 psgr seats. PPR for non–scheduled air carrier ARFF svc, ctc arpt manager 442–264–3220. Overnight tiedown fee. Ldg fee.

**AIRPORT MANAGER:** (442) 265-3220

**WEATHER DATA SOURCES:** ASOS 132.175 (760) 355–2851.

CONTINUED ON NEXT PAGE
INDEPENDENCE (207) 1 N UTC–(7DT) N36°48.98´ W118°21.99´ 152° 34.5 NM to fld. 4117/15E.

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.
RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

BISHOP (T) VOR/DME 109.6 BIH Chan 33 N35º39.52´ W117º49.77´ 2457 B   NOTAM FILE IYK

RWY 15–33:
H7100X75 (ASPH) S–24 PCN 7 F/C/Y/U MIRL
0.4% up NW

RWY 15:
PAPI(P2L)—GA 3.0º TCH 40´.  

RWY 33:
PAPI(P2L)—GA 3.3º TCH 40´.

RWY 02–20:
H6275X75 (ASPH) S–30, D–50, 2D–80 PCN 6 F/C/X/U MIRL 0.4% up S

RWY 02:
PAPI(P2L)—GA 3.3º TCH 40´.

RWY 20:
VASI(V4L)—GA 3.0º TCH 35´. Thld dsplcd 320´. Rgt tfc.

RWY 10–28:
H4150X75 (ASPH) S–24 PCN 7 F/C/Y/U MIRL
1.0% up W

RWY 28:
Thld dsplcd 103´.

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT VASI Rwy 20; MIRL Rwy 02–20, Rwy 10–28, Rwy 15–33—CTAF. PAPI Rwy 02, Rwy 15 and Rwy 33 opr consly.

COMMUNICATIONS: CTAF/AUNICOM 122.8
JOSHUA APP/DEP CON 133.65

COMMUNICATIONS: CTAF/AUNICOM 122.8
JOSHUA APP/DEP CON 133.65

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

EDWARDS (T) VORTACW 116.4 EDW Chan 111 N34°58.94´ W117°43.96´ 341° 40.8 NM to fld. 2378/12E.

TACAN AZIMUTH unusable:
098º–158º byd 19 NM bly 7,900´

DME unusable:
107º–158º byd 19 NM

VOR unusable:
098º–158º byd 19 NM bly 7,900´

COMM/NAV/WEATHER REMARKS: Automated UNICOM–3 clicks for arpt advisory and wx or dial 617–262–3825, 4 clicks for radio check.

JACK MC NAMARA FLD (See CRESCENT CITY on page 117)
JACK NORTHROP FLD/HAWTHORNE MUNI (See HAWTHORNE on page 138)

JACKSON

WESTOVER FLD AMADOR CO (JAQ)(KJAQ) 2 NW UTC–8(–7DT) N38º22.61’ W120º47.63’ SAN FRANCISCO
1693 B NOTAM FILE RIU
RWY 01–19: H3401X60 (ASPH) S–12.5 MIRL
RWY 01: REIL, PAPI(P2L)—GA 3.0º TCH 22’.
RWY 19: REIL, PAPI(P2L)—GA 4.0º TCH 32’. Tree.
SERVICE: S4 FUEL 100LL, JET A
LGT PAPI Rwy 19 unusable byd 5° left of course. ACTIVATE REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and Rwy 19, MIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡. Rwy 19 is preferred rwy.
AIRPORT MANAGER: 209-223-2376
COMMUNICATIONS: CTAF,UNICOM 123.075
® NORCAL APP CON 125.1
® NORCAL DEP CON 127.4
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
LINDEN (H) VOR/DME 114.8 LIN Chan 95 N38º04.47’ W121º00.23’ 012º 20.7 NM to fld. 266/17E.
DME unusable: 191º–235º
HELIPAD H1: H50X50 (CONC)

JACQUELINE COCHRAN RGNL (See PALM SPRINGS on page 185)

JACUMBA (L78) 1 E UTC–8(–7DT) N32º36.95’ W116º35.16’ LOS ANGELES
2844 NOTAM FILE SAN
RWY 07–25: H2562X60 (ASPH) S–12
RWY 25: Hill. Rgt tfc.
NOISE: Noise abatement; avoid overflying residential community 1/2 mile W.
AIRPORT REMARKS: Unattended. Rwy 07–25 clsd SS–SR, not lighted. Frequent glider activity during weekends, powered acft be alert for glider traffic launching from field and operating on and invof arpt, sfc to 18,000’ MSL. Ocnl wildlife on and invof arpt. Wind permitting, recommend land Rwy 07 and dep Rwy 25 due to 480’ hill 1 mile east of arpt. Rapidly rising terrain all quads. Recommend rwy to ramp transition, asph to soft dirt, at twy stub midfield, all other areas asph to gvl. Helipad skid/run–on ldg and auto–rotations prohibited. RDO equipped acft shall self–announce on CTAF prior to ldg or tkof. Pin to obtain vehicle access to arpt, call 619–956–4800. PPR all mil acft ctc arpt manager. Contiguous ADIZ in vicinity and along intl boundary, located apxly 615’ S of Rwy 07–25. All acft avoid overflight US/MEXICAN border without auth.
AIRPORT MANAGER: 760-767-7415
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

JOE FOSS FLD (See MIRAMAR MCAS (JOE FOSS FLD) on page 168)

JOHN WAYNE/ORANGE CO (See SANTA ANA on page 222)

JULIAN N33º08.43’ W116º35.16’ LOS ANGELES
(L) VORTACJ 114.0 JLI Chan 87 047º 15.1 NM to Borrego Valley. 5560/15E.
RCO 122.6 (SAN DIEGO RADIO)

KEARN N39º16.56’ W123º14.44’ NOTAM FILE UKI.
NDB (MIW/LOM) 371 UK 873/17E. SHUTDOWN.
NDB unusable: 250º–275º byd 6 NM blo 7,000’

KERN VALLEY (See KERNVILLE on page 149)
**KERNVILLE**

**KERN VALLEY**

(LO5) 3 S UTC–8 (–7DT) N35°43.69’ W118°25.18’

2614 NOTAM FILE RIU

RWY 17–35: H3500X50 (ASPH)


**SERVICE:** S2

**AIRPORT REMARKS:** Attended dalgt hrs. No ngt ops. Fly–in campground on arpt.

**AIRPORT MANAGER:** 661-391-1824

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Joshua Apch at 661-277-3843.

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

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07’ W119°05.84’ 052º 36.2 NM to fld. 549/14E.

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**KING CITY**

**MESA DEL REY**

(KIC)(KKIC) 1 NE UTC–8 (–7DT) N36°13.71’ W121°07.28’

374 B TPA—1174(800) NOTAM FILE OAK

RWY 11–29: H4479X100 (ASPH) S–12 MIRL

RWY 11: Berm.

RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Road.

**SERVICE:** FUEL 100LL


**AIRPORT MANAGER:** (831) 386-5925

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Oakland ARTCC at 510-745-3380.

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

BIG SUR (L) VORTACW 114.0 BSR Chan 87 N36°10.88’ W121°38.53’ 067º 25.4 NM to fld. 4080/16E.

DME portion unusable: 320º–085º byd 35 NM blo 9,000’

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**KINGDON AIRPARK** (See LODI on page 154)

**KLAMATH GLEN**

**ANDY MC BETH**

(S51) 1 S UTC–8 (–7DT) N41°30.72’ W123°59.74’

42 NOTAM FILE OAK

RWY 11–29: H2400X50 (ASPH) S–12 0.4% up E


RWY 29: Hill.

**AIRPORT REMARKS:** Unattended. Arpt sfc conditions not reported. High mountains and trees surround arpt, mountain flying experience strongly recommended.

**AIRPORT MANAGER:** (707) 464-7288

**COMMUNICATIONS:** CTAF 122.9

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

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**KNEELAND** (See EUREKA on page 126)
LA VERNE

**BRACKETT FLD** (POC/KPOC) 1 SW UTC–B(–7DT) N34°05.50´ W117°46.91´

- **RWY 08R–26L**: H4840X75 (ASPH) S–26 MIRL 0.9% up E
- **RWY 08R**: REIL. PAPI(P4L)—GA 3.76º TCH 34´. Hill. Rgt tcf.
- **RWY 26L**: REIL. PAPI(P4L)—GA 3.76º TCH 18´. Thld dspldc 689´. Road.

**NOTAM FILE POC**

- **RWY 08L–26R**: H3661X75 (ASPH) S–12.5 0.9% up E
- **RWY 08L**: Hill.
- **RWY 26R**: Road. Rgt tcf.

**SERVICE**

- **S4 FUEL**: 100LL, JET A  OX 4  LGT
- **RWY 08L–26R**: Hill.
- **RWY 26L**: Road. Rgt tcf.

**AIRPORT REMARKS**


**AIRPORT MANAGER**: 909-593-1395

**WEATHER DATA SOURCES**: AWOS–3PT 124.4 (909) 596–1523. LAWRS.

**COMMUNICATIONS**

- **CTAF** 118.4
- **ATIS** 124.4 909–596–1523
- **UNICOM** 122.95
- **SOCAL APP/DEP CON** 125.5
- **CLNC DEL** 121.875

**RADIO AIDS TO NAVIGATION**

- **NOTAM FILE RAL.**
- **POMONA (L) VORTACW** 110.4 POM Chan 41 N34º04.70´ W117º47.22´ at fld. 1266/15E.
- **VORTAC unusable:** 300º–405º byd 20 NM
- **VOR usable:** 280º–300º byd 20 NM blo 13,000´
- **TACAN AZIMUTH unusable:** 280º–300º byd 20 NM blo 14,000´
- **ILS** 110.5 I–POC Rwy 26L. Class I. LOC unusable byd 25º right of course.

**LAKE HUGHES** N34º40.98´ W118º34.62´ NOTAM FILE HHR.

- **(H) VORTACW** 114.35 LHS Chan 90(Y) 359º 27.9 NM to Tehachapi Muni. 5790/15E.
- **VOR unusable:** 335º–350º blo 10,000´
- **RCO** 122.3 (HAWTHORNE RADIO)

**LAKE OROVILLE LANDING AREA SPB** (See OROVILLE on page 182)

**LAKE TAHOE** (See SOUTH LAKE TAHOE on page 230)

**LAKEPORT**

**LAMPSON FLD** (102) 3 S UTC–B(–7DT) N38º59.44´ W122º54.04´

- **RWY 10–28**: H3600X60 (ASPH) S–30 MIRL 0.3% up NW
- **RWY 10**: Trees.
- **RWY 28**: PAPI(P2L)—GA 4.0º TCH 40´. Thld dspldc 85´. Road. Rgt tcf.

**SERVICE**

- **S4 FUEL**: 100LL
- **GT ACTIVATE MIRL Rwy 10–28—CTAF.

**AIRPORT REMARKS**

- Unattended.

**AIRPORT MANAGER**: 707-263-2341

**WEATHER DATA SOURCES**: AWOS–3 PT 118.35 (707) 262–0380.

**COMMUNICATIONS**

- **CTAF/UNICOM** 122.8
- **OAKLAND CENTER APP/DEP CON** 127.8

**CLEARANCE DELIVERY PHONE**: For CD ctc Oakland ARTCC at 510-745-3380.

**RADIO AIDS TO NAVIGATION**

- **NOTAM FILE UKI.**
- **MENDOCINO (H) VORTACW** 112.3 ENI Chan 70 N39º03.19´ W123º16.46´ 086º 17.9 NM to fld. 2985/16E.

**LAMPSON FLD** (See LAKEPORT on page 150)
LANCASTER

GENERAL WM J FOX AIRFIELD (WJF)(KWJF) 4 NW UTC–8(–7DT) N34°44.46´ W118°13.12´

2351 B TPA—3151(800) NOTAM FILE WJF
Rwy 06: REIL, PAPI(P4L)—GA 3.0º TCH 40´.
Rwy 24: REIL, PAPI(P4L)—GA 3.0º TCH 40´. Rgt tfc.

SERVICE: S4 FUEL 100LL JET A OX 2

AIRPORT REMARKS: Attended continuously. Lgtd radio twrs 4 miles SE. Numerous birds SE of arpt. PAEW adjacent ramp area between fuel island and terminal bldg.

AIRPORT MANAGER: 661-940-1709

WEATHER DATA SOURCES: ASOS (661) 949–2840

COMMUNICATIONS: CTAF 118.525 ATIS 126.3 UNICOM 122.95

FOX TOWER 118.525 (1500–0500Z‡) GND CON 121.7

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PMD.

PALMDALE (H) VORTACW 114.5 PMD Chan 92 N34º37.88´ W118º03.83´ 296º 10.1 NM to fld. 2498/15E. unmonitored when ATCT clsd.

VOR unusable:
010º–020º
110º–160º byd 35 NM bln 11,600´
160º–235º byd 30 NM bln 8,100´

TACAN AZIMUTH unusable:
110º–145º byd 20 NM bln 15,500´
145º–235º byd 20 NM bln 14,500´
345º–355º byd 35 NM

DME unusable:
120º–145º byd 20 NM 15,500´
145º–150º byd 20 NM 14,500´

LEE VINING (O24) 1 E UTC–8(–7DT) N37°57.46´ W119º06.35´

6802 B TPA—7602(800) NOTAM FILE RAL
Rwy 15–33: H3920X60 (ASPH) S–30 LIRL 0.9% up SE
Rwy 33: Rgt tfc.

SERVICE: LGT ACTIVATE LIRL Rwy 15–33—CTAF.

AIRPORT REMARKS: Unattended. NSTD dsplcd thld markings are yellow.

AIRPORT MANAGER: 760-932-5452

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

BISHOP (T) VOR/DME 109.6 BIH Chan 33 N37º22.62´ W118º21.99´ 300º 49.5 NM to fld. 4117/15E.

VOR/DME unusable:
360º–105º byd 18 NM
NOTAM FILE NLC Not insp.

RWY 14L–32R: H13502X200 (CONC) PCN 51 R/C/W/T HIRL

RWY 14L: OLS. REIL.

RWY 32R: OLS. REIL.

RWY 14R–32L: H13501X200 (CONC) PCN 56 R/C/W/T HIRL CL

RWY 14R: OLS. REIL.

RWY 32L: ALSF2. OLS. WAVE-OFF REIL.

ARRESTING GEAR/SYSTEM

RWY 14L

HOOK E28(B) (1849')

HOOK E28(B) (1756')

RWY 32R

RWY 14R

HOOK E28(B) (1600')

HOOK E28(B) (3495')

RWY 32L

SERVICE:

LGT

Carrier deck lgt Rwy 14L and 32L. Rot Bcn not opr when arpt clsd.

MILITARY— JASU 2(GTC–85) 2(NC–5) 2(NC–8) 1(NCPP–105)

FUEL J5 FLUID SP PRESAIR OXRB (LOX avbl 1600–0000Z‡ Mon–Fri only.)

OIL O–128–133–156

TRAN ALERT

Ltd tran svc/maint avbl dur arpt opr hr. Hi–speed fuel lanes not avbl to tran acft.

MILITARY REMARKS:

Opr Mon–Fri 1600–0800Z‡, Sat–Sun 1800–0200Z‡. Fld hrs subject to change via NOTAM. See FLIP AP/1 Supplementary Arpt remark for hol sched.

RSTD PPR DSN 949–1023, C559–998–1023 except AIREVAC. Civilian acft ldg permits required. Prior coordination or flight advisory required for AMC and scheduled airlifts. 24 hr prior notice required for acft with hazardous cargo.

CAUTION

Bird hazard. High intensity jet opr 25 NM radius 0–15,000´ Mon–Fri.

Black top areas adjacent to twy and hangar for erosion control only, will not support acft.

TFC PAT

Heavy acft executing practice instrument apch ltd to low apch. Reduced rwy separation standard in effect USN/USMC acft.

MISC


WEATHER DATA SOURCES: AWOS–3

(LINCOLN RGNL/KARL HARDER FLD) (LHM)(KLHM) 3 W UTC–8(–7DT) N38º54.55´ W121º21.08´ 121 B NOTAM FILE RIU MON Airport

RWY 15–33: H6001X100 (ASPH) S–30, D–60 MIRL

RWY 15: MALSR. PAPI(P4L)—GA 3.0º TCH 44´. Tree.

RWY 33: PAPI(P4L)—GA 3.0º TCH 29 ´. Trees.

SERVICE: S4 FUEL 100LL, JET A

LOT ACTIVATE MALSR Rwy 15, MIRL Rwy 15–33, helipad perimeter lghts—CTAF. PAPI Rwy 15 and Rwy 33 turned on during dalgt hrs, after dark ACTIVATE—CTAF.

AIRPORT REMARKS:


AIRPORT MANAGER: 916-645-3443

WEATHER DATA SOURCES: AWOS–3 124.25 (916) 645–0698.

COMMUNICATIONS: CTAF/UNICOM 123.0

NORCAL APP/DEP CON 125.4

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.

RADIO AIDS TO NAVIGATION:

NOTAM FILE MYV.

MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45 N39º05.92´ W121º34.38´ 122° 15.4 NM to fld. 62/16E.

ILS/DME 108.75 I–LHM Chan 24(Y) Rwy 15. Class IT. Unmonitored.

HELIPAD H1: H60X60 (CONC) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 perimeter lghts. ACTIVATE perimeter lghts—CTAF.
LINDEN  N38º04.47´ W121º00.23´ NOTAM FILE RIU.
(H) VOR/DME 114.8 LIN Chan 95 284º 14.7 NM to Lod. 266/17E.
DME unusable: 191º–235º

LITTLE RIVER (LLR)(KLLR) 3 SE UTC–8(–7DT) N39º15.72´ W123º45.23´
574 B NOTAM FILE OAK
RWY 11–29: H5249X100 (ASPH) S–60, D–200, 2D–400 MIRL
0.5% up E
RWY 29: PAPI(P4L)—GA 3.5º TCH 42´. Trees.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 11–29, PAPI Rwy 29—CTAF.
AIRPORT REMARKS: Attended Thu–Mon 1600–0100Z‡. For arpt attendant ctc (707) 937–5129.
AIRPORT MANAGER: (707) 463-4363
WEATHER DATA SOURCES: AWOS–AV 121.125 (707) 937–6059.
COMMUNICATIONS: CTAF/AUNICOM 122.7
OAKLAND CENTER APP/DEP CON 132.2
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

LIVERMORE MUNI (LVK)(KLVK) 3 W UTC–8(–7DT) N37º41.60´ W121º49.22´
400 B NOTAM FILE LVK
RWY 07L–25R: H5253X100 (ASPH–GRVD) S–45, D–90 HIRL
0.5% up E
RWY 07L: PAPI(P4R)—GA 4.0º TCH 32´. Tree.
RWY 07R–25L: H2699X75 (ASPH) S–12.5 MIRL 0.6% up E
RWY 07R: Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A 0X 1, 3 LGT When twr clsd
ACTIVATE MALSR Rwy 25R; twy lgts—118.1. HIRL Rwy 07L–25R
opr low ints; to increase ints ACTIVATE 118.1. MIRL Rwy 07R–25L
opr low ints; not avbl when twr clsd. PAPI Rwy 07L and VASI Rwy 25R
opr continuously. Rwy 07L–25R edge lgts on low and medium int level
on downwind leg of tfr pattern difficult to see.
NOISE: Noise sensitive areas 3/4 mile east and 2 miles west of arpt.
AIRPORT REMARKS: Attended Mon–Fri 1530–0100Z‡, Sat–Sun
1500–1900Z‡. Be alert to considerable bird activity on and inv of arpt.
Do not mistake parallel twy N of Rwy 25R–07L as rwy.
AIRPORT MANAGER: 925-960-8230
WEATHER DATA SOURCES: ASOS (925) 606–5412 LAWRS.
COMMUNICATIONS: CTAF 119.65 925–447–9516 UNICOM
NORCAL APP CON 123.85 (07R–25L, 07L–25R)
NORCAL DEP CON 123.85 (07R, 07L) 125.35 (25R, 25L)
TOWER 118.1 (1500–0500Z‡) GND CON 121.6
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-0516.
AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.
OAKLAND (H) VOR/DME 116.8 OAK Chan 115 N37º43.56´ W122º13.42´
079º 19.3 NM to fld. 13/17E.
DME unusable: 340º–400º byd 30 NM blo 8,000´
ILS/DME 110.5 L–LVK Chan 42 Rwy 25R. Class IE.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

SAN FRANCISCO
H–3B, L–2F, 3B

CALIFORNIA 153
SAN FRANCISCO
H–3B, L–2G

SW, 12 AUG 2021 to 7 OCT 2021
LODI AIRPARK  (L53)  3 SW  UTC–8(–7DT)  N38º05.05´ W121º18.98´
25  TPA—825(800)  NOTAM FILE RIU
RWY 07–25:  H1875X22 (ASPH)
RWY 07:  Road.
RWY 25:  Brush.
AIRPORT MANAGER:  (209) 327-3311
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc NorCal Apch at 916-361-0516.

LODI  (103)  4 N  UTC–8(–7DT)  N38º12.15´ W121º16.15´
60  B  TPA—860(800)  NOTAM FILE RIU
RWY 08–26:  H3547X40 (ASPH)  S–30  LIRL(NSTD)
RWY 08:  Thld dsplcd 515´. Pole.
RWY 30:  Thld dsplcd 102´. Tree.
SERVICE:  S4 FUEL 100LL, JET A  OX 3 LGT
Rwy 08–26  NSTD LIRL located 30´ from pavement edge. EOR lights located at both dsplcd thlds to Rwy 08–26. Rwy 08 edge lgts extended approximately 400´ west of thld.
AIRPORT MANAGER:  209-369-9126
COMMUNICATIONS:  CTAF 122.9
® NORCAL APP CON 125.1
® NORCAL DEP CON 125.1 (Southbound) 125.25 (Northbound)
CLEARANCE DELIVERY PHONE:  For CD ctc NorCal Apch at 916-361-0516.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RIU.
LINDEN (H) VORW/DME 114.8 LIN Chan 95  N38º04.47´ W121º00.23´  257º 16.9 NM to fld. 266/17E.
DME unusable:  191º–235º

LODI KINGDON AIRPARK  (O20)  4 SW  UTC–8(–7DT)  N38º05.50´ W121º21.56´
15  TPA—815(800)  NOTAM FILE RIU
RWY 12–30:  H3705X60 (ASPH)  RWY LGTS(NSTD)
SERVICE:  FUEL 100LL
LGT Rwy 30 VASI OTS indef. For LIRL Rwy 12–30 key 122.8 5 times.
AIRPORT MANAGER:  209-986-0797
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc NorCal Apch at 916-361-0516.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RIU.
LINDEN  (H) VORW/DME 114.8 LIN Chan 95  N38º04.47´ W121º00.23´  257º 16.9 NM to fld. 266/17E.
DME unusable:  191º–235º

LODI AIRPARK  (L53)  3 SW  UTC–8(–7DT)  N38º05.05´ W121º18.98´
25  TPA—825(800)  NOTAM FILE RIU
RWY 07–25:  H1875X22 (ASPH)
RWY 07:  Road.
RWY 25:  Brush.
AIRPORT MANAGER:  (209) 327-3311
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc NorCal Apch at 916-361-0516.

SAN FRANCISCO
IAP
L–2F, 3A

SW, 12 AUG 2021 to 7 OCT 2021
LOMPOC (LPC)(KLPC)  2 N  UTC—8(—7DT)  N34º39.94´ W120º28.05´
88  B  TPA—901(813)  NOTAM FILE LPC
RWY 07–25:  H4600X100 (ASPH)  S–17  MIRL
RWY 07:  Brush.
SERVICE:  S4  FUEL  100LL, JET A  OK 1, 3  LGT ACTIVATE MIRL Rwy 07–25, VASI and REIL Rwy 25—CTAF.
AIRPORT MANAGER:  805-875-8268
WEATHER DATA SOURCES:  AWOS—3PT  133,875 (805) 735–3075.
COMMUNICATIONS:  CTAF/UNICOM  122.7
® SANTA BARBARA  APP/DEP CON  124.15
® L.A. CENTER APP/DEP CON  119.05
CLEARANCE DELIVERY PHONE:  For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION:  NOTAM FILE HHR.
GAVIOTA (L) VORTAC W 113.8  GVO  Chan 85  N34º31.88´
W120º05.47´  277º 20.3 NM to fld. 2616/16E.
VORTAC unusable:
117º–137º byd 35 NM
310º–095º byd 10 NM blo 8,500´
360º–095º byd 20 NM blo 12,500´
LOMPOC HLZ  N34º28.10´ W120º40.85´/149
AWOS—3  121.975

LONE PINE/DEATH VALLEY (O26)  1 SE  UTC—8(—7DT)  N36º35.32´ W118º02.96´
3710  B  TPA—4510(800)  NOTAM FILE RAL
RWY 16–34:  H3991X60 (ASPH)  S–8  MIRL
RWY 16:  Tree.
RWY 34:  Fence. Rgt tfc.
RWY 13–31:  2391X90 (DIRT)  0.8% up NW
RWY 31:  Fence.
SERVICE:  FUEL  100LL, JET A  LGT Arpt bcn OTS indef. ACTIVATE MIRL Rwy 16–34 and bcn—CTAF.
AIRPORT REMARKS:  Attended irregularly. Fuel 100LL avbl 24 hrs by credit card. Fuel A ltd; must make prior arrangements with fuel provider. Tower located 2700´ northwest Rwy 16 apch end (136 AGL) 3717 MSL, unlighted. Pilots be on alert to possible wind shear over trees while on apch Rwy 16 with SE winds 15 knot or greater. Rwy 13–31 restricted to gliders only except PPR—CTAF. Hang glider activity invof arpt. Helicopter tfc apch arpt from E along twy to helipad. Rwy 13 and Rwy 31 no numbers, thlds and dsplcd thld Rwy 13 marked with tires painted white, white R´s both ends of rwy left side.
AIRPORT MANAGER:  760-872-2971
WEATHER DATA SOURCES:  AWOS—3  118.25 (760) 876–4014.
COMMUNICATIONS:  CTAF/UNICOM  122.8
BISHOP RCO  122.6 (N) (RIVERSIDE RADIO)
RAND MOUNTAIN RCO  122.4 (S) (RIVERSIDE RADIO)
CLEARANCE DELIVERY PHONE:  For CD ctc Joshua Apch at 661-277-3843.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BIH.
BISHOP (T) VOR/DME  109.6  BIH  Chan 33  N37º22.62´ W118º21.99´  147º 49.6 NM to fld. 4117/15E.
VOR/DME unusable:
• 360º–105º byd 18 NM

HELIPAD H1:  H30X30 (ASPH)

SW, 12 AUG 2021 to 7 OCT 2021
LONG BEACH (DAUGHERTY FLD) (LGB) 3 NE UTC–8(–7DT) N33º49.08´ W118º09.11´


R W Y 12: REIL. PAPI(P4L)—GA 3.0º TCH 70’. RVR–R Thld dsplcd 1350’. Fence. 0.4% down.

R W Y 30: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 73’. RVR–R Thld dsplcd 2000’. Tree. 0.3% up.

R W Y 08L–26R: H6192X150 (ASPH–PFC) S–30, D–70, 2D–110 PCN 54 F/B/W/T MIRL

LAND AND HOLD–SHORT OPERATIONS

LDG R W Y HOLD–SH ORT POINT AVBL LDG DIST

R W Y 08 R–26 L: H3918X100 (ASPH) S–30, D–26R 5850


R W Y 08L–26R: H6192X150 (ASPH–PFC) S–30, D–70, 2D–110 PCN 54 F/B/W/T MIRL

R W Y 26 L: REIL. PAPI(P4L)—GA 3.0º TCH 34´. Trees.


R W Y 08 L–26 R: H6192X150 (ASPH–PFC) S–30, D–70, 2D–110 PCN 54 F/B/W/T MIRL

R W Y 08 R: REIL. PAPI(P4L)—GA 3.0º TCH 38´. Tower. Rgt tfc.

R W Y 26 R: REIL. PAPI(P4L)—GA 3.0º TCH 34´. Trees.


R W Y 08 L: REIL. PAPI(P4L)—GA 3.0º TCH 70’. RVR–R Thld dsplcd 1350’. Fence. 0.4% down.

R W Y 30: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 73’. RVR–R Thld dsplcd 2000’. Tree. 0.3% up.

Service: S4 Fuel 100LL, JET A Ox 1, 2, 3, 4 LGT When twr clsd ACTIVATE MALSR Rwy 30, REIL Rwy 08R, 12, 26L and Rwy 26R, PAPI Rwy 12, 08R, 26L and Rwy 26R; HIRL Rwy 08R–26L; MIRL Rwy 08L–26R—CTAF. HIRL, TDZL and CL lgts Rwy 12–30 opr continuously when twr clsd. PAPI Rwy 30 opr continuously.

Noise: 24 hr PN reqd for mil jets and civ Non–Stage III Jets, ctc NS ABTMT 562–570–2635 or freq 122.85 Mon–Fri 1530–0030Z‡. NS ABTMT info on 122.85. Noise limits (decibels single event noise exposure level), Rwy 26R tkf 92.0–ldg 88.0, Rwy 08L tkf 88.0–ldg 92.0, Rwy 26L tkf 95.0 ldg 93.0, Rwy 08R tkf 95.0 ldg 92.0. Rwy 12 and 30 1500–0600Z‡ tkf 102.5 ldg 101.5, 1400–1500Z‡ and 0600–0700Z‡ tkf 90.0 ldg 90.0, 0700–1400Z‡ tkf 79.0 ldg 79.0. Touch and go, stop and go, low apch only permitted 1500–0300Z‡ weekdays and 1600–2300Z‡ weekends and hol only on Rwy 08L–26R and Rwy 08R–26L. Engine run–ups other than preflt are ltd to hrs of 1500–0500Z‡ weekdays and 1700–0500Z‡ weekends and hol.

Airport Remarks: Attended continuously. All rwys CLOSED 0600–1500Z‡ exc Rwy 12–30. No fld condition NOTAMs avbl 0600–1500Z‡. Birds on and invof arpt. Airships moored in infld and opr invof arpt. Rwy 07R lgtd twr 152´ AGL 2500´ West and 500´ South of rwy thld. 6´ lgtd chain link fence lctd 130´ South of cntrln of Twy F 400’ North of rwy thld. 6´ lgtd chain link fence lctd 130´ South of cntrln of Twy F. Fence begins NW corner of twr and extends 400´ to West. Rwy 08L–26L not avbl for sked acr opns with more than 9 psgr seats or unsked acr opns with at least 31 psgr seats. Rwy 12–30 max ldg weights A–330 347,000 lbs, A–340 379,000 lbs, DC–10–10, DC 10 30/40 and MD–11 379,000 lbs–1011 354,000 lbs. Max ldg weight for C–17 at or byd GS or rwy aiming point marking 538,600 lbs. Rwy 30 ldg prior to rwy aiming point marking 344,000 lbs. All acft on or entering left downwind Rwy 26L must remain north of signal hill unless specifically instructed by ATC otherwise. All acft on downwind Rwy 26L are not authorized to turn base or begin decent until west of Rwy 12 unless specifically instructed to do so by ATC. All acft on downwind Rwy 26L are not authorized to turn base or begin decent until west of Rwy 12 unless specifically instructed to do so by ATC. Twy D3 and L3 weight limits A–340, DC–10 30/40 and MD–11 541,000 lbs, C–17 450,000 lbs. No twy access to Rwy 08L West of Twy D, 4897´ remaining on Rwy 08L from Twy D. NOTE: See Special Notices — Air Carrier Operations Vicinity of Long Beach (Daugherty Fld), CA.

Airport Manager: (562) 570–2605

Weather Data Sources: ASOS (562) 424–0572

Communication: CTAF 119.4 ATIS 127.75 562–595–8564 UNICOM 122.95

Socal App Con 125.35

Tower 119.4 (Rwy 30 apch, Rwy 12 dep) 120.5 (Rwy 12 apch, Rwy 30 dep) (1415–0745Z‡)

Socal Dep Con 127.2

Gnd Con 133.0 Clnc Dl 118.15

Clearance Delivery Phone: For CD when ATCT ctc Socal Apch at 800-448-3724.

Airspace: Class D svc 1415–0745Z‡; other times CLASS G.

Continued on Next Page
VOR TEST FACILITY (VOT) 113.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SLI.

SEAL BEACH (L) VORTACW 115.7 SLI  Chan 104  N33°47.00’ W118º03.29’  278° 5.3 NM to fld. 22/15E.

VOR unusable:
- 125°–180° byd 30 NM blo 4,000’

TACAN AZIMUTH unusable:
- 125°–195° byd 20 NM blo 5,000’

DME unusable:
- 125°–195° byd 20 NM blo 5,000’

ILS 110.3 I–LGB  Rwy 30.  Class IIE.  Unmonitored when Igb ATCT closed.

HELIPAD H2: H20X20 (ASPH)
HELIPAD H3: H300X35 (ASPH)
HELIPAD H4: H20X20 (ASPH)
HELIPAD H5: H20X20 (ASPH)

No running ldgs/tkofs by helicopters with skid–type ldg gear on Rwy 08L–26R. Rolling ldgs/tkofs with helicopters with wheel–type ldg gear are permitted.

LONNIE POOL FLD/WEAVERVILLE (See WEAVERVILLE on page 251)
LOS ALAMITOS AAF (SLI)(KSLI) ARNG (AR) 1 SE UTC–8(–7DT) N33°47.40´ W118°03.09´

36 B NOTAM FILE SLI Not insp.

RWY 04R–22L: H7999X200 (ASPH–CONC) PCN 36 R/C/W/T HIRL CL

RWY 22L: SALSF, REIL, PAPI(P4L)—GA 3.0º TCH 75´.

RWY 04L–22R: H5901X150 (PEM) PCN 36 F/C/W/T MIRL

SERVICE: FUEL JET A1+, B+, J8 LGT

MILITARY—JASU–1(TMD150CIII) 1(AGPU) FUEL J8. NATO F24 avbl.

TRAN ALERT Fuel opr 1500–2200Z‡ Mon–Fri, clsd Sat–Sun, clsd all fed hol. Exp closure or rdcd svc per NOTAM. No priority basis. Exp svc delays if heavy acft are utilizing LAAAF. No acft lav svc or belt load ctc Airserv at KLGB 866–247–7378 or 562–429–8062. Ltd tran svc. No shuttle svc avbl.

NOISE: Procedure in effect. All dep rqr briefings.

MILITARY REMARKS: Attended Tue–Thu 1400–0600Z‡, Fri–Mon 1400–2300Z‡, closed all fed holidays. Exp closure or reduced svc per NOTAM. Classified stor for tsnl aircrew unavl at afld mgmt ops; ctc base sec for DSN 972–2100, C562–795–2100. Aircrews utilizing LAAAF must advise their dep to local FSS to incl KSLIYXX as an addressee on the org DD 175/DD 1801 flt plan and on any chg, delay, dep and ctn msg. All tran aircrews must rpt to afld ops. High vis events (VIP code 7 and abv) are rqrd to notify afld ops 30 min prior to arr due to post HQ coord. For cncl del when TOWER cld call SoCal apch (800)–448–3724. RSTD PPR ctc afld ops, recommend units ask for current capability when requesting PPR DSN 972–2571, C562–795–2571; ng.ca.caargn.mbx.ksloperations@mail.mil for PPR form. For special after hrs ldg and afld lighting requests for acft weighing under 7,000 lbs, call afld ops at 562–795–2571. MISC Afd signs NSTD. Rwy 04R–22L thld bars NSTD. All rwy markings NSTD. Tvy and prkg lines NSTD and not vis in darkness or inclement wx. Wildlife haz exists, rqrs incr vigilance by all agencies and supvs and ctn by aircrews. BASH/WASH cond announced on ATIS. Pilots should rprt all large bird and mammal sightings to twr or afld ops. To exceed weight bearing capacity ctc Afld ops. See AP/1 Route and Area Rstd and Supplementary Arpt Remark. Winds are accurate to within +/- 4 knots. ARNG AASF OPS Opr Mon Fri, 1530–2330Z‡, except holidays. DSN 972–2006, C562–795–2006


AIRPORT MANAGER: 562-795-1351

COMMUNICATIONS: CTAF: 123.85 (Use 251.15 when Los Alamitos twr clsd) ATIS 118.875 379.975

SOCAL APP/DEP CON 125.35 316.125 (2100–0500Z‡ Tue–Thu, 1500–2300Z‡ Fri–Mon, clsd holidays)

TOWER 123.85 251.15 (1500–0000Z‡ Mon and Fr, 1500–0600Z‡ Tue–Thu, 1500–0000Z‡ Sat–Sun, clsd all fed hol. Exp closure or rdcd svc per NOTAM.

GND CON 126.95 257.95 CLNC DEL For cncl del when twr clsd call SoCal Apch 800–448–3724.

AFLD OPS Opr Mon and Fri 1500–0000Z‡, Tue–Thu 1500–0600Z‡, Sat–Sun 1500–0000Z‡, clsd fed hol. 126.2, 237.2 advly svc avbl upon req to tenant units. Exp closure or rdcd svc per NOTAM.

AFLD OPS ADVSY SVC – Opr Mon–Fri 1400–0200Z‡, Tue–Thu 1400–0600Z‡, Sat–Sun 1500–0000Z‡, clsd hol. 126.2 237.2 USAR OPS 139.05 230.9 (1530–0000Z‡ Mon – Fr, clsd holidays) PMSV 239.8

ARNG AASF OPS 233.8 41.5 (1530–0300Z‡ Mon–Fri, clsd holidays)

CLEARANCE DELIVERY PHONE: For CD when ATCT cld call SoCal Apch at 800-448-3724.

AIRCSPACE: CLASS D svc 1500–0000Z‡ Mon & Fr; 1500–0600Z‡ Tue–Thu; 1500–0000Z‡ Sat–Sun; clsd fed hol exp closure or rdcd svc per NOTAM; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SLI.

SEAL BEACH (L) VORTACW 115.7 SLI Chan 104 N33°47.00´ W118°03.29´ at fld. 22/15E.

VOR unusable: 125º–180º byd 30 NM blo 4,000´

TACAN AZIMUTH unusable: 125º–195º byd 20 NM blo 5,000´

DME unusable: 125º–195º byd 20 NM blo 5,000´

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
LOS ANGELES INTL (LAX)(KLAX) P (AF CG) 9 SW UTC–8(–7DT) N33º56.55´ W118º24.48´

LOS ANGELES INTL (LAX)(KLAX) P (AF CG) 9 SW UTC–8(–7DT) N33º56.55´ W118º24.48´

WASHINGTON

AIRPORT REMARKS:

SW, 12 AUG 2021 to 7 OCT 2021

AIRPORT MANAGER: 424-646-8251

WEATHER DATA SOURCES: ASOS (310) 568–1486 WSP.

COMMUNICATIONS: D–ATIS ARR 133.8 D–ATIS DEP 135.65 310–646–2297 UNICOM

SOCIAL APP CON 128.5 (045°–089° LAX), 124.9 (090°–224° LAX), 124.5 (225°–044° LAX), 124.3 (Apch fm west)

SOCIAL DEP CON 125.2 (225°–044° LAX) 124.3 (045°–224° LAX) (Dep to west)

TOWER 133.9 (N. complex), 120.95 (S. complex) 119.8

GROUND CON 121.75 (S. complex) 121.65 (N. complex) 121.4 (west)

CLNC DEL 120.35

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 113.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

(H) VORTACW 113.6 LAX Chan 83 N33º55.99´ W118º25.92´ 050º 1.3 NM to fld. 185/15E.

VOR portion unusable:
270º–277º byd 25 NM bio 8,000´
277º–300º byd 10 NM bio 8,000´
300º–330º byd 28 NM bio 12,000´
175º–205º byd 10 NM bio 3,000´

ILS/DME 108.5 I–UWU Chan 22 Rwy 06L. Class IE. Uses I-OSS Rwy 24R DME. Autopilot cpd apchs na blw 436´ MSL.

ILS/DME 111.7 I–GPE Chan 54 Rwy 06R. Class IE. Rwy 24L HQB DME used.
ILS/DME 111.1 I–IAS Chan 48 Rwy 07L. Class ID. DME also serves Rwy 25R. DME unusable byd 25º left of course. Autopilot cpd apch na blw 925´ MSL.

ILS/DME 109.9 I–MKZ Chan 36 Rwy 07R. Class IIE. DME also serves LAX ILS Rwy 25L
ILS/DME 111.7 I–HQB Chan 54 Rwy 24L. Class IE. DME also serves Rwy 06R.

ILS/DME 108.5 I–OSS Chan 22 Rwy 24R. Class IIE. DME also used by I-UWU Rwy 06L.

ILS/DME 111.1 I–CFN Chan 48 Rwy 25R. Class IE. DME also serves Rwy 07L.

WHITEMAN (WHP)(KWHP) 1603 B NOTAM FILE WHP

RWY 12–30: H4120X75 (ASPH) S–12.5 MIRL 1.0% up NW
RWY 12: REIL. PAPI(P2R)—GA 3.8º TCH 54´. Thld dsplcd 729´.
P–line.
P–line. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–3442 TODA–4120 ASDA–3910 LDA–3181
RWY 30: TORA–3191 TODA–4120 ASDA–3460 LDA–3462

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

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.
Helicopter ops 2500´ MSL (1500´ AGL) and below. Arpt CLOSED to helicopter training/pattern opr 0400–1600Z‡. Dirt infield areas.
Helicopters advised to use care to prevent blasting dirt and debris onto movement areas.

AIRPORT MANAGER: (818) 896-5271

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTA 135.0 ATIS 132.1 818–899–9820

COMM/NAV/WEATHER REMARKS: Whiteman arpt altimeter setting not avbl.
LOS BANOS MUNI (LSN)(KLSN) 1 W UTC–8(–7DT) N37º03.83´ W120º52.19´
121 B TPA—921(800) NOTAM FILE RIU
RWY 14–32: H3801X75 (ASPH) S–23 MIRL
RWY 32: REIL. PAPI(P2L)—GA 3.0º TCH 38´. Tree.
SERVICE: S2 FUEL 100LL, JET A LGT MIRL Rwy 14–32 preset low intensity until 0800Z‡. To increase intensity and ACTIVATE MIRL Rwy 14–32, REIL Rwy 14 and Rwy 32, and PAPI Rwy 14 and Rwy 32—CTAF.
AIRPORT REMARKS: Unattended. 24 hr automated fuel avbl with major credit card. Call 209–827–7070 after hrs for emergency svc. Avoid overtflight of houses south of arpt. No departures over housing areas to east of arpt.
AIRPORT MANAGER: (209) 827-7056
WEATHER DATA SOURCES: AWOS–3 118.675 (209) 827–7084.
COMMUNICATIONS: CTAF/UNICOM 122.8
PANOCHE RCO 122.1R (FRESNO RADIO)
® NORCAL APP/DEP CON 120.95
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
PANOCHE (L) VORTAC 112.6 PXN Chan 73 N36º42.93´ W120º46.72´ 332º 21.3 NM to fld. 2060/16E.
VOR unusable: 230º–280º byd 7NM blo 9,000´

LOST ISLE SPB (See STOCKTON on page 231)

MADERA MUNI (MAE)(KMAE) 3 NW UTC–8(–7DT) N36º59.32´ W120º06.75´
255 B NOTAM FILE MAE
RWY 12–30: H5545X150 (ASPH) S–30 MIRL
RWY 12: REIL. PAPI(P2L)—GA 3.0º TCH 34´. Rgt tfc.
RWY 30: MALSF. PAPI(P2L)—GA 3.0º TCH 34´.
SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT ACTIVATE MIRL Rwy 12–30 PAPI Rwy 12 and Rwy 30, REIL Rwy 12, MALSF Rwy 30 and wind tee—CTAF.
AIRPORT MANAGER: 559-662-4951
WEATHER DATA SOURCES: ASOS 134.725 (559) 674–1781.
COMMUNICATIONS: CTAF/UNICOM 122.8
® FRESNO APP/DEP CON 119.45
CLNC DEL 119.45
CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
FRIANT (L) VORTACW 115.6 FRA Chan 103 N37º06.27´ W119º35.73´ 238º 25.8 NM to fld. 2380/17E.
MAMMOTH LAKES

MAMMOTH YOSEMITE (MMH)(KMMH) 6 E UTC–8(–7DT) N37º37.44´ W118º50.33´

7135 B TPA—8007(872) Class I, ARFF Index B NOTAM FILE MMH

RWY 09–27: H7000X100 (ASPH–GRVD) S–85, D–150 PCN 32 F/B/X/T
MIRL 1.0% up W
RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

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

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

NOISE: NS ABTMT acft from the south or dep to the south remain east of highway 395.

AIRPORT REMARKS: Attended 1600–0300Z‡. 100LL fuel avbl 24 hrs, card lock sys. Ngt flying not recommended without knowledge of lcl terrain. No snow removal dur ngt time hrs without prior permission. CLOSED to air carrier ops of charter ops, business jet ops, and scheduled commercial ops of air carrier with more than 30 pax and/or wingspans greater than 79 ´ exc 24 hr PPR call arpt mgr 760–965–3620. Apch reference code B/III/5000. Dep reference code B/III. Ridge 3 NM from AER 09. Ridge at Rwy 27 is 304 ´ abv rwy and 1200 ´ north of cntrln with haz bcn. 33 ´ pole lctd 400 ´ west of AER 27 and 375 ´ south of Rwy 27 cntrln marked with obst lgt. Arpt lctd in mountainous terrain with ocnl strong winds and turbulence. Lgtd windsock avbl at rwy ends and cntrfld. With southerly crosswinds in excess of 15 kts, exp turbulence and possible windshear along first 3000 ´ of Rwy 27. Ldg fee.

AIRPORT MANAGER: (760) 965-3656

WEATHER DATA SOURCES: AWOS–3 118.05 (760) 934–6020.

COMMUNICATIONS: CTAF/UNICOM 122.8

MAMMOTH LAKES RCO 122.15 (RIVERSIDE RADIO)

Oakland Center APP/DEP CON 125.75

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Oakland ARTCC at 510-745-3380.

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

Bishop (T) VOR/DME 109.6 BIH Chan 33 N37º22.62´ W118º21.99´ 288º 27.0 NM to fld. 4117/15E.
VOR/DME unusable:
360º–105º byd 18 NM

MAMMOTH YOSEMITE (See MAMMOTH LAKES on page 162)
MARCH ARB (RIV)(KRIV) MIL/CIV AF 6 SE UTC–8(–7DT) N33º52.92´ W117º15.54´ LOS ANGELES
1536 B TPA—See Remarks AOE NOTAM FILE RIV Not insp.

R WY 14–32: H13302X200 (CONC) PCN 58 R/B/W/T HIRL
R WY 14: PAPI(P4L)—GA 2.59´ TCH 56´. RVR–TMR
R WY 32: ALSF1. PAPI(P4L)—GA 3.0º TCH 59´. RVR–TMR
R WY 12–30: H3061X100 (ASPH) PCN 20 F/A/W/T

ARRESTING GEAR/SYSTEM
R WY 14 TYPE–H BAK–12B (1500’) TYPE–H BAK–12B (1500’) R WY 32
SERVICE: S4 FUEL 100LL, JET A, A++, OX 1, 2, 3, 4 MILITARY— LGT Rwy 14 PAPI angle nstd 2.59 deg, TCH 56´. PAPI
Rwy 32 angle 3.0 deg, TCH 59´. JASU (MC–2A) (A/M32A–86) (AM32–95) FUEL A++, 100LL Full svc 100LL avbl at FBO.

FLUID
SP LH OX LO LHNIT
OIL JOAP avbl on on reserve wknd. O–148.

TRAN ALERT
Opr 1500–0400Z‡ Mon–Sat; 1500–0300Z‡ Sun. Tran acft no practice apch 0500–1500Z‡.

AIRPORT REMARKS:
Opr H24; ops fr 0700–1500Z‡ rqr 452 OG/CC apvl, exc for KRIV based alert msn. Rwy 12–30 CLOSED to public use only. Rwy 12–30 CLOSED to public due to munitions and explosives ops in close proximity of Rwy 12–30 per UFC and DOD regulations. Use extreme caution for extensive UAS ops in vicinity. Extvl glider, skydiving, balloonist and ultralight activity at Perris Arpt, 7 NM south of March. Heavy mil ftl trng. TPA—rectangular Rwy 14–32 3000´ (1464´), Rwy 12–30 2500´ (964´); overhead Rwy 14–32 3500´ (1964´), Rwy 12–30 3000´ (1964´). Joint use arpt owned and opr by US Air Force/no civil touch and go ops or maneuvers. Afdl use agreement with civil arpt authority (March Inland Port Arpt Authority) mil, civ coml and general aviation (GA) uses. General aviation ops PPR and/or ldg permit not rqr for use of civ apron and ramps. FBO info 951–247–2111–frec 130.075. General aviation ops permitted during FBO BUS HRS. FBO bus hrs 1400–0600Z‡ Mon–Fri, open Sat–Sun (if req prior to close of bus Fr) and will honor medical req made at any time, call 951–247–2111.

MILITARY REMARKS:
Attended 1500–0700Z‡, clsd hol. Ops 0700–1500Z‡ and on hol rstd to KRIV based alert msn. General Aviation ops PPR and/or ldg permit not rqr for use of civ apron and ramps. FBO no PPR rqr 1400–0600Z‡ Mon–Fri, clsd weekends, OT ctc FBO C951–247–2111–frec 130.075. See FLIP AP/1 Supplementary Arpt Info. 24 hr PN/PPR for all tran acft, ctc afld mgmt OPS DSN 312–447–4404/2422, C951–655–4404/2422. 24 hr PN acft with Pax/cargo ctc Cornd Post DSN 312–447–4665 24 with type cargo and number of Pax. Inbound acft with Pax or DC vct Cornd Post no later than 2 hr prior to ETA and no later than 1 hr ETA. RSTD Rwy 12–30 and helipad not avbl for public use. Rwy 14–32 avbl for public use rstd to full stop ldgs to FBO and straight–in low approach tfc permitting. RSRs rstd Det 1, 144 FW F–16 acft. AMP–3 LZ instl in Rwy 14–32 rstd to 452 AMW acft. Tran acft trns trng rstd when ngt vision devices in use. 180° turns not auth on asphalt portions of Rwy 14–32. 180° turns auth on conc portions of Rwy 14–32. Med to large frame acft not allowed to taxi on Lima prk row wo flw me escort. All acft must adv ATC prior to executing a Vis Climb Over Arpt (VCOA). Rwy mark–landing zone (LZ) mark(3500´ X90´) painted on Rwy 32 for base asgn C17 acft only. NSTD ctrl tzr LZ instl 300’ N of AER 32. NSTD TACAN checkpoint signs located at Twy A and Twy F. MISC SRS authorized for Det 144 F/W F16 acft only. Transportation limited, prior coordination rqr, ctc DSN 312–447–7787 wknd. CSTMS/AG/IMG Min 24 hr PN rqr, ctc afld mgmt ops DSN 312–447–4404/2422, C951–655–4404/2422. Ltd svc on call Ontario Intl based CSTMS exp 2 hr delay for no ntc acft arr CSTMS rqr. Cbc Form 7507 Gen Declaration, CBP form 6059B CSTMS Declaration fr all acft. Pax/cargo manifest rqr as applicable. Crew, Pax, cargo rqr to remain in acft till released by CSTMS. Apv Ldg Rights and Ovft Exm req. Not a port of entry, IMG svc ltd, case–by–case basis. Ctc PTD 2 hr prior to ldg via dкт A/G com or fone patch. Rwy Rwy 12–30 has extv cracks, vegetation, and loose rocks; Rwy 14 apch end full width conc first 500´, flw 110´ taper to 75´ width conc on cntrln remaining 125´ width asphalt. Rwy 32 apch end full width conc first 1000´, flw 110´ taper to 100´ width conc on cntrln remaining 100 width asphalt; tow lead–in 75´ width conc.

AIRPORT MANAGER: 951-655-4053
COMMUNICATIONS: ATIS 134.75 239.05 PTD 372.2 (Reception extremely ltd due to high surrounding terrain.)
® APP/DEP CON 119.25 133.5 306.975 1500–0700Z‡, ctsld hol, other times ctc
® SOCIAL APP/DEP 134.0 278.3
TOWER 127.65 253.5 GND CON 121.75 335.8 CLNC DEL 121.75 335.8
452 OG 252.1
COMD POST 311.0 321.0 349.4 PMSV METRO 239.8 Wx Station 24 hrs, DSN 447–3602, C951–655–3602. Augmented AWOS in use. For additional info or dur evac of wx, ctc the 25th OWS at Davis Monthan AFB, AZ DSN 312–228–6698, C520–228–6698.
AIRSPACE: CLASS C svc ctc APP CON.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

**PARADISE (H) VORTACW** 112.2  PDZ  Chan 59  N33º55.10´ W117º31.80´  084º 13.7 NM to fld. 1432/15E.

**TACAN AZIMUTH unusable:**
- 130º–145º byd 25 NM blo 5,000´
- 145º–190º blo 8,000´
- 190º–230º blo 10,000´
- 310º–325º byd 35 NM blo 10,900´
- 325º–345º byd 25 NM blo 11,500´
- 345º–360º byd 35 NM blo 10,500´

**VOR unusable:**
- 010º–015º byd 20 NM blo 10,000´
- 130º–145º byd 25 NM blo 5,000´
- 145º–190º blo 8,000´
- 145º–190º byd 25 NM blo 10,000´
- 145º–190º byd 39 NM blo 13,500´
- 190º–230º blo 10,000´
- 310º–325º byd 35 NM blo 10,900´
- 325º–345º byd 25 NM blo 11,500´
- 345º–360º byd 35 NM blo 10,500´

**HOMELAND (L) VORW** 113.4  HDF  N33º46.58´ W117º11.12´  316º 7.3 NM to fld. 1416/14E.

**TACAN AZIMUTH unusable:**
- 040º–055º byd 20 NM blo 12,000´
- 085º–090º byd 30 NM blo 15,500´
- 170º–250º byd 10 NM

**VOR unusable:**
- 000º–040º byd 20 NM blo 12,000´
- 000º–040º byd 30 NM blo 15,500´
- 170º–250º byd 10 NM

**ILS** 110.1 I–RIV Rwy 32. Class IE. No NOTAM MP 0500–0900Z‡ Wed.

**ASR** (1500–0700Z‡. No–NOTAM MP 0700–1500Z‡ Wed)

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SW, 12 AUG 2021 to 7 OCT 2021
MARINA MUNI (OAR)(KOAR) 2 NE UTC–8(–7DT) N36º40.89´ W121º45.70´ SAN FRANCISCO L–38
137 B NOTAM FILE OAK
RWY 11–29: H3483X75 (ASPH) S–20, D–50 MIRL
RWY 29: PAPI(P2L)—GA 3.0º TCH 45º. Rgt tcf.
SERVICE: S4 FUEL 100LL, JET A 0X, 4 LGT ACTIVATE MIRL Rwy 11–29—CTAF 7 clicks.
NOISE: Depart Rwy 29 execute 45º rgt turn to avoid overflight of noise sensitive residential area.
AIRPORT MANAGER: (831) 241-8628
WEATHER DATA SOURCES: AWOS–3PT 134.025 (831) 384–2967.
COMMUNICATIONS: CTAF/UNICOM 122.7
® NORCAL APP/DEP CON 133.0 (340º–144º)
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-3748.
RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.
SALINAS (H) VORTACW 117.3 SNS Chan 120 N36º39.83´ W121º36.19´ 261º 7.7 NM to fld. 80/17E.
VOR portion unusable:
010º–016º byd 22 NM blo 7,000´
010º–016º byd 26 NM blo 8,000´
016º–080º byd 22 NM blo 8,000´
150º–170º byd 8 NM blo 10,000´
TACAN AZIMUTH & DME unusable:
010º–080º byd 22 NM blo 8,000´
150º–200º blo 11,000´
aerobatic acft wi an area defined as .5 NM rds of SNS 357016.4 (5.3 NM W CVH), blo 3000´, avoidance advised sr–ss TACAN AZIMUTH unusable:
245º–255º byd 20 NM

MARIPOSA–YOSEMITE (MPI)(KMPI) 4 W UTC–8(–7DT) N37º30.65´ W120º02.37´ SAN FRANCISCO L–3B, 9A
2254 B NOTAM FILE RIU
RWY 08–26: H3305X60 (ASPH) S–12 MIRL 0.9% up W
RWY 08: PAPI(P2L)—GA 4.0º TCH 36 ´. Tree. Rgt tcf.
RWY 26: PAPI(P2L)—GA 4.5º TCH 40 ´. Tree.
SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE PAPI Rwy 08 and Rwy 26; MIRL Rwy 08–26—CTAF.
AIRPORT MANAGER: (209) 966-2143
WEATHER DATA SOURCES: AWOS–3 135.6 (209) 966–2912.
COMMUNICATIONS: CTAF/UNICOM 122.7
® OAKLAND CENTER APP/DEP CON 121.25
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
FRIANT (L) VORTACW 115.6 FRA Chan 103 N37º06.27´ W119º35.73´ 302º 32.3 NM to fld. 2380/17E.

MARKLEEVILLE (M45) 3 N UTC–8(–7DT) N38º44.09´ W119º46.02´ SAN FRANCISCO L–9A
5872 TPA—6672(800) NOTAM FILE RNO
RWY 17–35: H4443X50 (ASPH) 1.0% up S
RWY 17: Hill.
RWY 35: Rgt tcf.
AIRPORT REMARKS: Unattended. No snow removal, arpt CLOSED when snow on rwy. Soil conditions off rwy is poor in wet conditions. Call public works for additional information 530–694–2140 extension O. Large stones along edge of rwy off graded surface. Rwy 17–35 ltd by arpt opr to 4,800 lbs single wheel, 9,600 lbs dual wheel.
AIRPORT MANAGER: 530-694-2140
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39º31.88´ W119º39.36´ 170º 48.0 NM to fld. 5950/16E.
VORTAC unusable:
200º–230º byd 30 NM blo 13,000´
MARYSVILLE

YUBA CO (MYV)(KMYV) 3 SE UTC–8(–7DT) N39°05.87´ W121°34.19´

64 B NOTAM FILE MYV

RWY 14–32: H6007X150 (ASPH) S–75, D–100, 2S–127, 2D–150

HIRL

RWY 14: MALSR. VASI(V4L)—GA 3.0° TCH 50´. Tree.

RWY 32: VASI(V4L)—GA 3.0° TCH 32´. Pole.

RWY 05–23: H3314X60 (ASPH) S–42, D–60, 2D–95

RWY 05: Railroad.

RWY 23: Tree.

SERVICE: S FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 14, VASI Rwy 14 and Rwy 32, HIRL Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended 1400–0200Z‡. All actf enter tfc pattern at 1000´ AGL except turbine–powered or large airplanes at 1500´AGL. Migratory flocks of waterfowl inv of arpt during the spring and fall of the year. Rwy 23 +35´ p–lines 900´–1050´ from rwy end running 145´ left to 210´ rgt.

AIRPORT MANAGER: (530) 741-6463

WEATHER DATA SOURCES: ASOS 118.475 (530) 742–0695.

COMMUNICATIONS: CTAF/UNICOM 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MYV.

MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45 N39°05.92´ W121º34.38´ at flhd. 62/16E.


MC CLELLAN AIRFIELD (See SACRAMENTO on page 204)

MC CLELLAN–PALOMAR (See CARLSBAD on page 106)

MEADOWS FLD (See BAKERSFIELD on page 91)

MEFFORD FLD (See TULARE on page 240)

MENDOCINO N39°03.19´ W123°16.46´ NOTAM FILE UKI.

(H) VORTACW 112.3 ENI Chan 70 022° 5.5 NM to Ukiah Muni. 2985/16E.

MENDOTA WILLIAM ROBERT JOHNSTON MUNI (M90) 0 E UTC–8(–7DT) N36°45.52´ W120°22.28´

SAN FRANCISCO

H–38, L–2G, 3A JAP, AD

162 NOTAM FILE RIU

RWY 15–33: H3499X50 (ASPH) S–12.5


AIRPORT MANAGER: (559) 655-4298

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

PANOCE (L) VORTAC 112.6 PXN Chan 73 N36°42.93´ W120°46.72´ 066° 19.8 NM to flhd. 2060/16E.

VOR unusable:
230°–280° byd 7NM blo 9,000´
CALIFORNIA 167

MERCED RGNL/MACREADY FLD (MCE)(KMCE)  2 SW UTC–8/–7DT

155  B  ARFF Index—See Remarks  NOTAM FILE MCE

RWY 12–30: H5914X150 (ASPH–PFC)  S–30, D–100, 2S–175, 2D–155
   HIRL


   RWY 30: MALSR. PAPI(P4L)—GA 3.0º TCH 54’. P–line.

SERVICE:  S4  FUEL  100LL, JET A

LGT ACTIVATE MALSR Rwy 30, REIL Rwy 12, PAPI Rwy 30, HIRL Rwy 12–30—CTAF; key 7 clicks high, 5
clicks medium, 3 clicks low. VASI Rwy 12 opr continuously.

NOISE: Noise abatement procedures in effect, recommend actf remain
east/west of City of Merced at alt above 1,500’ MSL. Departing tfc Rwy
12 no left turns over city until reaching 3,000’ MSL. Avoid right turns
which will position actf over city.

AIRPORT REMARKS: Attended 1400–0200Z‡. For fuel after hours call
on rwy in puddles. ARFF Index B 24 hrs PPR. Be alert for extensive
student training within 10 NM radius of arpt. Two–way radio
communication recommended. Rwy 30 preferred wind rwy. PPR 24 hrs
for unscheduled air carrier ops with more than 30 passenger seats call
arpt manager 209–564–0120. Supplemental wind sock for Rwy 30 not
avbl.

AIRPORT MANAGER: 209-385-6873

WEATHER DATA SOURCES: ASOS 132.175 (209) 381–0926.

COMMUNICATIONS: CTAF/UNICOM  122.7

® NORCAL APP/DEP CON  120.95

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.

AIRSPACE: CLASS E svc 1600–0100Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE MCE.

   EL NIDO (L) VOR/DME  114.2  HYP  Chan 89  N37º13.17´ W120º24.01´  291º 6.7 NM to fld. 184/15E.

   MODESTO (H) VOR/DME  114.6  MOD  Chan 93  N37º37.64´ W120º57.47´  117º 29.5 NM to fld.

   93/17E.  NOTAM FILE MOD.

   aerobatic acft wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800’, avoidance advised dly
sr–ss

   ILS/DME  109.3  I–MCE  Chan 30  Rwy 30.  Class I.  Unmonitored 0100–1600Z‡.

MESA DEL REY  (See KING CITY on page 149)

METRO OAKLAND INTL  (See OAKLAND on page 179)
477  B  NOTAM FILE NKX  Not insp.
RWY 06L–24R: H12000X200 (CONC)  PCN 72 R/B/W/T  HIRL  CL
RWY 06L: OLS. PAPI(P4L)—GA 3.0° TCH 52´. 0.4% up.
RWY 24R: ALSF1. OLS. PAPI(P4L)—GA 3.0° TCH 55´.
RWY 06R–24L: H8001X200 (PEM)  PCN 65 R/B/W/T  HIRL
RWY 06R: OLS. PAPI(P4L)—GA 3.0° TCH 55´. 0.6% up.
RWY 24L: OLS. PAPI(P4L)—GA 3.0° TCH 46´.
ARRESTING GEAR/SYSTEM
RWY 06L
HOOK E28(B) (2490´)
HOOK E28(B) (2300´)
RWY 24R
RWY 06R
HOOK E28(B) (1052´)
HOOK E28(B) (2301´)
RWY 24L
ORN BEN
NOTAM FILE NKX Not insp.

TRAN ALERT
No AMC fleet svc avbl. ALCE team rqr for all AMC flt. Ltd tran svc, no tie-down, oil/laboratory analysis or tran maint svc avbl. All VIP acft ctc Aflfd OPS on PTD 15 min prior to arr.

NOISE:
Strictly enforced, mandatory procedure and course rules. All transient acft must review and sign Noise Abatement form with flt planning.

MILITARY REMARKS:
Opr Mon–Thu 1530–0800Z, Fri 1630–0200Z‡, Sat CLOSED, Sun 2200–0200Z‡, exp fld closure on natl holiday wknds. Airfield opr hrs are subject to change; check NOTAMS or ctc airfield opr to verify hrs. Pilots filing MCAS Miramar as an alternate or emergency divert are advised to call airfield opr to verify opr hrs. RSTD PPR for all tran acft and TRANSCOM/JOSAC/NALO are required to ctc visiting aircraft line DSN 307–4284, C858–307–4284 (PPR rstd to 30 min before/after approved time, PPR not valid outside of this window and must be re-coordinated to arrival). For staging (local training fit) or high visibility events (VIP M7 and above, MED/DEVAC with battle patients, OIF/OEF homecoming, HR/Angel Flt etc) are required to notify Air Ops 1 hr prior to arrival due to 3d MAW CG and Station CO coordination. Please ctc the Ops duty officer at DSN 307–4277/4284, C858–307–4277/4284. Closed field operations (CFO) are rtsd and rqr PPR. CAUTION
High mid–air potential, exercise extreme vigilance. Water on the rubber build–up areas of the rwy may produce poor traction and/or breaking action and standing water on rwy may produce hydroplaning condition. Extensive general aviation traffic all altitudes, all directions near afld. High volume civilian VFR traffic along coast W of airfield. All acft arr/dep VFR via corridor rules to/from coastline are advised to exercise extreme caution to avoid hang glider activity near Torrey Pines golf course. NKX R–283/5 DME. TFC PAT Reduced rwy separation standards in effect USN/USMC acft opr on parallel rwy 700´ apart. Multi practice apch RWY 06L and RWY 06R not authorized. Radar vectors to final apch, expect steep descent. MISC
Ordinance, live or inert, not permitted to remain on RON transient acft.

COMMUNICATIONS:
ATIS 133.475 SFA ATIS
SOCAL APP CON 132.2 288.325 (288.325 Actf depart W–291 for NKX arrival)
TOWER 135.2 298.925 340.2 (Mon–Thu 1530–0800Z, Fri 1630–0200Z†, Sat closd, Sun 2200–0200Z†. Flt CLOSED natl holidays.)
GND CON 128.625 307.325 CLNC DEL 125.975 254.325
SOCAL DEP CON 119.6 363.1 (West) 132.2 269.1 (East)
RSTD PPR
PMSV METRO 342.4
CLEARANCE DELIVERY PHONE:
For CD when ATCT closd ctc SoCal Apch at 800-448-3724.
AIRSPACE:
CLASS B
See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION:
NOTAM FILE NKX.
(T) TACAN Chan 33 NKX (109.6) N32°52.18´ W117°09.29´ at fld. 430/12E.
ILS 111.15 I–NKX RWY 24R. Class IA. No NOTAM MP; ILS OTS 0600–1200Z‡ Thurs, exc dur inclement wx.
ASR/PAR

MISSION BAY
N32°46.93´ W117°13.53´ NOTAM FILE SAN.
VOR portion unusable:
090°–100° byd 28 NM
100°–130° byd 17 NM
130°–190° byd 14 NM
190°–219° byd 20 NM
308°–350° byd 20 NM blo 8,000´
TACAN AZIMUTH unusable:
310°–350° byd 15 NM blo 6,000´
TACAN DME unusable:
310°–350° byd 20 NM blo 6,000´
TACAN AZIMUTH & DME unusable:
310°–350° byd 30 NM blo 10,000´
MODESTO CITY–COUNTY–HARRY SHAM FLD (MOD)(KMOD)
W120°57.27’
99 B NOTAM FILE MOD
RWY 10L–28R: H5904X150 (ASPH–GRVD) S–60, D–200, 2S–175,
2D–400 PCN 38 F/C/X/T HIRL 0.3% up W
RWY 10L: REIL VASI(V4L)—GA 3.0º TCH 50’. Tree.
RWY 28R: MALS R. Rgt tcf.
RWY 10R–28L: H3464X100 (ASPH) S–30 PCN 8 F/C/X/T MIRL
0.4% up W
RWY 10R: PAPI(P2L)—GA 3.5º TCH 40’. Tree. Rgt tcf.
RWY 28L: PAPI(P2L)—GA 3.0º TCH 29’. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10L: TORA–5904 TODA–5904 ASDA–5904 LDA–5904
RWY 10R: TORA–3464 TODA–3464 ASDA–3464 LDA–3464
RWY 28R: TORA–5904 TODA–5904 ASDA–5904 LDA–5904
SERVICE: S4 FUEL 100LL, JET A, A1+ OX 1, 2 LGT When twr clsd,
ACTIVATE MALS Rwy 28R, REIL Rwy 10L, HIRL Rwy
10L–28R—CTAF. PAPI Rwy 10R and Rwy 28L and MIRL Rwy
10R–28L unavailable when twr clsd.
NOISE: For NS ABTMT turbojets discontinue ops 0800–1300Z‡ and park
on NE ramp. NS ABTMT procedures, pilots are reqd to use lgtd rwy only.
AIRPORT REMARKS: Attended Mon–Fri 1600–0030Z‡. Rwy 10R–28L CLOSED to acft over 12,500 lbs GWT. Birds and small
mammals on and invof arpt. Ponding along north edge of Twy B dur and after wet wx. PPR 72 hrs for air carrier ops with
more than 30 px seats 1600–0100Z‡ wkdays call arpt mgr 209–577–5318. All pure jet and large acft ltd to parking
and svc at NE ramp only. Rwy 10R–28L not certificated in accordance with FAR–139. Overngt tiedown fee.
AIRPORT MANAGER: 209-577-5318
WEATHER DATA SOURCES: ASOS 127.7 (209) 572–0914. ASOS oper 0500–1500Z‡. LAWRS (1500–0500Z‡).
COMMUNICATIONS: CTAF 125.3 ATIS 127.7 UNICOM 122.95
RCO 122.1R 114.6 (RANCHO MURIETA RADIO)
TOWER 125.3 (1500–0500Z‡) GND CON 121.7
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc NorCal Apc at 916-361-0516.
AIRSPACE: CLASS B svc 1500–0500Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.
(H) VOR/DME 114.6 MOD Chan 93 N37º37.64’ W120º57.47’ at fld. 93/17E.
aerobatic acft wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800’, avoidance advised dly
sr–ss
ILS 111.9 I–MOD Rwy 28R. Class IA. Unmonitored when ATCT closed. Autocoupled approaches na blo 1,080´
MSL (2.8 NM fm thld).

Moffett Federal Airfield
(See MOUNTAIN VIEW on page 173)
MOJAVE AIR AND SPACE PORT  (MHV)/(KMHV)  I E  UTC–8(–7DT)  N35°03.54’ W118°09.04’

Rwy 12–30: H12503X200 (ASPH)  S–120, D–150, 2D–450  HIRL
  Rwy 12: REIL. PAPI(P4L)—GA 3.0º TCH 68’. Thld displcd 600’.  1.0% down.
  Rwy 30: REIL. PAPI(P4L)—GA 3.0º TCH 62’. Thld displcd 900’. Rgt tfc.  1.0% up.

Rwy 08–26: H7049X100 (ASPH)  S–40, D–60, 2D–88  MIRL
  0.6% up W
  Rwy 08: PAPI(P2L)—GA 4.0º TCH 55’.
  Rwy 26: PAPI(P2L)—GA 3.0º TCH 52’. Rgt tfc.

Rwy 04–22: H4747X60 (ASPH)  S–40, D–60, 2D–60  MIRL
  Rwy 04: PAPI(P2L)—GA 4.0º TCH 39’. Pole.
  Rwy 22: PAPI(P2L)—GA 3.0º TCH 40’. Rgt tfc.

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

AIRPORT REMARKS: Attended continuously. Fuel avbl 1500–0100Z‡, Mon–Sat; other times ctc security on CTAF, fee charged. Be alert to high speed activity inof arpt. Fee charged. Paving width Rwy 08 200’. TPA– CAT C/D and all turbojet acft TPA 4301’ MSL (1500’ AGL); CAT A/B acft TPA 3801’ MSL (1000’ AGL). Helicopter TPA 3301’ MSL (500’ AGL) and use south entry and departure. Twy F is clsd. Due to rapidly rising terrain west and northwest of the arpt CAT/C/D and all turbojet acft ldg Rwy 08 must remain at or above 4301’ MSL until commencing base leg turn and at or above 3800’ MSL until established on A 2.25 NM final. Rwy 12 unusable byd 2.5 NM.

AIRPORT MANAGER: 661-824-2433

WEATHER DATA SOURCES: AWOS–3 132.225 (661) 824–5218. SAWRS.

COMMUNICATIONS: CTAF 127.6

TOWER 127.6 (1500–0100Z‡ Mon–Fri)  GND CON 123.9

AIRSPACE: CLASS D svc 1500–0100Z‡ Mon–Fri; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

EDWARDS (T) VORTACW 116.4  EDW Chan 111  N34°58.94’ W117°43.96’  271º 21.1.1 NM to fld. 2378/12E.

TACAN AZIMUTH unusable: 098°–158° byd 19 NM bio 7,900’

DME unusable: 107°–158° byd 19 NM

VOR unusable: 098°–158° byd 19 NM bio 7,900’
MONTAGUE

MONTAGUE–YREKA ROHRER FLD (1O5) 1 W  UTC–8(–7DT)  N41º43.80´ W122º32.67´

RWY 15–33, H360X50 (ASPH)  S–12  MIRL

RWY 15: Rgt tcf.

RWY 33: VASI(V2L)—GA 3.0º TCH 25´. Thld dsplcd 150´. Road.

RWY 05–23: 2080X100 (TURF)

RWY 23: Rgt tcf.

SERVICE: S2  FUEL  100LL  LGT MIRL RWy 15–33 preset low ints; to increase ints ACTIVATE—CTAF.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Occasional glider and balloon launches. Be alert to mountain north and hills east and west of arpt. Arpt rstd to acft with maximum certificated tkf weight of 12,500 lbs or less; for more information call arpt ops 530–459–5204. Use of rwy tcf patterns strongly recommended. Avoid overflight of town 1/2 mile east of arpt. Rwy 05–23 edges marked with white tires.

AIRPORT MANAGER: (530) 459-3392

COMMUNICATIONS: CTAF/UNICOM 122.8

ANTELOPE MTN RCO 122.4 (RANCHO MURIETA RADIO)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VORW/DME 109.6  FJS Chn 33  N41º26.98´ W122º48.39´ 016º 20.5 NM to fld. 4900/19E.

VOR unusable:
080º–135º byd 19 NM
080º–135º byd 9 NM blo 13,000´
190º–300º byd 19 NM
200º–300º byd 8 NM blo 14,000´

DME unusable:
190º–275º byd 19 NM blo 16,000´

NDB (MHW) 404  MOG  N41º43.64´ W122º28.90´ 258º 2.8 NM to fld. 2629/15E. NOTAM FILE SIY. NDB unmonitored.

NDB unusable:
190º–200º byd 10 NM

SISKIYOU CO (SIY/KSIY) 3 NE  UTC–8(–7DT)  N41º46.89´ W122º28.09´

RWY 17–35, H7490X150 (ASPH)  S–60, D–180, 2S–175, 2D–270

MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0º TCH 50´. Road.

RWY 35: REIL. PAPI(P2L)—GA 3.0º TCH 50´. Rgt tcf.

SERVICE: S4  FUEL  JET A  LGT ACTIVATE MIRL Rwy 17–35, PAPI Rw y 17 and Rwy 35, REIL Rwy 17 and Rwy 35—CTAF.


AIRPORT MANAGER: (530) 842-8259

WEATHER DATA SOURCES: ASOS 121.125 (530) 459–0267.

COMMUNICATIONS: CTAF/UNICOM 123.0

ANTELOPE MTN RCO 122.4 (RANCHO MURIETA RADIO)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VORW/DME 109.6  FJS Chn 33  N41º26.98´ W122º48.39´ 016º 25.1 NM to fld. 4900/19E.

VOR unusable:
080º–135º byd 19 NM
080º–135º byd 9 NM blo 13,000´
190º–300º byd 19 NM
200º–300º byd 8 NM blo 14,000´

DME unusable:
190º–275º byd 19 NM blo 16,000´

MONTAGUE NDB (MHW) 404  MOG  N41º43.64´ W122º28.90´ 356º 3.3 NM to fld. 2629/15E. NOTAM FILE SIY. NDB unmonitored.

NDB unusable:
190º–200º byd 10 NM
MONTREY RGNL (MRY) (KMRY) 3 SE UTC–(–7DT) N36°35.22’ W121°50.57’
257 B TPA—1757(1500) Class I, ARFF Index B NOTAM FILE MRY
RWY 10R–28L: H1715X150 (ASPH-GRVD) S–100, D–160, 2S–175, 2D–300 PCN 43 F/A/X U HIRL 1.4% up E
RWY 10R: MALSR. PAPI(P4L)—GA 3.0º TCH 47’. RVR–TR Thld displaced 175’.
RWY 10L–28R: H3503X60 (ASPH) S–12.5 MIRL 1.7% up E
RWY 10L: REIL. PAPI(P2L)—GA 3.0º TCH 46’.
RWY 28R: REIL. PAPI(P2L)—GA 3.85º TCH 49’. Rgt tc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 10R: TORA–7175 TODA–7175 ASDA–7175 LDA–7000

ARRESTING GEAR/SYSTEM
RWY 10R: EMAS
RWY 28L: EMAS


NOISE: Noise abatement procedures in effect 0700–1500Z‡. Avoid flying Rwy 28L RNAV Y when possible to reduce noise impacts. Rwy 28L RNAV and RNP apchs are not to be used for practice apchs. Please avoid flights over residential areas, N and S. Ctc arpt ops 831–648–7000 option 2 or www.montereyairport.com for procedures. Rotary wing act expect to follow fixed wing pattern to rwy ldg. On departure no turns blo 900’ unless twr directed.

AIRPORT REMARKS: Attended continuously. Self service fuel avbl 24 hrs with credit card. Svc fuel and repairs between 0600–1400Z‡ by prior arrangement call 831–373–4151 or 831–373–3201. Rwy 10L–28R not avbl for air carrier use. Fire station apron clsd to hel tfc. Rwy 10L–28R not avbl for sked acr opns with more than 9 psgr seats or unsked acr at least 31 psgr seats. Twr non–visibility area Twy A east holding bay. Acft with wingspan greater than 95’ may not taxi past the terminal on Twy Alpha when an MD–80 or 757 is parked at terminal. Acft with wingspan greater than 65’ prohibited on Twy Bravo between Twy Echo and Twy Delta. Facility constraints for commercial diversions. ADG III and larger with seating capacity more than 150 passengers are highly discouraged. CBP processing facilities unavailable. Overnight tiedown fee at FBO, ldg fee charged for acft over 6,000 lbs and helicopters. Overnight tiedown fee at FBO. Ctc FBO for rates and charges. Ltd transient parking PPR rqrd for large and turbine powered multi–engine acft, 831–648–7000 option 2.

AIRPORT MANAGER: 831-648-7000

WEATHER DATA SOURCES: ASOS (831) 642–0241
COMMUNICATIONS: CTAF 118.4 ATIS 119.25 831–375–7433 UNICOM CLNC DEL 135.45
CLEARANCE DELIVERY PHONE: For CD or cnl IFR when ATCT clsd, ctc NorCal app con on 133.5; if una, ctc NorCal Apch at 916-361-3748.

AIRSPACE: CLASS C svc ctc APP CON svc 1400–0500Z‡; other times CLASS G.

AIRPORT REMARKS: 3 SE UTC–(–7DT) N36°35.22’ W121°50.57’

COMM/NAV/WEATHER REMARKS: ASR–11 antenna located Marina Muni (OAR), remoted to Monterey Rgnl (MRY). ASR–11 serves MRY and OAR.
MOFFETT FEDERAL AIRFIELD

NUQ (KNUQ) P (ANG) 3 N UTC–8(–7DT) N37º24.97’
W122º02.95’
37 B TPA—See Remarks NOTAM FILE NUQ Not insp.
RWY 14L–32R: H9197X200 (CONC) PCN 63 R/B/W/T HIRL
RWY 14L: REIL. PAPI(P4L)—GA 3.0º TCH 53’.
RWY 32R: MALS R. PAPI(P4L)—GA 3.0º TCH 55’. Thld dsplcd 191’.
RWY 14R–32L: H8122X200 (ASPH) PCN 33 R/B/W/T HIRL
RWY 32L: Thld dsplcd 602’.
SERVICE: FUEL JET A LGT
When twr clsd, ACTVT REIL Rwy 14L; MALS Rwy 32R; PAPI Rwy 14L and Rwy 32R; HIRL Rwy 14L–32R and Rwy 14R–32L—CTAF.
MILITARY: JASU (AM32A–60) (AM32A–86) FUEL A; Avbl 1700–0200Z‡ Mon–Fri. FLUID SP LOX – Ltd avbl.
AIRPORT MANAGER: 650-388-0680
WEATHER DATA SOURCES: AWOS–3PT 124.175 (650) 386–0655.
COMMUNICATIONS: SFA CTAF 119.55 ATIS 124.175 283.0
NORCAL APP CON 120.1 133.95 134.5 135.2 290.25 317.6 338.2 379.1
TOWER 119.55 259.65 (1500–0700Z‡)
NORCAL DEP CON 120.1 135.65 270.35 310.8
ANG (1400–2330Z‡. SQ OPS call MOFFETT RESCUE. 5711 Upper Side Band)
CLNCC DEL 296.75
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-3748.
AIRSPACE: CLASS D svc 1500–0700Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION:
LOC/DME 110.35 I–MNQ Chan 40(Y) Rwy 14L. Unmont 0700–1500Z‡.
ILS/DME 110.35 I–NUQ Chan 40(Y) Rwy 32R. Class IE. Unmont 0700–1500Z‡.
MURRAY FLD (See EUREKA on page 127)

MURRIETA/TEMECULA

FRENCH VALLEY (F70) 2 NE UTC–8(–7DT) N33º34.45´ W117º07.71´

1350 NOTAM FILE RAL
RWY 18–36: H6000X75 (ASPH) S–30, D–58 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Road.
RWY 36: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Rgt tcf.
SERVICE: S4 FUEL 100LL, JET A OK 4 LGT ACTIVATE REIL Rwy 18
and Rwy 36, PAPI Rwy 18 and Rwy 36, MIRL Rwy 18–36, and TWY
lights—CTAF.
NOISE: All Deps—Noise sensitive areas in vcnty of arpt. Best ROC rcmd to
tcf pat alt bfr departing the pat. Calm wind Rwy 18.
AIRPORT REMARKS: Attended 1400–0200Z†. Self service 100LL fuel avbl.
For fuel aft hrs call 951–200–1706.
AIRPORT MANAGER: 951-955-9418
COMMUNICATIONS: CTAF/UNICOM 122.8
® MARCH APP/DEP CON 133.5 (1500–0700Z‡) clsd holidays, other times
ctc
® SOCAL APP/DEP CON 134.0
CLEARANCE DELIVERY PHONE: For CD when march gca clsd ctc SoCal Apch at
800-448-3724.
RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.
OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33º14.44´
W117º25.06´ 021º 24.7 NM to fld. 52/15E.
VOR portion unusable:
227º–265º byd 20 NM
COMM/NAV/WEATHER REMARKS: March provides Ground Control App (GCA) radar.
NAPA CO (APC)(KAPC) 5 S UTC–8(–7DT) N38º12.79´ W122º16.84´
36 B NOTAM FILE APC MON Airport
RWY 01L–19R: H5930X150 (ASPH–GRVD) S–102, D–134, 2D–120
PCN 41 F/D/X/T MIRL 0.3% up N
RWY 01L: MALS.
RWY 19R: PAPI(P4L)—GA 3.25º TCH 52´. Rgt tfc.
RWY 06–24: H5008X150 (CONC) S–60, D–76, 2D–120
PCN 21 R/C/W/T MIRL 0.4% up NE
RWY 06: REIL.
RWY 01R–19L: H2510X75 (ASPH) S–13.5 PCN 5 F/D/X/T 0.4% up N
RWY 01R: Rgt tfc.

LAND AND HOLD–SHORT OPERATIONS
LDG Rwy HOLD–SHORT POINT AVBL LDG DIST
RWY 24 01L–19R 3700
SERVICE: S4 FUEL 100LL, JET A OGX 3, 4 LGT
When twr clsd ACTIVATE MALS Rwy 01L; REIL Rwy 06, MIRL Rwy 01L–19R and Rwy 06–24—CTAF. PAPI Rwy 19R opr continuously.
AIRPORT REMARKS: Attended 1500–0400Z‡. For fuel svc 0500–1400Z‡ call 707–224–0887. Unlgt bridge 1 NM S, 167´ AGL. Asph apron strength 12,500–30,000 lbs gross weight single wheel. Due to arpt proximity to wetlands birds on and in the arpt year round with highest concentration of activity of birds on the rwy during rainy weather.
Landing fee. Ldg fee chrgd to all air taxi, coml acft ops (exc flt instruction), and trans acft weighing more than 12500 lbs.

AIRPORT MANAGER: 707-253-4300
WEATHER DATA SOURCES: ASOS (707) 252–7916
COMMUNICATIONS: CTAF 118.7 ATIS 124.05 707–255–2847 UNICOM 122.95
Oakland Center APP/DEP CON 127.8 353.5
Tower 118.7 (1500–0400Z‡) GND CON 121.7 CLNC DEL 127.85
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Oakland ARTCC at 510-745-3380.
AIRSPACE: CLASS D svc 1500–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION:
SCAGGS ISLAND (L) VORTAC 112.1 SGD Chan 58 N38º10.76´ W122º22.39´ 048º 4.8 NM to fld. 5/17E.
ILS/DME 111.3 I–APC Chan 50 Rwy 01L. Class IE. LOC unmonitored when ATCT clsd. Glideslope unusable byd 4º left and 7º right of course. Autopilot coupled apchs not applicable blw 530´ MSL (1.3 NM from thld).

NAVAL BASE VENTURA CO (See POINT MUGU NAS (NAVAL BASE VENTURA CO) on page 194)

NEEDLES (EED)(KEED) 5 S UTC–8(–7DT) N34º10.76´ W122º22.39´
983 B NOTAM FILE EED MON Airport
RWY 11–29: H5005X100 (ASPH) S–16, D–32 MIRL 1.3% up NW
RWY 11: REIL. PAPI(P2L)—GA 3.0º TCH 40º.
RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 40º.
RWY 02–20: H4235X100 (ASPH) S–16, D–32 MIRL 2.0% up SW
RWY 02: PAPI(P2L)—GA 3.0º TCH 30º.
RWY 20: PAPI(P2L)—GA 3.0º TCH 40º.
SERVICE: S2 FUEL 100LL, JET A LGT
When twr clsd ACTIVATE MIRL Rwy 11–29 and Rwy 02–20, REIL Rwy 11 and Rwy 29—CTAF.
PAPI Rwy 11, Rwy 29, Rwy 20 and Rwy 20 oppr continuously.
AIRPORT MANAGER: 760-247-2371
WEATHER DATA SOURCES: ASOS 128.325 (760) 326–4281.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCD 122.1R 115.2T (PREScott RADIO)
RCD 122.2 (RIVERSIDE RADIO)
L.A. CENTER APP/DEP CON 134.65
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.
AIRSPACE: CLASS E svc 1600–0000Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION:
(V) VORTAC 115.2 EED Chan 99 N34º45.96´ W114º22.39´ 255º 7.4 NM to fld 620/15E.
VORTAC unusable:
100º–130º byd 27 NM blo 6,600´
170º–220º byd 20 NM blo 5,800´
220º–280º byd 35 NM blo 6,800´
TACAN AZIMUTH & DME unusable:
165º–220º byd 20 NM blo 8,000´
165º–220º byd 30 NM blo 12,000´

PHOENIX (H–4I, L–7E IAP)}
NERVINO  (See BECKWOURTH on page 94)

NEVADA CO  (See GRASS VALLEY on page 135)

NEW COALINGA MUNI  (See COALINGA on page 112)

NEW CUYAMA  (L88)  O S  UTC–8(–7DT)  N34°56.40´ W119°41.14´

2203 NOTAM FILE RIU

RWY 10–28: H3940X60 (ASPH)

RWY 10: Tree. Rgt tfc.

RWY 28: Fence.


AIRPORT MANAGER: 805-770-0926

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FELLOWS (L) VOR/DME 117.5 FLW Chan 122 N35º05.59´ W119º51.93´ 120º 12.8 NM to fld. 3870/16E.

VOR unusable:
030º–070º byd 25 NM blo 8,500´
145º–215º byd 25 NM blo 9,500´

NEW JERUSALEM  (See TRACY on page 235)

NORMAN Y MINETA SAN JOSE INTL  (See SAN JOSE on page 218)
NORTH ISLAND NAS (HALSEY FLD)  
(NZY) (KNZY) NAS (ARNG)  
3 SW  UTC–B(–7DT)  
N32°41.89′  
W117°12.79′

26  B  NOTAM FILE NZY  
Not insp.

RWY 18–36: H8000X200 (PEM)  
PCN 59 R/B/W/T  
HIRL  CL

RWY 18: REIL.  
PAPI(P4L)—GA 3.0° TCH 49°.

RWY 36: SALSF .  
PAPI(P4L)—GA 3.0° TCH 47°.

RWY 11–29: H7500X200 (PEM)  
PCN 59 R/B/W/T  
HIRL  CL

RWY 29: ALSF1.  
PAPI(P4L)—GA 3.0° TCH 46°.

ARRESTING GEAR/SYSTEM

RWY 18
HOOK E28(B) (1850′)

RWY 11
HOOK E28(B) (1500′)

SERVICE:

MILITARY—A–GEAR

Short-fld A–G Rwy 29 nd rig. Long-fld A–G Rwy 36 nd rig.  
JASU 2(GTC–85) 2(NC–8)

FUEL

Exp refuel delays. 100LL, J5.

OIL

O–128–148–156–Rstd oil analysis avbl, prior coord

TRAN ALERT

Opr 1400–0600Z‡ wkd and 1600–0600Z‡ weekend; (DT– 1300–0500Z‡ weekend and 1500–0500Z‡ weekend). 
No tran maint/ltd svc. Tran aircrew must remain with acft to provide technical drct/assistance in svcg. Air trnl/tran line coord all refuel req. Arr acft passenger svc req to lineman. All tran pilots ck in with ODO, Base OPS Bldg 516, upon arr. LOX not avbl.

NOISE:

Strict compliance rqr.

MILITARY REMARKS:

Opr Mon 1430Z‡–Sat 0600Z‡, Sat 1600Z‡–Sun 0600Z‡, Sun 1600Z‡–Mon 0600Z‡. CLOSED 0200Z‡ day prior to 1430Z‡ day following all Federal hol. See FLIP AP/1 Supplementary Airport Remarks. RSTD Call arpt mgr DSN 735–8243, C619–545–8243, 619–778–2074 for PPR. 72 hr ntc. Lt fit dur remain overnight prohibited, CAUTION Extv VFR helicopter ope sfc–500′ vcnty of arpt and sfc–2000′ 8 NM SE. Lgt civ acft climb/descend thru Rwy 29 final apch course byd 6 DME ent/dep San Diego Class B Airspace VFR corridor. Avoid cntn igtr dur Rwy 29 or Rwy 36 arrestment to prevent tailhook bounce. Rwy 18–36 rwy distance markers less than the required 50′ off the rwy edge. Tovy L edge igts not within 10′ of marked rwy edge. Heavy vehicle tfc cntg Tvy L and A. Bird haz May–Oct, particularly at dep end Rwy 29. Rwy 11–29 sfc area btwn the rwy edge lines and rwy edge igts, apx 50′ on either side, is cracked and has loose gvl. Rwy 11–29 edge igts lctd 50′ outboard of rwy edge lines, and are not within 10′ of the marked rwy edge. Pilots should exercise caution transiting the area btwn the rwy edge lines and rwy edge igts. TFC PAT Use max exterior igtr blo 10,000′ within 10 NM. All tran acft ltd to full stop only. Touch-and-go/apch not avbl. Tran acft section apch not authorized. Reduced rwy separation std in effect USN/USMC acft. CSTMS/AG/IMG Cstms avbl with 2 hr ntc Mon–Sat 1600–0100Z‡. Minimum 4 hr ntc rqr 0100–1600Z‡. MSC VIP/logistic fits ctc Base OPS prior to ldg. ARNG Army Base OPS DSN 735–0101, C619–545–0101.

COMMUNICATIONS:

ATIS 317.8 (1430Z‡ Mon–0600Z‡, Sat 1600Z‡–Sun 0600Z‡, Sun 1600Z‡–Mon 0600Z‡, CLOSED 0200Z‡ day prior to 1430Z‡ day following all Federal hol)  
SOCAL APP/DEP CON 125.0 317.55 (Radar advsy and sequencing to arpt avbl VFR arr on req)  
NAVY NORTH ISLAND TOWER 135.1 336.4 340.2 (1430Z‡ Mon–0600Z‡ Sat, 1600Z‡ Sat–0600Z‡ Sun, 1600Z‡ Sun–0600Z‡ Mon, Cld 0200Z‡ day prior to 1430Z‡ day following all Federal hol)  
GROUND CON 118.0 360.675  
CLNC DEL 128.4 288.25  
PMSV METRO 342.35  
BASE OPS 355.5  
BASE OPS DSN 735–0101, C619–545–0101.

AIRSPACE:

CLASS D svc 1430Z‡ Mon–0600Z‡ Sat, 1600Z‡ Sat–0600Z‡ Sun, 1600Z‡ Sun–0600Z‡ Mon, cld 0200Z‡ day prior to 1430Z‡ day following all fed hol; other times CLASS G.

VOR TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION:

NOTAM FILE NZY.

(L) TACAN Chan 117 NZY (117.0) N32°42.15′ W117°12.97′ at fdl. 17/11/E.

NOT AM MP: 1500–1700Z‡ Sun

TACAN AZIMUTH unusable:

183°–232° byd 20 NM blo 3,000′

233°–303° byd 15 NM blo 3,000′

304°–343° byd 30 NM blo 3,000′

DME unusable:

183°–232° byd 20 NM blo 3,000′

233°–303° byd 15 NM blo 3,000′

304°–343° byd 30 NM blo 3,000′

ASR/PAR

COMM/NAV/WEATHER REMARKS:

Radar see Terminal FLIP for Radar Minima.
NOVATO

GNROSS FLD (DVO/KDVO) 3 N UTC–8(–7DT) N38°08.61´ W122°33.43´

4 B NOTAM FILE OAK

RWY 13–31: H3300X75 (ASPH) S–26 MIRL


RWY 31: PAPI(P2L)—GA 4.0º TCH 56´. Hill. Rgt tfc.

SERVICE: S4 FUEL 10OIL, JET A OX 1, 2


AIRPORT MANAGER: 415-897-1754

WEATHER DATA SOURCES: AWOS–3P 120.675 (415) 897–2236.

COMMUNICATIONS: CTAF/UNICOM 123.075

® OAKLAND CENTER APP/DEP CON 127.8

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION: NOTAM FILE APC.

SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38º10.76´ W122º22.39´ 239º 9.0 NM to fld. 5/17E.

HELIPORT H1: H60X60 (CONC)

AIRPORT REMARKS: Approach 050º/230º magnetic.

NUT TREE (See VACAVILLE on page 245)

OAKDALE (O27) 3 SE UTC–8(–7DT) N37º45.38´ W120º48.01´

237 B NOTAM FILE RIU

RWY 10–28: H3013X75 (ASPH) S–20 MIRL 0.4% up SE

RWY 10: REIL. VASI(V2L)—GA 2.5º TCH 26´.

RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 25´.


AIRPORT MANAGER: (209) 845-3640

® NORCAL APP/DEP CON 125.1

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37º37.64´ W120º57.47´ 027º 10.8 NM to fld. 93/17E.

aerobatic acft wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800’, avoidance advised dly sr–ss
METRO OAKLAND INTL (OAK)(KOAK) 4 S UTC–8(–7DT) N37º43.28’ W122º13.27´

9 B TPA—See Remarks LRA Class I, ARFF Index D NOTAM FILE OAK

RWY 12–30: H10520X150 (ASPH–GRVD) S–75, D–210, 2D–500, 2D/2D–900 PCN 71 F/A/W/T HIRL CL

RWY 12: MALSR. PAPI(PAR)—GA 2.75º TCH 70’ RVR–TMR Rgt tfc.

RWY 30: ALSF2. TDZL. PAPI(PAR)—GA 3.0º TCH 71’ RVR–TMR Thld dspcd 114’.

RWY 10R–28L: H6213X150 (ASPH–GRVD) S–75, D–210, 2D–500, 2D/2D2–900 PCN 97 F/B/W/T HIRL

RWY 10R: REIL. PAPI(PAR)—GA 3.0º TCH 50’.

RWY 28L: PAPI(PAR)—GA 3.0º TCH 50’.

RWY 15–33: H3376X75 (ASPH) S–12.5, D–65, 2D–100 MIRL

RWY 33: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10L: TORA–5458 TODA–5458 ASDA–5336 LDA–5336

RWY 10R: TORA–6213 TODA–6213 ASDA–6213 LDA–6213

RWY 12: TORA–10000 TODA–10000 ASDA–10000 LDA–10000


RWY 30: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

ARRESTING GEAR/SYSTEM

RWY 28L: EMAS

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

NOISE: 24 hr Noise abatement procedure–turbojet and turbofan powered acft, turboprops over 17,000 lbs, four engine reciprocating powered acft, and surplus Military acft over 12,500 lbs should not depart Rwy 28L and Rwy 28R or land on Rwy 10R and Rwy 10L. For noise abatement info ctc noise abatement office at 510–563–6463. Noise abatement procedures not applicable in emerg or whenever Rwy 12–30 is closed due to maintenance, safety, winds or weather.

AIRPORT REMARKS:

Attended continuously. Rwy 15–33 CLOSED to air carrier acft. Birds on and inv of arpt. Ops superintendent 510–563–6432, cell 510–715–6286, 24 hour ops 510–563–3361. Acft with experimental or limited certification having over 1,000 horsepower or 4,000 pounds are restricted to Rwy 12–30. TPA—Rwy 28L 606(597), TPA—Rwy 28R 1006(997). Rwy 15–33 not avbl for sked acr opns with more than 9 psgr seats or unsked acr at least 31 psgr seats. Twy A, Twy E, Twy G, Twy H between Rwy 28R and Twy C max acft weight 150,000 lbs. Twy G and Twy H between Rwy 28L and Rwy 28R, max acft weight 12,500 lbs. Twy C between Rwy 28R and Twy C max acft weight 150,000 lbs. Twy G and Twy H between Rwy 28L and Rwy 28R, max acft weight 12,500 lbs. Twy P max acft weight 161,000 lbs single; 190,000 lbs dual; 305,000 lbs dual tandem; 735,000 lbs double tandem. Twy C between Rwy 28R and Twy G and Twy B, Twy J, and Twy D max acft weight 861,000 lbs. Twy C between Twy G and Twy J max acft weight 90,000 lbs single; 144,000 lbs dual; 257,000 lbs tandem. Twy C between Twy G and Twy C max acft weight 76,000 lbs single, 115,000 lbs dual; 257,000 lbs tandem (dual tandem not authorized). Twy K b/tn Twy D and int Twys F, L, K max acft weight 56,000 lbs single; 70,000 lbs dual; 130,000 lbs tandem. Twy K b/tn Twy J and int Twys F, L, K max acft weight 33,000 lbs single; 45,000 lbs dual; tandem na. Preferential rwy use program in effect 0600–1400Z‡. North fid preferred arrival Rwy 28L, north fid preferred departure Rwys 10R or 28R. If these Rwys unacceptable for safety or twr instruction then Rwy 12–30 must be used.

AIRPORT MANAGER: 510-563-6436

WEATHER DATA SOURCES: ASOS (510) 214–1776

COMMUNICATIONS: D–ATIS 133.775 (510) 635–5850 UNICOM 122.95

OAKLAND RCO 122.2 122.5 (OAKLAND RADIO)

NORCAL APP CON 124.8 124.525 125.35 128.325 (East) 135.65 (South) 135.1 (West) 134.5

NORCAL DEP CON 124.8 124.525 135.1 (West) 120.9 124.8 (Northwest)

OAKLAND TOWER 118.3 (Rwy 10L–28R, Rwy 10R–28L, Rwy 15–33) 127.2 (Rwy 12–30) 124.9

GND CON 121.75 (Rwy 12–30) 121.9 (Rwy 10L–28R, Rwy 10R–28L, Rwy 15–33) CLNC DEL 121.1

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS C svc ctc APP CON.

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

OAKLAND (H) VOR/DME 116.8 OAK Chan 115 N37°43.56’ W122°13.42’ at fld. 13/17E.
DME unusable:
340°–040° byd 30 NM blo 8,000’

ILS 111.9 I–AAZ Rwy 12. Class IE. Rwy 12 glideslope deviations are psbl when critical areas are not rqrd to be protected. Actf opgr in vcnty of glideslope trans.

ILS 109.9 I–OAK Rwy 28R. Class ID.

ILS/DME 108.7 I–INB Chan 24 Rwy 30. Class IIIE.

OAKLAND N37°43.56’ W122°13.42’ NOTAM FILE OAK.

(H) VOR/DME 116.8 OAK Chan 115 at Metro Oakland Intl. 13/17E.
DME unusable:
340°–040° byd 30 NM blo 8,000’

OCEAN RIDGE (See GUALALA on page 136)

OCEANO CO (L52) 1 W UTC–8(–7DT) N35°06.09’ W120º37.34’

RWY 11–29: H2325X50 (ASPH) S–12.5 MIRL

RWY 11: Brush. Rgt tlc.

RWY 29: Brush.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 11–29—CTAF.

NOISE: Extremely noise sensitive arpt and community, for tkf Rwy 29 pilots are requested to maintain rwy heading til crossing the shoreline.


AIRPORT MANAGER: 805-781-5205

WEATHER DATA SOURCES: AWOS–3 118.375 (805) 489–1305.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

OCEANSIDE BOB MAXWELL MEML AIRFIELD (OKB)(KOKB) 2 NE UTC–8(–7DT) N33°13.08’ W117°21.09’

RWY 06–24: H2712X75 (ASPH) S–12 MIRL

RWY 06: Road.

RWY 24: REIL. Hill. Rgt tlc.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 06–24 preset low ints, to increase ints ACTIVATE—CTAF.

NOISE: Noise abatement in effect: follow riverbed all the way to coast prior to making any turns. Do not fly over any houses along river banks. No early turnovers prior to the ocean.

AIRPORT REMARKS: Attended 1700–0100Z. Fuel avbl 24 hrs 100LL self svc, full svc 1700–0030Z. Jet A 1700–0100Z. Parachute jumping. Birds on and invol arpt. Rwy has no pavement marking or edge lights byd dspcld thld. All tlc patterns to north. Mountains west, northwest, southwest Rwy 06 up to 280’ MSL. Unlgtd mountain 160’ MSL in apch zone 3500’ from west end of pavement Rwy 06. Do not confuse road south of arpt with the rwy. Skydiving ops in effect SR–SS daily. Parachute ldg north side of rwy between downwind and rwy, no effect on acft tkof/ldg that follow traffic pattern. Use caution while in the pattern. Fence and road within primary surface north side.

AIRPORT MANAGER: (760) 901-4260

WEATHER DATA SOURCES: ASOS 127.8 (760) 439–9683.

COMMUNICATIONS: CTAF/UNICOM 122.725

RCO 122.1R 115.3T (SAN DIEGO RADIO)

SOCAL APP/DEP CON 127.3

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44’ W117°25.06’ 097° 3.6 NM to fld. 52/15E.

VOR portion unusable:
227°–265° byd 20 NM.
OCEANSIDE  N33º14.44´ W117º25.06´  NOTAM FILE CRQ.
(H) VORTAC  115.3  OCN  Chan 100  097º 3.6 NM to Bob Maxwell Meml Airfield. 52/15E.
VOR portion unusable:
227º–265º byd 20 NM
RCO  122.1R 115.3T (SAN DIEGO RADIO)

OCOTILLO  (L90)  0 N UTC–8(–7DT)  N33º08.87´ W116º07.90´
160  TPA—960(800)  NOTAM FILE SAN
RWY 13–31:  4210X150 (DIRT)
RWY 13:  Hill.
RWY 31:  Road. Rgt tfc.
RWY 09–27: 2475X150 (DIRT)
RWY 09:  Hill. Rgt tfc.
RWY 27:  Hill.
AIRPORT REMARKS: Unattended. All rwys CLOSED SS–SR, not lgtd. Rwy 13–31 north 300 ft soft. Fld unusable when wet. Be alert for high speed military tilt rotor and ultralight ops involv arpt. Caution for occasional unauthorized off road vehicles on and in vicinity of rwys and bwys. PPR for all military aft, ctc arpt manager. Rwy 09–27 and Rwy 13–31 thlds marked by white paving blocks. All rwy intersections marked by white paving blocks. All RDO equipped acft must self–announce on CTAF prior to ldg or dep.
AIRPORT MANAGER: 760-767-7415
COMMUNICATIONS: CTAF
122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

ONTARIO INTL  (ONT)(KONT) P (ANG)  2 E UTC–8(–7DT)  N34º03.36´ W117º36.07´
944  B Class I, ARFF Index D  NOTAM FILE ONT MON Airport
RWY 08L–26R: H12197X150 (CONC–GRVD)  S–30, D–200, 2S–175, 2D–560, 2D/2D–850 PCN 102R/B/W/T HIRL CL
RWY 08L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 62´. RVR–TMR
Thld dsplcd 997´. Railroad.
RWY 26R: MALSR. PAPI(P4L)—GA 3.0º TCH 75´. RVR–TMR Pole. Rgt tfc.
RWY 08R–26L: H10200X150 (CONC–GRVD)  S–30, D–200, 2S–175, 2D–560, 2D/2D–850 PCN 70 R/B/W/T HIRL CL
RWY 08R: PAPI(P4R)—GA 3.0º TCH 65´. RVR–TMR Rgt tfc.
RWY 26L: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 74´. RVR–TMR Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08L: TORA–12197 TODA–12197 ASDA–12197 LDA–11200
RWY 08R: TORA–10200 TODA–10200 ASDA–10200 LDA–10200
RWY 26L: TORA–10200 TODA–10200 ASDA–10200 LDA–10200
RWY 26R: TORA–12197 TODA–12197 ASDA–12197 LDA–12197
SERVICE: S4  FUEL  100LL, JET A
OX 3.4 MILITARY— FUEL A+, A
1400–0600Z, C909–635–4728.) (NC–100LL) FLUID OX TRAN ALERT
All mil and civ general avn acft rstd to FBO fac. PPR. Overngt tie–down and prk fee.
NOISE: Noise abatement procedures in effect; full–length turbojet departures encouraged, nightly preferential rwy usage, 0600–1500Z.
AIRPORT REMARKS: Attended continuously. Wildlife hazard management plan in effect; potential bird hazards may exist on and involv arpt; be alert to large numbers of starlings and crows possible on approach to Rwy 26L and Rwy 26R, hawks, eagles, falcons and owls spotted on occasion. Acft prkg and contr gnd svc are ltd for unskd ops. For sked info call afld ops (909) 214–7682/7683. Pilots should use judgmental oversteer on Twy S–4. Twy Y east of Twy W is a non–movement area; all acft ctc ramp ctl 131.325 for access. Twy S–4 rstd to act with wingspan 117´ or smaller. Act with Twy R from Rwy 26R prohibited. Eastbound B747, B777, A330, A34O or larger acft on Twy S prohibited from northbound turns onto Twy K. B747, B777, A330, A34O or larger acting on Twy S prohibited from northbound turns onto Twy P. Twy F south of Twy S rstd to ACFT with wingspan smaller Than 117´ and larger than 180º. Portions of Twy F in the vicinity of Twy S are not visible from twr, pilots use caution entering Twy F south of Twy S. Runway visibility value Rwy 26L and Rwy 26R avbl. Runway visibility value Rwy 08R and Rwy 26L avbl. All military and general aviation (fixed or rotor wing) act on rstr to FBO facilities with advance coordination overnight tiedown and parking fee. FBO on frequency 130.75.
AIRPORT MANAGER: 909-544-5300
WEATHER DATA SOURCES: AOS (909) 937–2186 LAWRS. WSP.

CONTINUED ON NEXT PAGE

CALIFORNIA 181

OS ANGELES

H–4I, L–4H

SW, 12 AUG 2021 to 7 OCT 2021
COMMUNICATIONS: D–ATIS
SOCAL APP/DEP CON
TOWER 120.6 GND CON 121.9 CLNC DEL 118.1
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION:

POMONA (L) VORTACW 110.4 POM Chan 41 N34º04.70’ W117º47.22’ 083º 9.4 NM to fld. 1266/15E.
VORTAC unusable:
300º–045º byd 20 NM
VOR portion unusable:
280º–300º byd 20 NM blos 13,000’
TACAN AZIMUTH unusable:
280º–300º byd 20 NM blos 14,000’
PETIS NDB (HW) 397’ SB N34º03.39’ W117º21.97’ 256º 11.7 NM to fld. 972/14E. NOTAM FILE ONT.
ILS 109.7 I–AOD Rwy 08L. Class IE.
ILS/DME 111.35 I–TWO Chan 50(Y) Rwy 26L. Class IIIIE.

SAN FRANCISCO
L–2G
IAP

ORLAND

HAIGH FLD (O37) 3 SE UTC–8(–7DT) N39º43.22’ W122º08.78’

218 B NOTAM FILE RIU

RWY 15–33: H4500X60 (ASPH) S–30 MIRL

RWY 15: PAPI(P2L)—GA 3.5º TCH 28’. Road.

RWY 33: PAPI(P2L)—GA 3.5º TCH 27’. Pole.

SERVICE: S4 FUEL 100LL LGT ACTVT MIRL Rwy 15–33—CTAF.

AIRPORT REMARKS:

Attended Mon–Fri 1500–2330Z‡. Ultralight activity on and inovf arpt.

AIRPORT MANAGER: 530-934-6530

COMMUNICATIONS: CTAF/UNICOM

OAKLAND CENTER APP/DEP CON 132.2

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION:

RED BLUFF (W) VORTACW 115.7 RBL Chan 104 N40º05.93’ W122º14.18’ 152º 3,500’ NM to fld. 321/18E.

VOR portion unusable:
280º–300º blo 3,500’

OROVILLE

LAKE OROVILLE LANDING AREA SPB (O06) 5 NE UTC–8(–7DT) N39º33.99’ W121º28.06’

900 TPA—1700(900) NOTAM FILE RIU

WATERWAY ALL–WAY: 9000X9000 (WATER)

SERVICE: FUEL MOGAS

SEAPLANE REMARKS:

Unattended. For lake information ctc marina 530–589–3152. Lake elevation varies from 700’–900’ MSL. Waterway all way ldg area located in center of main body of lake. Waterway all way ldg zone is a 9,000 ft diameter circular area in center of main body of lake.

AIRPORT MANAGER: (916) 532-3085

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

SW, 12 AUG 2021 to 7 OCT 2021
OROVILLE MUNI (OVE) (KOVE) SW UTC–(–7DT) N39º29.27’ W121º37.32’
194 B TPA—994(800) NOTAM FILE OVE
RWY 02–20: H6020X100 (ASPH) S–47, D–90 HIRL
RWY 02: REIL. PAPI(P2L)—GA 3.0º TCH 44’.
RWY 20: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
RWY 13–31: H3540X100 (ASPH) S–19, D–31 HIRL 0.4% up NW
RWY 13: PAPI(P2L)—GA 3.0º TCH 39’.
RWY 31: PAPI(P2L)—GA 3.0º TCH 29’. Trees.
SERVICE: S3 FUEL 100LL, JET A LGT
ACTIVATE REIL Rwy 02 and Rwy 20, PAPI Rwy 02 and Rwy 20; HIRL Rwy 02–20 and Rwy 13–31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously. VGSI Rwy 20 does not provide obstruction clearance byd 3 NM.
AIRPORT MANAGER: 530-538-4307
WEATHER DATA SOURCES: ASOS 121.425 (530) 533–5792.
COMMUNICATIONS: CTAF/UNICOM 122.8
® NORCAL APP/DEP CON 125.4
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.
RADIO AIDS TO NAVIGATION: NOTAM FILE MYV.
MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45 N39º05.92’ W121º34.38’ 338º 23.4 NM to fld. 62/16E.

OXNARD (OXR) (KOXR) 1 W UTC–(–7DT) N34º12.05’ W119º12.43’
45 B TPA—See Remarks Class III, ARFF Index A NOTAM FILE OXR MON Airport
RWY 07–25: H5953X100 (ASPH) S–83, D–126, 2S–89, 2D–238
PCN 30 F/A/W/T MIRL
RWY 07: REIL. PAPI(P4R)—GA 3.0º TCH 40’.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5953 TODA–5953 ASDA–5654 LDA–5954
SERVICE: S4 FUEL 100LL, JET A LGT
When twr clsd, ACTIVATE MALSF Rwy 25, REIL Rwy 07, MIRL Rw 07–25—CTAF.
NOISE: Noise sensitive all quadrants practice noise abatement/Fly Quiet/procedures. No turns before reaching 743’. No touch and go, stop and go, or taxi back.ops 0400–1500Z1.
AIRPORT REMARKS: Attended 1300–0700Z1. Wildlife on and inv of arpt. Arpt ops located at base of tower; ctc on 134.95 when twr closed or call 805–382–3022. Arpt operations supervisor additional ctc director of arpts—805–388–4200. Scheduled air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 min before or 15 min after scheduled arrival or departure times without prior coordination with arpt and confirmation that ARFF svcs are avbl prior to ldg or tkf, ctc 805–947–6804. TPA single engine 1045(1000), multi engine and jets 1445(1400). Arpt opr lctd at base of twr; ctc on 134.95 when twr clsd or call 805–947–6804. Ldg fee over 12,500 pounds.
AIRPORT MANAGER: 805-388-4372
WEATHER DATA SOURCES: ASOS (805) 382–0569
COMMUNICATIONS: CTAF 134.95 ATIS 118.05 805–985–1758
® POINT MUGU APP/DEP CON 124.7
® L.A. CENTER APP/DEP CON 135.5
TOWER 134.95 GND CON 121.9 For aftr hrs IFR cnc del ctc los angeles arctl 661 575–2052.
AIRSPACE: CLASS D svc 1500–0500Z1; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CMA.
CAMARILLO (L) VOR/DME 115.8 CMA Chan 105 N34º12.75’ W119º05.66’ 248º 5.7 NM to fld. 63/15E.
VOR unusable: 046º–245º byd 20 NM b 14,000’
276º–300º byd 20 NM b 14,000’
301º–045º
DME unusable: 046º–245º byd 20 NM b 14,000’
276º–300º byd 20 NM b 14,000’
301º–045º
ILS 1103.7 I–OXR Rwy 25. Class IA. Unmonitored when ATCT closed. OM unmonitored. Glideslope unusable blw 965’.
BERMUDA DUNES (UDD)(KUDD) 13 E UTC–8 (–7DT) N33°44.91’ W116°16.49’

RWY 10–28: H5002X70 (ASPH) D–70 LIRL 0.4% up W

RWY 10: Fence.

RWY 28: REIL VASI(V2L)—GA 3.0º TCH 33’. Thld dsplcd 300’. Road.

SERVICE:

FUEL 100LL, JET A, A+  OX 4
LGT LIRL Rwy 10–28 VASI Rwy 28 on until 0600Z‡, after 0600Z‡ ACTIVATE—CTAF


AIRPORT REMARKS:

Attended Oct 1 thru May 31 1400–0400Z‡, June 1 thru Sept 30 1400–0330Z‡, 24 hr emergency number 760–609–8785.
Arpt CLOSED to turbine powered acft 0700–1400Z‡; exc mil, law enforcement, EMS acft. Parallel twy clsd acft wingspan greater than 68’. No AG flts except by PPR arpt manager. Ldg fee. Ldg fee based on acft type/size.

AIRPORT MANAGER: 760-345-2558

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.

RADIO AIDS TO NAVIGATION:

THERMAL (H) VORTACW 116.2 TRM Chan 109 N33º37.69’ W116º09.61’ 309º 9.2 NM to fld. –124/13E.

VOR unusable:

045º–060º byd 30 NM blo 12,000’
045º–060º byd 35 NM blo 13,500’
060º–090º byd 35 NM blo 9,000’
160º–185º byd 20 NM blo 12,000’
160º–185º byd 30 NM blo 14,000’
185º–260º byd 20 NM blo 18,500’
260º–265º byd 35 NM blo 11,000’
260º–265º byd 36 NM blo 12,000’
265º–285º byd 35 NM blo 13,500’
325º–045º byd 20 NM blo 12,000’
325º–045º byd 35 NM blo 13,500’

TACAN AZIMUTH unusable:

060º–090º byd 35 NM blo 9,000’
160º–285º byd 15 NM blo 17,500’
160º–285º byd 30 NM
325º–060º byd 20 NM blo 12,000’
325º–060º byd 30 NM blo 15,000’

DME unusable:

060º–090º byd 35 NM blo 9,000’
160º–285º byd 15 NM blo 17,500’
160º–285º byd 30 NM
325º–060º byd 20 NM blo 12,000’
325º–060º byd 30 NM blo 15,000’

COMM/NAV/WEATHER REMARKS: ARINC freq 129.7 avbl to ctc FBO for svcs only. 
JACQUELINE COCHRAN RGNL  (TRM)(KTRM)  20 SE UTC–8(/–7DT)  N33°37.60´ W116°09.58´

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–114  B  NOTAM FILE TRM

RWY 17–35: H8500X150 (ASPH)  S–75, D–200, 2S–175, 2D–325,
2D/2D2–850  MIRL

RWY 17: REIL. VASI(V2L)—GA 3.0º TCH 50´.

RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 40´.

RWY 12–30: H4995X100 (ASPH)  S–20, D–60  MIRL  0.3% up NW

RWY 12: PAPI(P2L)—GA 3.0º TCH 25´.

RWY 30: PAPI(P2L)—GA 3.0º TCH 25´.

SERVICE: S4  FUEL  100LL, JET A  OX 2, 3, 4  LGT ACTIVATE REIL Rwy
17 and Rwy 35, PAPI Rwy 12, Rwy 30 and Rwy 35, VASI Rwy 17,
MIRL Rwy 12–30 and Rwy 17–35—CTAF. Rwy 35 unusbl byd 8 NM
due to terrain.

AIRPORT REMARKS: Attended 1500–0200Z‡. Rwy 17–35 200´ blast pad
both ends.

AIRPORT MANAGER: 951-955-9418

WEATHER DATA SOURCES: ASOS 118.325 (760) 399–1494.

COMMUNICATIONS: CTAF/UNICOM 123.0

THERMAL (H) VORTAC 116.2 TRM Chan 109 N33º37.69´
W116°09.61´ at fld. –124/13E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL RCO 122.3 (RIVERSIDE RADIO)

©SOCAL APP/DEP CON 135.275

CLNC DEL 120.225

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69´
W116°09.61´ at fld. –124/13E.

VOR unusable:
045º–060º byd 30 NM blo 12,000´
045º–060º byd 35 NM blo 13,500´
060º–090º byd 35 NM blo 9,000´
160º–185º byd 20 NM blo 12,000´
160º–185º byd 30 NM blo 14,000´
185º–260º byd 20 NM blo 18,500´
260º–265º byd 35 NM blo 11,000´
260º–265º byd 36 NM blo 12,000´
265º–285º byd 35 NM blo 13,500´
325º–045º byd 20 NM blo 12,000´
325º–045º byd 35 NM blo 13,500´

TACAN AZIMUTH unusable:
060º–090º byd 35 NM blo 9,000´
160º–285º byd 15 NM blo 17,500´
160º–285º byd 30 NM
325º–060º byd 20 NM blo 12,000´
325º–060º byd 30 NM blo 15,000´

DME unusable:
060º–090º byd 35 NM blo 9,000´
160º–285º byd 15 NM blo 17,500´
160º–285º byd 30 NM
325º–060º byd 20 NM blo 12,000´
325º–060º byd 30 NM blo 15,000´

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Palm Springs Int’l (PSP- KPSP)  2 E  UTC-8/–7DT)  N33º49.78´ W116º30.40´  
476  B  TPA—See Remarks  LRA Class I, ARFF Index C  NOTAM FILE PSP  
RWY 13R–31L: H10000X150 (ASPH–GRVD) 2S–175 PCN 64 F/B/W/T  
HIRL  
RWY 13R: REIL. PAPI(P4L)—GA 3.0º TCH 47´. Thld dsplcd 3000´.  1.0% down.  
RWY 31L: REIL. PAPI(P4R)—GA 3.0º TCH 55´. Thld dsplcd 1500´. Rgt tfc. 0.7% up.  
RWY 13L–31R: H4952X75 (ASPH)  PCN 5 F/B/W/T  MIRL 0.8% up NW  
RWY 13L: REIL. PAPI(P4L)—GA 3.2º TCH 38´.  
RWY 31R: REIL. PAPI(P4L)—GA 3.2º TCH 39´. Rgt tfc.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 13L: TORA–4952  TODA–4952  ASDA–4952  LDA–4952  
RWY 13R: TORA–10000  TODA–10000  ASDA–9857  LDA–6857  
RWY 31L: TORA–10000  TODA–10000  ASDA–10000  LDA–8500  
RWY 31R: TORA–4952  TODA–4952  ASDA–4952  LDA–4952  
SERVICE: S4 FUEL  100LL, JET A  OX 4 LGT  When TWR CLSD  
ACTIVATE REIL RWY 13R and RWY 31L; PAPI RWY 13R and RWY 31L; HIRL RWY 13R–31L—CTAF. REIL RWY 13L and RWY 31R; PAPI RWY 13L and RWY 31R; MIRL RWY 13L–31R; TWY E not LGTD when TWR CLSD. Rwy 31L PAPI unusable byd 4 NM from thld due to mountainous terrain. Rwy 31R PAPI unusbl byd 8 degs right of cntrln and byd 4 NM from thld due to mountainous terrain. Rwy 13R PAPI UNUSBL BYD 9 DEGS left of CNTRLN.  
AIRPORT MANAGER: 760-318-3800  
WEATHER DATA SOURCES: ASOS (760) 322–7597 LAWRS.  
COMMUNICATIONS: CTAF  119.7  ATIS  124.65  760–327–2770  UNICOM  122.95  
RCO  122.1R  115.5T (RIVERSIDE RADIO)  
SOCAL APP/DEP CON  126.7 (9000´–13000´)  135.275 (8000´ and blo)  
TOWER  119.7 (1400–0700Z)  GND CON  121.9  CLNC DEL  128.35  
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.  
AIRSPACE: CLASS D  svc 1400–0700Z; other times CLASS G.  
TRSA svc ctc APP CON 15 NM out.  
RADIO AIDS TO NAVIGATION: NOTAM FILE PSP  
(L) VORTAC  115.5  PSP Chan 102  N33º52.20´ W116º25.79´  225º 4.5 NM to fld. 1600/13E.  
VORTAC unusable:  135º–215º byd 20 NM blo 10,200´  
215º–270º byd 15 NM blo 12,800´  
CONTINUED ON NEXT PAGE
278º–320º byd 25 NM blo 13,000´
320º–090º byd 15 NM blo 7,300´

THERMAL (H) VORTACW 116.2 TRM Chan 109 N33º37.69´ W116º09.61´ 292º 21.1 NM to fld.

–124/13E. NOTAM FILE TRM.

VOR unusable:
045º–060º byd 30 NM blo 12,000´
045º–060º byd 35 NM blo 13,500´
060º–090º byd 35 NM blo 9,000´
160º–185º byd 20 NM blo 12,000´
160º–185º byd 30 NM blo 14,000´
185º–260º byd 20 NM blo 16,500´
260º–265º byd 35 NM blo 11,000´
260º–265º byd 36 NM blo 12,000´
265º–285º byd 35 NM blo 13,500´
325º–045º byd 20 NM blo 12,000´
325º–045º byd 35 NM blo 13,500´

TACAN AZIMUTH unusable:
060º–090º byd 35 NM blo 9,000´
160º–285º byd 15 NM blo 17,500´
160º–285º byd 30 NM
325º–060º byd 20 NM blo 12,000´
325º–060º byd 30 NM blo 15,000´

DME unusable:
060º–090º byd 35 NM blo 9,000´
160º–285º byd 15 NM blo 17,500´
160º–285º byd 30 NM
325º–060º byd 20 NM blo 12,000´
325º–060º byd 30 NM blo 15,000´
PALMDALE USAF PLANT 42  (PMD)(KPMD) MIL/CIV AF  3 NE UTC–9(–7DT)  N34º37.76’

W118º05’.07”

2543  B  TPA—See Remarks  NOTAM FILE PMD  MON Airport

RWY 07–25:  H12002X200 (CONC)  PCN 71 R/B/W/T  HIRL

RWY 07:  REIL.  PAPI(P4L)—GA 3.0º TCH 78’. 0.5% down.

RWY 25:  REIL.  PAPI(P4L)—GA 3.0º TCH 76’. Rgt tfc.

RWY 04–22:  H12001X150 (CONC)  PCN 53 R/B/W/T  HIRL

RWY 04:  REIL.  PAPI(P4L)—GA 3.0º TCH 75’. Hill. Rgt tfc. 0.6% down.

RWY 22:  REIL.  PAPI(P4L)—GA 3.0º TCH 75’. 0.3% up.

RWY 072–252: H6000X75 (CONC)  PCN 97 R/B/W/T

SERVICE:  LGT ACTVT REIL Rwy 04, 07, 22, 25; HIRL Rwy 04–22 and Rwy 07–25—CTAF.  PAPI Rwy 04, 07, 22 and 25 on consly. Rwy 07 VGSI unusbl byd 5.0 NM due to terrain. Rwy 04 VGSI unusbl byd 5.0 NM. MILITARY— JASU Pwr carts unavbl. FUEL  A++. Ltd fueling avbl; govt acft only 1600–2300Z‡ Mon–Fri. 24 hr PN with Afld Mgt rqr; no same day req; Gas and go unavbl. Expect 2+ hr delay for fuel.

TRAN ALERT  No fleet svc avbl. No Flw Me svc avbl. Exp progressive taxi to prk. Aircrew responsible for acft pinning/safing. Unable to svc acft with ordnance. Ltd gnd support eqpt avbl. No potable water svc. No trn maint avbl. Gnd svc unavbl when lightning within 5 NM.

AIRPORT REMARKS:  Attended 1330–0600Z‡ other times CLOSED to all tfc without written approval. PPR for all full stop ldg only. Call 661–272–6619/6614 during duty hrs, 661–272–6600 after duty hrs. Bird hazard. Drainage ditches parallel Rwy 22 from Twy S to Twy U. Primarily training 747–707–727. All department acft must file fpl with P42 afld mgmt ops. Unlighted obstructions surround airfield. Rwy 07, Rwy 04 and Rwy 22 3’ wooden box at 150’ from thld. Parking ramp located south of Rwy 22 and Twy V not visible from twr. Assault ldg zone lctd 1st 6,000 east end of Twy B. Rwy 252 mark only for C-130 assault opr, one way ldg only. Ldg fee.

MILITARY REMARKS: Official business only, Military arpt civil use requires USAF approval and DD form 2400/01/02. See FLIP AP/1 Supplementary Arpt Remarks. RSTD Offl bus only. Mil arpt. Civil use rqr USAF apvl and DD Form 2400/01/02. PPR rqr for full stop ldg only. Call C661–275–9342. Rwy 07–252 used as a military assault strip. Assault ldg zone located 1st 6000´ east end of Twy B. Rwy 252 mark only for C-130 assault opr, one way ldg only. Assault Landing Zone one way landing assault landing zone 25 only. Rwy 252 mark only for C-130 assault opr, one-way ldg only. Use of assault strip ldg zone req prior coordination with 146 OSF/OSK DSN 893–7590, C805–986–7590. Overnight park unauthorized on C ramp. Twy L between Rwy 04–22 and passenger terminal unlighted and usable for daylight VFR only. CAUTION Contractor leased sites are intended for acft based therein, entry gates and aprons may not meet Air Force obst stds. Rwy 07–25 1000’ asph overn each end, overn poor condition emergency use only. Rwy 04–22 1150’ asph overn each end, overn poor condition, emergency use only. Use extreme caution for unmanned aerial systems (UAS) ops in vicinity. Civ acft may not be granted access to KPMD Class D for practice apch or trsn over atrp bdrys. Last 7000’ of Rwy 25, south side, 300’ from rwy centerline, ground scf has terrain irregularities and violates graded area required. Various acft test ops makings painted in white on twy uniform. Rwy 25 NSTD marking. Spot ldg zone mark located at 6000’ remaining mark. Rwy 07–25 deceptive sfc mark exceed standard by approximately 50’. TFC PAT TPA overhead 4500(1957). Rectangular 4000(1457). Exp right tfr Rwy 04, Rwy 25. MISC BASE ops opr 1330–0600Z‡, clsd federal hol. Winds are estimated due to FMQ–13 wind sensors being accurate to within only +/- 2 Kt. ATC/Wx will not include/rely wind correction into forecasts/phraseology. Therefore, aircrews will incorporate a +/- 2 Kt accuracy into their decision making process for flying opr. Flight plans must be filed and activated with P42 afld management. Use flt svc when P42 afld management clsd. No transportation, lodging or nml svc avbl on site. COMSEC storage unavbl.

AIRPORT MANAGER: 661-275-9342

WEATHER DATA SOURCES: ASOS (661) 272–3798

COMMUNICATIONS: CTAF 123.7 ATIS 118.275

JOSHUA APP/DEP CON 124.55 363.0

TOWER 123.7 317.6 (1330–0600Z‡, other times clsd to all ttc without written approval, due to mil ops during twr clsd)

GND CON 121.9 317.6

AIRSPACE: CLASS D svc 1330–0600Z‡; other times CLASS G.

CONTINUED ON NEXT PAGE
CALIFORNIA 189
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE PMD.

(H) VORTACW 114.5 PDMD Chan 92 N34°37.88’ W118°03.83’ 248° 1.0 NM to fld. 249B/15E. unmonitored when ATCT clsd.

VOR unusable:
010°–020° 110°–160° byd 35 NM blo 11,600’
160°–235° byd 30 NM blo 8,100’

TACAN AZIMUTH unusable:
110°–145° byd 20 NM blo 15,500’
145°–235° byd 20 NM blo 14,500’

DME unusable:
120°–145° byd 20 NM blo 15,500’
145°–150° byd 20 NM blo 14,500’

ILS 110.7 I–PMD Rwy 25. Class ID. Unmonitored when ATCT clsd.

PALO ALTO (PAO)(KPAO) O E UTC–8(–7DT) N37º27.67´ W122º06.90´

7 B TPA—See Remarks NOTAM FILE PAO

RWY 13–31: H2443X70 (ASPH) S–12.5 MIRL

RWY 13: REIL. PAPI(P2L)—GA 4.0º TCH 29’. Berm.

RWY 31: REIL. PAPI(P2L)—GA 4.0º TCH 29’. Berm. Rgt tfl.

SERVICE: 
FUEL 100LL, JET A
LGT Arpt lgts opr continuously when twr clsd.

NOISE: Noise sensitive area southeast thru northwest of arpt. Recommend acft ldg at Palo Alto Arpt fly at or above 1500’ until crossing the Bayshore Freeway, and recommend acft departing Rwy 31 turn 10º right after tkf until reaching Dumbarton Auto Bridge.

AIRPORT REMARKS: Attended 1400–0400Z‡. Arpt rstd by arpt operator to acft with maximum certificated weight of 12,500 lbs or less. Self-fueling avbl continuously. P–line SE. Birds on and in vicinity of arpt. +100’ transmission towers east of arpt. Be alert for pedestrians crossing a dike road B high and 300’ from end Rwy 13. Continuous pedestrian, vehicle activity on acft taxi lanes not designated as twy movement areas. On apch to Rwy 31 be alert to possible strong updraft from wind tunnel located on west side of Moffett Federal Airfield. TPA—1007(1000) west, and 807(800) east. Arpt security procedures in effect.

AIRPORT MANAGER: (650) 329-2444

WEATHER DATA SOURCES: LAWRS.

COMMUNICATIONS: CFAR 118.6 ATIS 135.275 650–858–0606 UNICOM 122.95

TOWER 118.6 (1500–0500Z‡) GND CON 125.0

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-3748.

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

WOODSIDE (L) VOR/RDE N131.9 OSI Chan 86 N37º23.55’ W122º16.88’ 046º 8.9 NM to fld. 2270/17E.

VOR unusable:
030°–050° byd 15 NM
225°–305° byd 20 NM blo 9,000’
330°–350° blo 11,000’

DME unusable:
160°–350° blo 11,000’
190°–230° byd 20 NM blo 13,000’
230°–350° byd 20 NM

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

PANOCHE N36º42.93’ W120º46.72’ NOTAM FILE RIU.

(L) VORTAC 112.6 PXN Chan 73 332º 21.3 NM to Los Banos Muni. 2060/16E.

VOR unusable:
230°–280° byd 7NM blo 9,000’

RCO 122.1R 112.6T (RANCHO MURIETA RADIO)
PARADISE  N33°55.10’ W117°31.80’  NOTAM FILE RAL.
(H) VORTACW  112.2  PDZ  Chan 59  236° 3.8 NM to Corona Muni. 1432/15E.
TACAN AZIMUTH unusable:
   130°–145° byd 25 NM blo 5,000’
   145°–190° blo 8,000’
   190°–230° blo 10,000’
   310°–325° byd 35 NM blo 10,900’
   325°–345° byd 25 NM blo 11,500’
   345°–360° byd 35 NM blo 10,500’
VOR unusable:
   010°–015° byd 20 NM blo 10,000’
   130°–145° byd 25 NM blo 5,000’
   145°–190° blo 8,000’
   145°–190° byd 25 NM blo 10,000’
   145°–190° byd 39 NM blo 13,500’
   190°–230° blo 10,000’
   310°–325° byd 35 NM blo 10,900’
   325°–345° byd 25 NM blo 11,500’
   345°–360° byd 35 NM blo 10,500’
DME unusable:
   130°–145° byd 25 NM blo 5,000’
   145°–190° blo 8,000’
   190°–230° blo 10,000’
   310°–325° byd 35 NM blo 10,900’
   325°–345° byd 25 NM blo 11,500’
   345°–360° byd 35 NM blo 10,500’

PARKER  N34°06.12’ W114°40.92’  NOTAM FILE RAL.
(H) VORTAC  117.9  PKE  Chan 126  067° 20.8 NM to Avi Suquilla. 1000/15E.
VOR unusable:
   090°–110° byd 25 NM blo 3,800’
   110°–140° byd 8 NM blo 4,200’
   140°–155° byd 20 NM blo 4,200’
   155°–170° byd 25 NM blo 4,900’
   170°–185° byd 30 NM blo 4,900’
   230°–240° byd 33 NM blo 5,900’
   260°–290° byd 29 NM blo 5,900’
   290°–300° byd 33 NM blo 6,800’
   300°–315° byd 25 NM blo 6,800’
   325°–335° byd 25 NM blo 5,300’
TACAN AZIMUTH & DME portion unusable:
   090°–167°
   167°–170° byd 25 NM blo 4,900’
   170°–185° byd 30 NM blo 4,900’
   230°–240° byd 33 NM blo 5,900’
   260°–290° byd 29 NM blo 5,900’
   290°–300° byd 33 NM blo 6,800’
   300°–315° byd 25 NM blo 6,800’
   325°–335° byd 25 NM blo 5,300’
RCO  122.1R 117.9T (RIVERSIDE RADIO)
PASO ROBLES MUNI (PRB)(KPRB) 4 NE UTC–B(–7DT) N35°40.37´ W120°37.63´

839  B  NOTAM FILE PRB

HIRL

RWY 19: REIL, PAPI(P4L)—GA 3.0º TCH 37 ´

RWY 13–31: H4701X100 (ASPH) S–30, D–50, 2D–90 MIRL
0.6% up SE

RWY 31: PAPI(P4L)—GA 3.0º TCH 38 ´. Tree.

SERVICE: S2 FUEL 100LL, JET A 0X 4 LGT Rwy lgts opr
dusk–0600Z‡, after 0600Z‡. ACTIVATE HIRL Rwy 01–19, MIRL Rwy
13–31, PAPI Rwy 19 and Rwy 31, Rwy H1 perimeter lgts–CTAF.

AIRPORT REMARKS: Attended 1500–0200Z‡. Fee for call out svc other
hours. 805–596–0212 (FBO). PPR for acct over 80,000 lbs, contact
Overnight tiedown fee.

AIRPORT MANAGER: 805-237-3877

WEATHER DATA SOURCES: ASOS 120.125 (805) 239–3593.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.4 (HAWTHORNE RADIO)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Oakland
ARTCC at 510-745-3380.

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE PRB.

(L) VORTAC W 114.3 PRB Chan 90 N35º40.35´ W120º37.63´ at fld. 817/16E.

TACAN AZIMUTH & DME unusable:
120º–140º byd 27 NM blo 8,000´

HELIPAD H1: H100X100 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 perimeter lgts.

PERRIS VALLEY (L65) 1 SE UTC–B(–7DT) N33º45.88´ W117º13.14´

1413  NOTAM FILE RAL

RWY 15–33: H5100X50 (ASPH)


RWY 33: Thld dsplcd 144´.

SERVICE: S4 FUEL 100LL, JET A

AIRPORT REMARKS: Attended dawn–dusk. Fuel available for emergency use
only. Parachute Jumping. Extensive ultralight and parachuting activities
daily, do not overfly arpt, avoid airspace adjacent East. Ultralights on
and in vicinity of arpt. Ultralight and parachuting activities can be
monitored on frequency 122.775

AIRPORT MANAGER: 951-657-1664

COMMUNICATIONS: CTAF 122.775

CONTINUED ON NEXT PAGE
CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33º55.10’ W117º31.80’ 106º 18.1 NM to fld. 1432/15E.

TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
190º–230º blo 10,000’
310º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º byd 35 NM blo 10,500’

VOR unusable:
010º–015º byd 20 NM blo 10,000’
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
145º–190º byd 25 NM blo 10,000’
145º–190º byd 39 NM blo 13,500’
190º–230º blo 10,000’
310º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º byd 35 NM blo 10,500’

DME unusable:
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
190º–230º blo 10,000’
310º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º byd 35 NM blo 10,500’

PETALULA MUNI (069) 1 NE UTC–8(–7DT) N38º15.47’ W122º36.32’

Rwy 11–29: H3600X75 (ASPH) S–12.5 MIRL 0.4% up W
Rwy 11: Trees.
Rwy 29: REIL, PAPI(P4L)—GA 3.0º TCH 44’. Rgt tfc.
Service: S4 FUEL 100LL, JET A OX 2, 3, 4 LGT ACTIVATE REIL Rwy 29; PAPI Rwy 29; MIRL Rwy 11–29—CTAF.
Noise: Noise abatement procedure 800’ MSL before crosswind turn, straight out climb to 1500’ MSL for departures, downwind stay outside Adobe Road, avoid overflights of the Old Adobe Historic Park.
Airport remarks: Attended 1600–0100Z‡.
Airport Manager: 707-778-4404
Communications: CTA/UNICOM 122.7
Oakland center APP/DEP CON 127.8
Clearance delivery phone: For CD ctc Oakland ARTCC at 510-745-3380.
Radio aids to navigation: NOTAM FILE APC.

SCAGGS ISLAND (L) VORTAC 112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 276º 11.9 NM to fld. 5/17E.

PETIS N34º03.39’ W117º21.97’ NOTAM FILE ONT.
NDB (IHW) 397’ SB 056º 6.9 NM to San Bernardino Intl. 972/14E.

PINE MOUNTAIN LAKE (See GROVELAND on page 136)
PLACERVILLE  (PVF) (KPVF)  3 E  UTC–8(–7DT)  N38º43.45´ W120º45.20´  NOTAM FILE RIU
2586  B  TPA—3386(800)  RWY 05–23: H3914X76 (ASPH)  S–26  MIRL
   RWY 05: VASI(V4L)—GA 3.0º TCH 22´. Rgt tfc.
   RWY 23: PAPI(P2L)—GA 3.75º TCH 28´.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTVT VASI Rwy 05; PAPI Rwy 23; MIRL Rwy 05–23—CTAF.
NOISE: Noise abatement procedures no mid-field departures, no turns W or N prior to 3400 MSL or clear of noise sensitive area. Rwy 23 after tfd make 10º left turn at end of rwy to avoid noise sensitive residential areas. Helipad located on N side of Rwy 05 end, tfc pat and noise abatement procedures apply.
AIRPORT MANAGER: 530-622-0459
WEATHER DATA SOURCES: AWOS–3 128.125 (530) 622–5698.
COMMUNICATIONS: CTAF/UNICOM 122.8
HANGTOWN RCO 122.1R 115.5T (RANCHO MURIETA RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
   HANGTOWN (L) VOR/DME 115.5  HNW Chan 102  N38º43.48´  W120º44.96´ at fld. 2604/17E.
   VOR unusable:
       200º–260º byd 15 NM blo 9,500´
       320º–350º byd 10 NM blo 6,000´
       320º–350º byd 25 NM blo 14,500´
   TACAN AZIMUTH unusable:
       000º–020º byd 10 NM
       035º–070º byd 25 NM
       070º–240º byd 10 NM
   DME unusable:
       000º–020º byd 10 NM
       035º–070º byd 25 NM
       070º–240º byd 10 NM
HELIPAD H1: H50X50 (CONC)
HELIPORT REMARKS: Helipad parking at NE end of rwy.

POGGI  N32º36.62´ W116º58.75´  NOTAM FILE SDM.
   (H) VORTAC 116.45  PGY  Chan 111(Y)  167º 2.3 NM to Brown Fld Muni. 576/14E.
   VOR unusable:
       000º–020º byd 10 NM
       035º–070º byd 25 NM
       070º–240º byd 10 NM
   TACAN AZIMUTH unusable:
       000º–020º byd 10 NM
       035º–070º byd 25 NM
       070º–240º byd 10 NM
   DME unusable:
       000º–020º byd 10 NM
       035º–070º byd 25 NM
       070º–240º byd 10 NM

POINT ARENA  N38º57.28´ W123º44.44´  NOTAM FILE RIU
   RCO 122.6 (OAKLAND RADIO)  SAN FRANCISCO  IAP
   L–3A
   L–2G

SW, 12 AUG 2021 to 7 OCT 2021
POINT MUGU NAS (NAVAL BASE VENTURA CO) (NTD)(KNTD) NAS (ANG) 0 N UTC–8(–7DT) LOS ANGELES
H–4H, L–3E, 4G, 7B DIAP, AD

194

13 B NOTAM FILE NTD Not insp.

RWY 03–21: H11102X200 (ASPH) PCN 67 R/C/W T HIRL

RWY 03: SALSF. OLS. PAPI(P4L)—GA 3.0º TCH 46 ′.

RWY 21: MALSR. OLS. PAPI(P4L)—GA 3.0º TCH 46 ′.

RWY 09–27: H5502X200 (ASPH) PCN 64 F/B/W T HIRL

ARRESTING GEAR/SYSTEM

RWY 03 HOOK E28(B) (2500) HOOK E28(B) (2502) RWY 21

RWY 09 HOOK E28(B) (641) HOOK E28(B) (1252) RWY 27

SERVICE: LGT Rwy 03–21 4–light PAPI on left side of runway. Rwy 21 VGSI unsul bd 6 ′ left and bd 7 ′ right of cntrn.

MILITARY: JASU 3(NCPP–105) 8(A/M47A–4) 9(GTC–85) FUEL J5, F24 (Jet AA) FLUID LUX, LUX 0–128–148

TRAN ALERT Opr 1400–0700Z wk; clsd altn Fri, Sat, Sun and hol. No tran act outside these hr wo PPR.

NOISE: Avoid populated areas when possible due to extreme noise sensitive area. Procedure in effect 0400–1600Z. Expect Rwy 03 arr and Rwy 21 dep between 0400–0700Z jets, and 0600–0700Z all other act, Mon–Sun, and federal holidays.

MILITARY REMARKS: Opr 1500–0700Z. See FLIP AP/1 Supplementary Arpt Remarks and AP/1A. Bird watch cond severe: Wildlife activity on or imt about the active rwy or other specific location repg hight potential for strikes; supervision and aircrews must thoroughly evaluate mission need before conducting operations in areas under cond severe. Bird watch cond moderate: Wildlife activity near the active rwy or other specific locations repg increased potential for strikes; reqs increased vigilance by all agencies and supervisors. Bird watch cond low: Wildlife activity on or around the afld repg low potential for strikes. Wildlife hazard exists; pilots should report all bird and mammal sightings to twr or BOPS on freq 305.6. Phase I all dates not designated as phase II. Phase II eff 1 Oct thru 15 Apr; bird act is incrd dur these months due to the migratory season, the primary threat during these periods consists of large quantities and more frequent concentration of birds in all areas around the afld, and aircrews must be aware of heavy migratory fowl during these times. During Phase II, pilots can exp bird watch cond to be moderate or severe; takeoffs/landings within 90 min of offl SR/SS should only happen if it is mission essential; and if possible, training and frmn missions should avoid takeoff/landing with 90 min of the official SR/SS. Acft flt line security is ltd, prior coord required. RSTD PPR ctc Ops Duty Officer DSN 351–8521, 6805–989–8521. AMC/NALO msn rqr flt advsy or prior coord. CIV actf req CALP, ctc Afld Mgr

CAUTION Extreme mid–air potential due to high density VFR general aviation tcf in vicinity. Civilian arpt (Camarillo) 6 NM N uncontrolled 0500–1500Z daily. High terrain to 1567 ′ E of fld. Bird watch condition is moderate to severe, due to seasonal bird migration annually from Oct 1–Apr 30. Bird Hazard: Hang glider activity vicinity Round Mt 4 NM NE SR–SS. Arpt paradrop area active daily, 2–4 NM west of FNA crs Rwy 21 between 7–9 NM. Tfw E clsd. Tfw A2 open to prop and r/w, clsd to jet eng actf. Tfw G hold PSMN markings NSTD. VFR hold line on Tfw G near perimeter road incorrect. Markings should indicate edge of cldg mov area. All tcf must ctc Mugu twr prior to crossing mov area when traveling on Tfw G toward Rwy 21. TFC PAT Reduced rwy separation standards in effect USN/USMC actf. Rwy 21 dep do not commence turns until 500 ′ and 1/2 NM offshore. Rwy 27 dep do not commence turns until 500 ′. CSTMS/AG/IMS Customs, Agriculture, Immigration avbl during opr hr with 24 hr prior notice.

MISC Acft flt line security is ltd; rqr prior coord. ANG Channel Islands ANGB PPR DSN 893–7577, 6805–986–7577. PPR rqr for all transient acft DSN 893–7577/7578, 6805–986–7577/7578. Channel Islands ANG base ops normal opr hrs 1400–2200Z Mon–Fri, clsd Sat, Sun, and hol. Normal transient hrs 1400–2200Z Tue–Fri, Lcd Mon, clsd Sat, Sun, and hol. Temporary waivers on ANG ramp: Fire hydrant bollards exist along the edge of the APN; modular airborne FFR sys pit taxi lines are not marked IAW reg; pits are only used during contingency ops, allowing acft to taxi close to fac to reload retardant; painted turn guidelines between parking spaces are not uniform (distances vary from 160.5 ft to 182.67 ft; current configuration places age equipment beneath the wing of turning acft, within the clear zone around the prop, and non–std markings–nose wheel markings and acft spot indication.

COMMUNICATIONS: SFA ATIS 125.55 363.05

FILLMORE RCO 122.1R 122.5T (HAWTHORNE RADIO)

APP/DEP CON 128.65 307.275 (1500–0700Z)

LA. CENTER APP/DEP CON 135.5 327.1 (0700–1500Z)

TOWER 124.85 135.175 290.375 340.2 (1500–0700Z), clsd holidays other times ctc L.A. Center App/Dep Con

GND CON 121.6 360.2 CLNC DEL 120.75 279.55

PM SV METRO 386.35 OTS indef. BASE OPS 267.5 ANG OPS 305.6

CONTINUED ON NEXT PAGE
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AIRSPACE: CLASS D svc 1500–0700Z‡, clsd hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

FILLMORE (L) VORTAC 112.5 FIM Chan 72 N34º21.40´ W118º52.88´ 205º 18.5 NM to fld. 2200/15E.

VOR unusable:
- 280º–315º byd 20 NM blo 11,000´
- 280º–315º byd 31 NM blo 14,000´
- 315º–360º byd 25 NM blo 14,000´

TACAN AZ unusable:
- 265º–275º byd 15 NM
- 280º–310º byd 20 NM blo 14,000´
- 310º–360º byd 25 NM blo 14,000´

TACAN DME unusable:
- 265º–275º byd 15 NM
- 280º–315º byd 20 NM blo 11,000´
- 280º–315º byd 31 NM blo 14,000´
- 315º–360º byd 25 NM blo 14,000´

(L) TACAN Chan 43 NTD (110.6) N34º07.40´ W119º07.32´ at fld. 7/12E. NOTAM FILE NTD. TACAN unmonitored 0700–1500Z‡.

TACAN AZIMUTH unusable:
- 060º–110º byd 15 NM blo 5,000´

DME unusable:
- 060º–110º byd 15 NM blo 5,000´

VOR portion unusable:
- 280º–300º byd 20 NM blo 13,000´

TACAN AZIMUTH unusable:
- 280º–300º byd 20 NM blo 14,000´

TACAN unusable:
- 280º–315º byd 20 NM blo 11,000´
- 280º–315º byd 31 NM blo 14,000´
- 315º–360º byd 25 NM blo 14,000´

ASR/PAR (1500–0700Z‡)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Expanded Radar Svc—All flt conducted under positive control. Inbound acft not opr under ATC or Plead (132.425 306.6), ctc APP CON 25 NM out.

POINT REYES N38º04.79´ W122º52.07´ NOTAM FILE OAK.

(H) VOR/DME 113.7 PYE Chan 84 058º 15.2 NM to Gnoss Fld. 1340/17E.

RCO 122.3 (OAKLAND RADIO)

POMONA N34º10.47´ W117º47.22´ NOTAM FILE RAL.

(L) VORTACW 110.4 POM Chan 41 at Brackett Fld. 1266/15E.

VORTAC unusable:
- 300º–045º byd 20 NM

VOR portion unusable:
- 280º–300º byd 20 NM blo 13,000´

TACAN AZIMUTH unusable:
- 280º–300º byd 20 NM blo 14,000´

PORTERVILLE MUNI (PTV)(KPTV) 3 SW UTC–(8–(7DT)) N36º01.78´ W119º03.76´

RWY 12–30: H5960X150 (ASPH–GRVD) S–30, D–70, 2D–110 HIRL

RWY 12: VASI(V4R)—GA 3.0º TCH 29´. Road.

RWY 30: REIL. VASI(V4R)—GA 3.0º TCH 60´. Road.


AIRPORT MANAGER: 559-782-7540

WEATHER DATA SOURCES: AWOS–3PT 134.625 (559) 784–3874.

COMMUNICATIONS: CTAF/UNICOM 122.8

TULE RCO 122.1R 109.2T (RANCHO MURIETA RADIO)

BAKERSFIELD APP/DEP CON 120.5 (1400–0700Z‡)

L.A. CENTER APP/DEP CON 127.1 (0700–1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE PTV.

TULE (L) VOR/DME 109.2 TTE Chan 29 N35º54.78´ W119º01.25´ 328º 7.3 NM to fld. 580/16E.

POSO–KERN CO (See FAMOSO on page 128)
QUINCY

GANSNER FLD (201) N39º56.64´ W120º56.72´

3419 B NOTAM FILE RIU
Rwy 07–25: H4.0X60 (ASPH) S–12.5 MIRL 0.3% up SW
Rwy 07: Road.
Rwy 25: PAPI(P2L)—GA 3.0º TCH 27´. Rgt tfl.

SERVICE: FUEL 100LL LGT

AIRPORT REMARKS: Unattended. 24 hr 100LL fuel by credit card. Due to proximity of terrain normal opr are: for dep/touch and go Rwy 07 only; ldgs on Rwys 07 and 25. Ultralights on and invof arpt. Firefighting acft invof arpt May–Oct. Rapidly rising terrain with 100´ trees on north side of rwy. Arpt rstd by arpt opr to acft maximum certificated tkf weight of 12,500 lbs or less.

AIRPORT MANAGER: 530-283-6070

WEATHER DATA SOURCES: AWOS–2

COMMUNICATIONS: CTAF/UNICOM 122.7

QUINCY RCO 122.4 (RANCHO MURIETA RADIO)

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VOR/DME 113.2 SWR Chan 79 N39º10.82´ W120º16.18´ 310º 55.5 NM to fld. 8850/16E.

RAMONA (RNM)(KRNM) 2 W UTC–8(–7DT) N33º02.35´ W116º54.92´

1395 B TPA—See Remarks NOTAM FILE RNM
Rwy 09–27: H5001X150 (ASPH) S–75, D–95, 2D–170 MIRL
Rwy 09: PAPI(P2L)—GA 3.5º TCH 51´.
Rwy 27: REIL. PAPI(P2L)—GA 3.5º TCH 32´.

SERVICE: S4 FUEL 100LL, JET A LGT

AIRPORT REMARKS: Attended 1600–0400Z‡. Be alert for birds year round, various size and species. Ocnl coyote on or invof of rwy and twy. PPR for all military acft ctc arpt manager. Repetitive copter trng conducted on helipads south of rwy and Twy A west of tower. West tsnt ramp adj to ATCT rstd to acft less than 12,500 lbs. Firefighting acft on and invof arpt. Air tankers in vicinity year–round frequently fly nstd pattern entries. TPA—2395(1000) single engine, 2895(1500) multi–engine. For fire fighting activity call arpt manager. Rwy 27 calm wind rwy.

AIRPORT MANAGER: 760-788-3366

WEATHER DATA SOURCES: ASOS (760) 789–7699

COMMUNICATIONS: CTAF 119.875 ATIS 132.025 UNICOM 122.95

SOCAL APP CON 132.2
TOWER 119.875 (1600–0400Z‡) GND CON 121.65

SOCAL DEP CON 127.3

CLEARANCE DELIVERY PHONE: For CD when ATCT ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1600–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

JULIAN (L) VORTACW 114.0 JLI Chan 87 N33º08.43´ W116º35.16´ 235º 17.7 NM to fld. 5560/15E.

COMM/NAV/WEATHER REMARKS: When twr clsd acft must self–announce on CTAF prior to ldg or tkof.

HELIPAD H1: H340X66 (ASPH–CONC)

HELIPORT REMARKS: Helipad parking N of rwy not open to public. Helicopter skid ldgs on rwy and twy prohibited. Helipad ops to helipad south of rwy restricted to 6,000 lbs or less. Helipad S of rwy unlgtd. Helipad S of rwy daytime VFR use only.
### RANCHO MURIETA (RIU)(KRIU) 1 W UTC–8(–7DT) N38°29.21’ W121°06.17’

**Runways:**
- RWY 04–22: H3798X75 (ASPH)
  - RWY 04: VASI(V2L)—GA 3.0° TCH 12’. Road. Rgt tfc.
  - RWY 22: VASI(V2L)—GA 3.0° TCH 12’. Tree.

**Service:**
- FUEL: 100LL, JET A
- LGT

**Noise:**
- RWy 22 noise abatement procedures in effect, ctc arpt manager 916–354–2940.

**Airport Remarks:**
- Attended 1600–0100Z‡. Deer on and invof rwy. +30’ obstruction lit power poles parallel to Rwy 04–22. All ultralights must comply with FAR 103 and have an operating acft radio. All transient acft rqrd to park in designated transient area. Ldg fees apply. Pstn single $25, pstn twin $40, turbo prop $75, jet $100.

**Airport Manager:** 916-354-2940

**Communications:** CTAF/UNICOM 122.8

**Clearance Delivery Phone:** For CD ctc NorCal Apch at 916-361-6874.

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

### RAND MOUNTAIN

**Runways:**
- RWY 17–35: H2607X30 (ASPH)

**Airport Remarks:**
- Unattended. Unpaved areas extremely soft when wet.

**Airport Manager:** 530-251-8299

**Communications:** CTAF

**Clearance Delivery Phone:** For CD ctc Oakland ARTCC at 510-745-3380.

**Radio Aids to Navigation:** NOTAM FILE RBL

### RAVENDALE (O39) 0 N UTC–8(–7DT) N40°48.22’ W120°21.97’

**Runways:**
- RWY 17–35: H2607X30 (ASPH)

**Airport Remarks:**
- Attended 1500Z‡–dusk. Automated credit card fuel system 24 hours. Ultralight activity on and invof arpt. TPA—1852 (1500) turbojet ops, 1352 (1000) others. Rwy 15 calm wind rwy. Twys have hwy type edge reflectors.

**Airport Manager:** 530-527-2605

**Weather Data Sources:** ASOS 120.775 (530) 528–8030.

**Communications:** CTAF/UNICOM 123.0

**RCO 122.4 (RIVERSIDE RADIO)**

**Oakland Center APP/DEP CON 132.2**

**Clearance Delivery Phone:** For CD if una to ctc on FSS freq, ctc Oakland ARTCC at 510-745-3380.

**Airspace:** CLASS E

**Radio Aids to Navigation:** NOTAM FILE RBL

**VOR/TACW** 115.7 RBL Chan 104 N40°05.93’ W122°14.18’ 329° 3.2 NM to fld. 321/18E.

VOR portion unusable: 280°–300° blo 3,500’

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**SAN FRANCISCO**

**Los Angeles**

**KLAMATH FALLS**

**KLAMATH FALLS**

**IAP**
BENTON FLD  (O85)  1 W  UTC–8(–7DT)  N40°34.42’ W122°24.44’

RWY 15–33: H2420X75 (ASPH)  S–12.5  MIRL
RWY 15: PAPI(P2L)—GA 3.5º TCH 24’. Rgt tfc.
RWY 33: PAPI(P2L)—GA 3.5º TCH 24’

SERVICE: S2  FUEL  100LL, JET A  LGT ACTIVATE  MIRL  Rwy 15–33,  PAPI Rwy 15 and Rwy 33—CTAF. Tvy lighting rwy entrances only.

NOISE: For noise abatement climb to 1500’ AGL before turning.


AIRPORT MANAGER: 530-224-4321

WEATHER DATA SOURCES: AWOS–2 118.675 (530) 225–4183.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

REDDING MUNI  (RDD)(KRDD)  6 SE  UTC–8(–7DT)  N40°30.54’ W122°17.60’

RWY 16: RLLS. REIL. PAPI(P4L)—GA 3.43º TCH 40’. Tree.
RWY 34: MALSR. PAPI(P4L)—GA 3.0º TCH 55’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–5067 TODA–5067 ASDA–5067 LDA–5067
RWY 16: TORA–7003 TODA–7003 ASDA–7003 LDA–7003
RWY 30: TORA–5067 TODA–5067 ASDA–5067 LDA–5067
RWY 34: TORA–7003 TODA–7003 ASDA–7003 LDA–7003

SERVICE: S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT ACTIVATE MALSR Rwy 34; REIL Rwy 16; PAPI Rwy 16; HIRL Rwy 16–34; MIRL Rwy 12–30; twy lgts—CTAF.

NOISE: For noise abatement avoid overflights of residential housing when possible.

AIRPORT REMARKS: Attended dawn–dusk. PPR For unscheduled air carrier ops with more than 30 passenger seats. 0530–1430Z‡ call arpt manager 530–224–4321. US Forest Service on fld, expect heavy air tanker activity during fire season.

AIRPORT MANAGER: 530-224-4321

WEATHER DATA SOURCES: ASOS (530) 221–7144

COMMUNICATIONS: CTAF 119.8  ATIS 124.1  UNICOM 122.95  RCO 122.1R 108.4T (RANCHO MURIETA RADIO)

RK OAKLAND CENTER APP/DEP CON 132.2
TOWER 119.8  (1430–0530Z)  GND CON 121.7

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Oakland ARTCC at 510-745-3380.

AIRSPACE: CLASS D svc 1430–0530Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.
(T) VOR/DME 108.4  RDD Chan 21  N40°30.27’ W122°17.50’ at fld. 496/18E.
ILS/DME 108.7  I–RDD Chan 24  Rwy 34. Class IE. Unmonitored when ATCT clsd. Localizer backcourse unusable w/2 DME abv 2,000’.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
REDLANDS MUNI (REI)(KREI) 2 NE UTC–8(–7DT) N34°05.12’ W117°08.78’
1574  B TPA—See Remarks  NOTAM FILE RAL
RWY 08–26: H4504X75 (ASPH) S–12.5  MIRL  2.3% up E
RWY 08: RERL. PAPI(P2L)—GA 3.0º TCH 40’. Fence.
RWY 26: RERL. Trees. Rgt tcf.
SERVICE: S4  FUEL  100LL OX 1, 2    LGT ACTIVATE RERL Rwy 08 and 26; PAPI Rwy 08; MIRL Rwy 08–26—CTAF.
NOISE: Helicopter activity, avoid noise sensitive areas of arpt.
AIRPORT MANAGER: 909-557-8520
COMMUNICATIONS: CTAF/AUNICOM 123.05
SOCIAL APP/DEP CON 127.0 (North–NE)
CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RAL.
PARADISE (H) VORTACW 112.2 PDZ Chan 59  N33°55.10’
W117°31.80’  047º 21.6 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
190º–230º blo 10,000’
310º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º byd 35 NM blo 10,500’
VOR unusable:
010º–015º byd 20 NM blo 10,000’
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
190º–230º blo 10,000’
230º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º byd 35 NM blo 10,500’
DME unusable:
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
190º–230º blo 10,000’
310º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º byd 35 NM blo 10,500’

REEDLEY MUNI (O32) 4 N UTC–8(–7DT) N36°40.26’ W119°27.06’
386  B NOTAM FILE RIU
RWY 16–34: H3300X60 (ASPH) S–12  MIRL
RWY 16: PAPI(P2L)—GA 3.0º TCH 41’. Trees.
RWY 34: PAPI(P2L)—GA 4.0º TCH 49’. Rgt. Rgt tcf.
SERVICE: S4  FUEL  100LL, JET A    LGT ACTIVATE PAPI Rwys 16 and 34; MIRL Rwy 16–34; twy lgts—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1600–2330Z‡. Self svc fuel 24 hrs computerized credit card. For fuel phone number beside pumps, 7 days 1600–0100Z‡.
AIRPORT MANAGER: 559-637-4203
COMMUNICATIONS: CTAF/UNICOM 122.7
SOCIAL APP/DEP CON 132.35
CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RIU.
FRIENT (L) VORTACW 115.6  FRA Chan 103  N37°06.27’
W119°35.73’  148º 26.9 NM to fld. 2380/17E.
REID–HILLVIEW OF SANTA CLARA CO (See SAN JOSE on page 219)

RIO LINDA (L36)  1 S UTC–8(–7DT)   N38°40.50´ W121°26.73´

SAN FRANCISCO

46  B  TPA—846(800)  NOTAM FILE RIU
RWY 17–35:  H2625X42 (ASPH)  S–12  LIRL
RWY 35:  Trees.
SERVICE:  52  FUEL  LGT  Rotating beacon and VASI ops dusk–0800Z‡. ACTIVATE LIRL Rwy 17–35 key 122.9 7 times.
NOISE:  For noise abatement Rwy 17 right turn to heading 215° after tkf to avoid overflight of school.
AIRPORT REMARKS:  Attended 1600–0100Z‡. Tree lines east, west and north of arpt—unlighted. Touch and go landings not authorized. Ultralights not authorized.
AIRPORT MANAGER:  916-991-1725
COMMUNICATIONS:  CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE:  For CD ctc NorCal Apch at 916-361-6874.

RIO VISTA MUNI (O88)  3 NW UTC–8(–7DT)   N38°11.60´ W121°42.22´

SAN FRANCISCO

23  B  NOTAM FILE RIU
RWY 07–25:  H4199X75 (ASPH)  S–30  MIRL
RWY 07:  PAPI(P2L)—GA 4.0º TCH 40´. Rgt tfc.
RWY 25:  REIL. PAPI(P2L)—GA 4.0º TCH 40´. Rgt tfc.
RWY 15–33:  H2199X60 (ASPH)  S–12.5  MIRL
RWY 15:  PAPI(P2L)—GA 4.0º TCH 38´. Pole.
RWY 33:  PAPI(P2L)—GA 4.0º TCH 40´. Rgt tfc.
SERVICE:  FUEL 100LL LGT ACTIVATE REIL Rwy 25; PAPI Rwy 07 and Rwy 25 and Rwy 15 and Rwy 33; MIRL Rwy 07–25 and Rwy 15–33; Perimeter H1—CTAF.
NOISE:  Noise sensitive area N of Rwy 33. Do not overfly ranch and corrals off Rwy 33. All rwys climb to 700´ before turns.
AIRPORT MANAGER:  707-374-6451
COMMUNICATIONS:  CTAF/UNICOM 122.725
CLEARANCE DELIVERY PHONE:  For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION:
SACRAMENTO (H) VORTACW 115.2  SAC Chan 99 N38º26.62´ W121º33.10´ 189º 16.6 NM to fld. 3/17E.
HELIPAD H1:  H180X180  PERIMETER LGTS
HELIPORT REMARKS:  No autorotations, hovering auto´s or running landings to pavement. Helicopter tfc to helipad remain S of arpt 500´. When wind favors Rwy 15–33 helicopters may use apron area W of Rwy 15–33, remain W of arpt 500´.
RIVERSIDE MUNI (RAL) (KRAL) 4 SW UTC–8(–7DT) N33º57.11´ W117º26.71´

819 B TPA—See Remarks NOTAM FILE RAL MON Airport

RWY 09–27: H5401X100 (ASPH) S–48, D–70, 2S–89, 2D–110 MIRL

1.1% up E

RWY 09: PAPI(P4L)—GA 3.0º TCH 41´. Ground.


0.8% up N

RWY 16: Rgt tfc.

RWY 34: PAPI(P2L)—GA 3.0º TCH 36´.

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

Rwy 09–27 and Rwy 16–34, twy lgts, helipad perimeter lgts—CTAF. PAPI Rwy 09, Rwy 27, and Rwy 34 opr continuously.


AIRPORT MANAGER: 951-351-6113

WEATHER DATA SOURCES: AGOS 128.8 (951) 352–4392. LAWRS.

COMMUNICATIONS: CTAF 121.0 ATIS 128.8 951–688–7257 UNICOM 122.95 RCO 122.2 (RIVERSIDE RADIO)

SOCIAL APP/DEP CON 135.4 TOWER 121.0 (1500–0400Z‡) GND CON 121.7 CLEARANCE DELIVERY PHONE: For CD when ATCT cld ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1500–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

TACAN AZIMUTH unusable: 130º–145º byd 25 NM blo 5,000´ 145º–190º blo 8,000´ 190º–230º blo 10,000´ 310º–325º blo 35 NM blo 10,900´ 325º–345º byd 25 NM blo 11,500´ 345º–360º byd 35 NM blo 10,500´

VOR unusable: 010º–015º byd 20 NM blo 10,000´ 130º–145º byd 25 NM blo 5,000´ 145º–190º blo 8,000´ 145º–190º byd 25 NM blo 10,000´ 145º–190º byd 39 NM blo 13,500´ 190º–230º blo 10,000´ 310º–325º byd 35 NM blo 10,900´ 325º–345º byd 25 NM blo 11,500´ 345º–360º byd 35 NM blo 10,500´

DME unusable: 130º–145º byd 25 NM blo 5,000´ 145º–190º blo 8,000´ 190º–230º blo 10,000´ 310º–325º blo 35 NM blo 10,900´ 325º–345º byd 25 NM blo 11,500´ 345º–360º byd 35 NM blo 10,500´

VORW 112.4 RAL N33º57.31´ W117º26.99´ at fld. 778/14E.

ILS 110.9 I–RAL Rwy 09. Class IB. Unmonitored when ATCT closed. LOC unusable beyond 10º left of course. Autopilot coupled approaches not applicable blo 1,192´ MSL (1.2 NM fm thld).

HELIPAD H1: H60X60 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: ACTIVATE perimeter lgts Helipad H1—121.0.
RIVERSIDE (RUBIDOUX)

FLABOB (RIR/KRIR) 3 NW UTC–8 (–7DT) N33°59.33’ W117°24.59’
767 TPA—See Remarks NOTAM FILE RAL
RWY 06–24: H3190X50 (ASPH) MIRL (INSTD) 0.5% up NE
RWY 06: Trees.

SERVICE: S4 FUEL 100LL LGT RwY 06–24 NSTD MIRL, one red/green lgt each side of thld. ACTIVATE MIRL RwY 06–24—CTAF.


AIRPORT MANAGER: 951-683-2309

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10’ W117°31.80’ 040º 7.3 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
190º–230º blo 10,000’
310º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º blo 35 NM blo 10,500’
VOR unusable:
010º–015º byd 20 NM blo 10,000’
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
145º–190º byd 25 NM blo 10,000’
145º–190º byd 39 NM blo 13,500’
190º–230º blo 10,000’
310º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º byd 35 NM blo 10,500’
DME unusable:
130º–145º byd 25 NM blo 5,000’
145º–190º blo 8,000’
190º–230º blo 10,000’
310º–325º byd 35 NM blo 10,900’
325º–345º byd 25 NM blo 11,500’
345º–360º byd 35 NM blo 10,500’

ROGERS FLD (See CHESTER on page 108)

ROHNERVILLE (See FORTUNA on page 130)
ROSMOND SKYPARK (L80)  3 W UTC–8(–7DT)  N34°52.23’ W118°12.33’  LOS ANGELES
2415  B  TPA—See Remarks  NOTAM FILE RAL
RWY 08–26: H3600X50 (ASPH)  LIRL(NSTD)
RWY 08: Thld displaced 300’. Rgt tfc.
RWY 26: Thld displaced 200’. Trees.
SERVICE:  FUEL  100LL  LGT
RWY 08–26 NSTD LIRL 25 ft from edge of rwy. Aft 11 pm lcl ACTVT LIRL Rwy 08–26 5
clucks—CTAF. Rotg bcn OTS indefly.
AIRPORT REMARKS: Unattended. Hill NE of arpt. Terrain approximately 3200’ MSL 2 miles northeast and 3 miles northwest
of arpt. Arpt use rstd by arpt manager to acft having a maximum certificated gross tkf weight of 12,500 lbs or less. Ctc
arpt manager for additional information (888) 397–6290. Gliders, ultralights and helicopters tfc pat N of rwy. Powered
acft only may use S tcf pat. No touch and go ldgs between 0600–1500Z‡. Avoid over flight of schools 1 mile E and 2
AIRPORT MANAGER: 661-256-4600
COMMUNICATIONS:  CTA/UNICOM
CLEARANCE DELIVERY PHONE:  For CD ctc Joshua Apch at 661-277-3843.
RADIO AIDS TO NAVIGATION:  NOTAM FILE PMD.
PALMDALE (H) VORTACW 114.5  PMD  Chan 92  N34°37.88’ W118º03.83’  319º  15.9 NM to fld. 2498/15E.
unmonitored when ATCT clsd.
VOR unusable:
  010º–020º
  110º–160º byd 35 NM blo 11,600’
  160º–235º byd 30 NM blo 8,100’
TACAN AZIMUTH unusable:
  110º–145º byd 20 NM blo 15,500’
  145º–235º byd 20 NM blo 14,500’
  345º–355º byd 35 NM
DME unusable:
  120º–145º byd 20 NM blo 15,500’
  145º–150º byd 20 NM blo 14,500’
COMM/NAV/WEATHER REMARKS: Automated UNICOM; 4 clicks adzy.

ROUND VALLEY (See COVELO on page 117)
RUTH (T42)  7 S UTC–8(–7DT)  N40°12.69’ W123º17.86’  KLAMATH FALLS
2781  NOTAM FILE RIU
RWY 13–31: H3500X50 (ASPH)  S–12
RWY 13: Berm.
RWY 31: Hill.
AIRPORT REMARKS: Unattended. Arpt CLOSED ngt. Intermittently closed winters due to snow, ctc county transportation office
for information 530–623–1365. High terrain all quadrants.
AIRPORT MANAGER: 530-623-1365
COMMUNICATIONS:  CTA/UNICOM
CLEARANCE DELIVERY PHONE:  For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RBL.
RED BLUFF (H) VORTACW 115.7  RBL  Chan 104  N40º05.93’ W122º14.18’  260º  49.3 NM to fld. 321/18E.
VOR unusable:
  280º–300º blo 3,500’
MC CLELLAN AIRFIELD (MCC)(KMCC) P(CG) 6 NE UTC–8(–7DT) N38º40.06´ W121º24.04´

SERVICE: FUEL 100LL, JET A, A+ DG 1, 2 LGT Rwy 16–34 NSTD HIRL located 25´ from rwy edge markings. Twy E, Twy F, Twy G NSTD twy edge lghts. ACTIVATE HIRL Rwy 16–34, SSALR Rwy 16 and twy lghts—CTAF. PAPI Rwy 16 and Rwy 34 opr continuously. MILITARY—FUEL A+ (C916–641–8970.) (NC 100LL, A – Self svc 100LL W side Twy K.)

NOISE: Strict adherence to published tfc patterns recommended for noise abatement purposes. C5 touch and go prohibited.

AIRPORT REMARKS: Attended continuously. Self–svc 100LL fuel west side Twy K. Rwy 16 calm wind rwy. All acft exit rwy to the east. Fld conditions, rwy, twy and apron good. 900´ asph overrun SE end Rwy 16 and 1000´ asph overrun NW end Rwy 34. Ldg fee charged for all commercial ops.

MILITARY REMARKS: RSTD Tran acft PPR for USCG ramp C916–643-7659, with crew list for arr/dep passengers.

AIRPORT MANAGER: (916) 570-5349


COMMUNICATIONS: CTAF/UNICOM 122.975

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE MCC.

(T) VOR/DME 109.2 MCC Chan 29 N38º40.04´ W121º24.25´ at fld. 65/17E. unmonitored.

DME unusable: 210º–300º blo 5,000´

VOR unusable: 280º–340º byd 15 NM blo 7,000´

ILS 109.7 I–MCC Rwy 16. Class IA.

ILS 109.7 I–FKZ Rwy 34.

HELIPORT REMARKS: Military markings on afld.
SACRAMENTO EXEC (SAC)(KSAC) 3 S UTC—B(–7DT) N38º30.77´ W121º29.60´

24 B TPA—See Remarks NOTAM FILE SAC

RWY 02–20: H5503X150 (ASPH) S–60, D–130, 2S–165, 2D–210

MIRL

RWY 02: MALSR. Tree.

RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 36´. Tree.

RWY 12–30: H3837X100 (ASPH) S–30, D–43, 2D–67 MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0º TCH 50´. Tree.

RWY 30: REIL. PAPI(P4L)—GA 3.5º TCH 50´. Tree.

SERVICE: S4 FUEL 100LL, JET A OK 1, 2, 3, 4 LGT Dusk–dawn.

When twr clsd ACTIVATE arpt bcn—CTAF. Dusk–dawn. When twr clsd ACTIVATE all afld lgts—CTAF.

NOISE: Arpt noise abatement procedures in effect 0500–1400Z‡ for more information call 916–875–9037 or 916–875–9035.

AIRPORT REMARKS: Attended 1600–0000Z‡. Birds invof arpt. Prior permission from arpt opr rqr for acft over 50,000 lbs maximum tkf weight. No touch and go ldgs, low apchs or practice instrument apchs between hrs 0500–1400Z‡. For more information call 916–874–0359. Rwy 12 blast pad markings not std. No mid–field, intersection or formation tkfs. Rwy 20 calm wind rwy. Ditch and concrete bridge in Rwy 02–20 safety area located 500´ prior to Rwy 02 thld on centerline. Golf course lgts shine across Rwy 02 final apch 800´ rwy centerline dusk to 0600Z‡. TPA—1024(1000), turbine and large acft 1524(1500). Arpt 24 hr emerg 916–929–5000. Distance between Twy A and Twy B centerline is 75´.

AIRPORT MANAGER: 916-875-9035

WEATHER DATA SOURCES: ADSOS (916) 421–0923

COMMUNICATIONS: CTAF 119.5

(®) NORCAL APP/DEP CON 127.4 (NORTH–EAST) 125.25

EXEC TOWER 119.5 (1400–0500Z‡) GND CON 125.0

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-6874.

AIRSPACE: CLASS D svc 1400–0500Z‡; other times CLASS E.

VOR TEST FACILITY (VOT) 111.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

(H) VORTAC W 115.2 SAC Chan 99 N38º26.62´ W121º33.10´ 017º 5.0 NM to fld. 3/17E.

ILS 110.3 I–SAC Rwy 02. Class IA. Unmonitored when ATCT closed.

HELIPAD H1: H60X60 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 perimeter lgts.
SACRAMENTO INTL (SMF)(KSMF) 10 NW UTC–8(–7DT) N38º41.73´ W121º35.45´

RWY 17L: MALSR. TD2L. PAPI(P4L)—GA 3.0º TCH 64´ RVR–TR
RWY 35R: PAPI(P4L)—GA 3.0º TCH 64´ RVR–TR Rgt tfc.

RWY 17R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72´ RVR–TMR Rgt tfc.
RWY 35L: MALSR. PAPI(P4R)—GA 3.0º TCH 76´ RVR–TMR

RUNWAY DECLARED DISTANCE INFORMATION
RWY 17L: TORA–8605 TODA–8605 ASDA–8605 LDA–8605
RWY 17R: TORA–8598 TODA–8598 ASDA–8598 LDA–8598
RWY 35L: TORA–8598 TODA–8598 ASDA–8598 LDA–8598
RWY 35R: TORA–8605 TODA–8605 ASDA–8605 LDA–8605

SERVICE: S6 FUEL 100LL, JET A LGT ALSF2 oprs as SSALR till wx goes blw VFR.

NOISE: Noise sensitive areas west of arpt on SAC River. Local turn discouraged for jet acft. When conducting IFR apch in VFR conditions execute missed apch at dep end of rwy's. Plan VFR patterns to east. Use minimum power settings.

AIRPORT REMARKS: Attended continuously. Birds on and inovf arpt. Crop duster opr inovf arpt at or blo 200’ AGL. FAA GWT strength evaluation MD–11 =590000 lbs. All acft ctc ground control prior to movement on ramp. The maximum allowable gross acft load for Twys G1, G2, and the general aviation parking apron is 70,000 lbs for single gear acft, 170,000 lbs for dual gear acft, and 250,000 lbs for dual tandem gear acft. An acft cannot exceed the airplane design group III criteria and must have a wheel base of less than 60 ft. Military acft parking limited. Ctc arpt ops if parking is rqrd 916–806–5309. Unpaved sfc north of Twy P and east of Twy A and south of Cargo 1 ramp clsd to hel. Portion Twy W 500´ east of Twy A to 2100´ east of Twy A is not visible from twr. Twy B1 clsd to cargo acft. Twy Y4 restricted to acft with a wingspan of less than 118´ (group III). West ramp spots 56–60 and F1 rstd to tow in and tow out only from taxi lane B2. When pushing back for dep from west ramp spots 56–60 and F1 each acft is to push back on to taxi lane B2 and pull forward to the "Engine Start Line" prior to starting engs. GND vehicle surveillance sys in use. OPR transponders with alt rptr mode and ADS–B (if equipped) enabled on all AP SFCS.

AIRPORT MANAGER: (916) 874-0560

COMMUNICATIONS: D–ATIS 126.75 916–874–0679 UNICOM 122.95

CAPITOL TOWER 125.7 GND CON 121.7 CLNC DEL 121.1

PDC

AIRSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 111.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

NOTAM FILE SAC.

ILS/DME 111.75 I–MDK Chan 54(Y) Rwy 17L. Class IIIE.
ILS/DME 111.1 I–SMF Chan 48 Rwy 17R. Class IIIE.
ILS/DME 111.1 I–HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312´ MSL.

SW, 12 AUG 2021 to 7 OCT 2021
SACRAMENTO MATHER (MHR)(KMHR) P (ARNG) 10 E UTC–8(–7DT) N38º33.32´ W121º17.83´ SAN FRANCISCO H–3B, L–20, 3A IAP AD

98 B TPA—See Remarks NOTAM FILE MHR
RWY 04R–22L: H11301X150 (ASPH–CONC) S–160, D–280, 2S–175, 2D–500 HIRL
RWY 04R: VASI(V4L)—GA 3.0° TCH 51´. RVR–TMR Rgt tcf.
RWY 22L: MALSR. VASI(V4L)—GA 3.0° TCH 50´. RVR–TMR
RWY 04L–22R: H6081X150 (ASPH) S–90, D–105, 2S–133, 2D–190 MIRL
RWY 22R: Rgt tcf.

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

SACRAMENTO RCO 122.2 (RANCHO MURIETA RADIO)

COMMUNICATIONS: CTAF 120.65 ATIS 118.325 UNICOM 122.95

WEATHER DATA SOURCES: AWOS–3 118.325 (916) 366–3371. SAWRS.

AIRPORT REMARKS: Attended Mon 1300–0730Z‡, Tue–Fri 1100–0730Z‡, Sat 1100–0500Z‡, Sun 1300–0500Z‡. Birds invof arpt. Be alert for large transport acft tfs and lgds and high performance military T–38 jets. Rwy 22L calm wind rwy. TPA for piston acft 1098 (1000); Turbine acft 1898 (1800). Acft entering Rwy 22R tfc pattern from the north should expect to fly base leg extended 2 miles from rwy thld. Twy D limited to acft with maximum gross weight 50,000 lbs or less. Twy D1 limited to acft with wingspan more than 69 ft. Twy D1 limited to acft with maximum gross weight 50,000 lbs or less.

AIRPORT MANAGER: 916-875-6760

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

HELIPAD H1: H30X30 (ASPH)
HELIPAD H2: H100X100 (ASPH)
SALINAS MUNI  (SNS(KSNS)  3 SE  UTC–8(–7DT)  N36º39.77’ W121º36.38’

84  B  TPA—884(800)  NOTAM FILE SNS
RHW 08–26: H6004X150  (ASPH)  S–25,  D–32,  2D–62  MIRL
RHW 08: VASI(V2L)—GA 3.0º TCH 53’. Thld displaced 396’. Rgt tfc.
RHW 26: REIL. VASI(V2L)—GA 3.0º TCH 43’.
HIRL
RHW 31: MALSR. PAPI(P2L)—GA 3.0º TCH 59’. RVR—T Rgt tfc.
SERVICE: S4  FUEL 100LL, JET A
OX 3  LGT
When twr clsd ACTIVATE MALSR Rwy 31; REIL Rwy 13 and Rwy 26; PAPI Rwy 31; HIRL Rwy 13–31; MIRL Rwy 08–26—CTAF. VASI Rwy 08, Rwy 13 and Rwy 26 operate continuously.
AIRPORT REMARKS: Attended continuously. Portions of Twy B between D and N limited twr svc provided. 6’ tall security fence 400’ prior to Rwy 13 thld on centerline and steeply descending terrain 350’ prior to Rwy 31 thld on centerline both in Rwy 13–31 safety area. NOTE: See Special Notices—California Condors.
AIRPORT MANAGER: 831-758-7214
WEATHER DATA SOURCES: ASOS (831) 422–2830 LAWRS.
COMMUNICATIONS: CTAF 119.525 ATIS 124.85 UNICOM 122.95
RCO 122.6 (OAKLAND RADIO)
NORCAL APP/DEP CON 133.0 (340º–144º)
TOWER 119.525 (1400–0300Z‡ Oct–Mar; 1300–0300Z‡ Apr–Sep) GND CON 121.7
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal APhc at 916-361-3748.
AIRSPACE: CLASS D svc 1400–0300Z‡ Oct–Mar, 1300–0300Z‡ Apr–Sep; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.
117.3  SNS  Chan 120  N36º39.83’ W121º36.19’ at fld. 80/17E.
VOR portion unusable:
010º–016º byd 22 NM blo 7,000’
016º–080º byd 22 NM blo 8,000’
150º–170º byd 8 NM blo 10,000’
TACAN AZIMUTH & DME unusable:
010º–080º byd 22 NM blo 8,000’
150º–200º blo 11,000’
aerobatic acft wi in an area defined as .5 NM rds of SNS 357016.4 (5.3 NM W CVH), blo 3000’, avoidance advised sr–ss
TACAN AZIMUTH unusable:
245º–255º byd 20 NM
CHUALAR NDB (MHW) 263  UAD  N36º29.45’ W121º28.49’  312º 12.1 NM to fld. 105/16E. SHUTDOWN.
Unusable:
135º–245º byd 10 NM
360º–080º byd 10 NM
ILS 108.5  I–SNS  Rwy 31. MACAM OM OTS indef Unmonitored when ATCT clsd.
HELIPAD H1: H90X90 (ASPH–CONC–AFSC)

SALINAS MUNI (SNS(KSNS)  3 SE  UTC–8(–7DT)  N36º39.77’ W121º36.38’

84  B  TPA—884(800)  NOTAM FILE SNS
RHW 08–26: H6004X150  (ASPH)  S–25,  D–32,  2D–62  MIRL
RHW 08: VASI(V2L)—GA 3.0º TCH 53’. Thld displaced 396’. Rgt tfc.
RHW 26: REIL. VASI(V2L)—GA 3.0º TCH 43’.
HIRL
RHW 31: MALSR. PAPI(P2L)—GA 3.0º TCH 59’. RVR—T Rgt tfc.
SERVICE: S4  FUEL 100LL, JET A
OX 3  LGT
When twr clsd ACTIVATE MALSR Rwy 31; REIL Rwy 13 and Rwy 26; PAPI Rwy 31; HIRL Rwy 13–31; MIRL Rwy 08–26—CTAF. VASI Rwy 08, Rwy 13 and Rwy 26 operate continuously.
AIRPORT REMARKS: Attended continuously. Portions of Twy B between D and N limited twr svc provided. 6’ tall security fence 400’ prior to Rwy 13 thld on centerline and steeply descending terrain 350’ prior to Rwy 31 thld on centerline both in Rwy 13–31 safety area. NOTE: See Special Notices—California Condors.
AIRPORT MANAGER: 831-758-7214
WEATHER DATA SOURCES: ASOS (831) 422–2830 LAWRS.
COMMUNICATIONS: CTAF 119.525 ATIS 124.85 UNICOM 122.95
RCO 122.6 (OAKLAND RADIO)
NORCAL APP/DEP CON 133.0 (340º–144º)
TOWER 119.525 (1400–0300Z‡ Oct–Mar; 1300–0300Z‡ Apr–Sep) GND CON 121.7
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal APhc at 916-361-3748.
AIRSPACE: CLASS D svc 1400–0300Z‡ Oct–Mar, 1300–0300Z‡ Apr–Sep; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.
117.3  SNS  Chan 120  N36º39.83’ W121º36.19’ at fld. 80/17E.
VOR portion unusable:
010º–016º byd 22 NM blo 7,000’
010º–016º byd 26 NM blo 8,000’
016º–080º byd 22 NM blo 8,000’
150º–170º byd 8 NM blo 10,000’
TACAN AZIMUTH & DME unusable:
010º–080º byd 22 NM blo 8,000’
150º–200º blo 11,000’
aerobatic acft wi in an area defined as .5 NM rds of SNS 357016.4 (5.3 NM W CVH), blo 3000’, avoidance advised sr–ss
TACAN AZIMUTH unusable:
245º–255º byd 20 NM
CHUALAR NDB (MHW) 263  UAD  N36º29.45’ W121º28.49’  312º 12.1 NM to fld. 105/16E. SHUTDOWN.
Unusable:
135º–245º byd 10 NM
360º–080º byd 10 NM
ILS 108.5  I–SNS  Rwy 31. MACAM OM OTS indef Unmonitored when ATCT clsd.
HELIPAD H1: H90X90 (ASPH–CONC–AFSC)
SAN ANDREAS

CALAVERAS CO—MAURY RASMUSSEN FLD  (CPU)(KCPU)  4 SE  UTC–8(–7DT)  N38º08.77´
1328  B  NOTAM FILE RIU
RWY 13–31: H3602X60 (ASPH)  S–12.5  MIRL  0.6% up SE
SERVICE: S4  FUEL  100LL  LGT  MIRL Rwy 13–31 ops dusk–0800Z‡, after 0800Z‡ ACTIVATE MIRL—CTAF. ACTIVATE VASI Rwy 31—CTAF.
AIRPORT MANAGER: 209-736-2501
COMMUNICATIONS: CTAF/UNICOM 123.0
ANGELS CAMP RCO 122.3 (RANCHO MURIETA RADIO)
NORCAL APP/DEP CON 125.1
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
LINDEN  (H) VOR/W/DME 114.8 LIN Chan 95  N38º04.47´ W121º00.23´ 059º 17.4 NM to fld. 266/17E. DME unusable: 191º–235º

SAN BERNARDINO INTL  (SBD)(KSBD)  2 SE  UTC–8(–7DT)  N34º05.72´ W117º14.09´
1159  B  TPA—1959(800) LRA  Class I, ARFF Index C  NOTAM FILE SBD MON Airport
RWY 06–24: H10000X200 (CONC–GRVD)  S–97, D–265, 2D–890,
2D/2D2–960 PCN B6 R/B/W/T  HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 52´. Rgt tfc. 0.7% up.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 50´. 0.8% down.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
RWY 24: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
SERVICE: S4  FUEL  100LL, JET A 1X  LGT Rwy 24 PAPI unusable byd 4 NM due to high terrain. When twr closed HIRL preset low ints, to increase ints and ACTIVATE REIL Rwy 06 and Rwy 24 ACTIVATE—CTAF. PAPI Rwy 06 and Rwy 24 operate continuously.
AIRPORT MANAGER: 909-382-2382
WEATHER DATA SOURCES: AWOS–3 124.175 (909) 382–0067.
COMMUNICATIONS: CTAF 119.45 ATIS 124.175 UNICOM 122.975
SOCAL APP/DEP CON 125.5 (SW–N) 127.0 (N–NE) 134.0 (NE–S) 135.4 (S–SW)
TOWER 119.45 (1500–0500Z†) GND CON 121.8
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

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AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTACW 112.2 PDZ Chan 59 N33º55.10´ W117º31.80´ 039º 18.1 NM to fld. 1432/15E.

TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

VOR unusable:
010º–015º byd 20 NM blo 10,000´
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
150º–190º byd 25 NM blo 10,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

DME unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

PETIS NDB (HW) 397 SB N34º03.39´ W117º21.97´ 056º 6.9 NM to fld. 972/14E. NOTAM FILE ONT.

SAN CARLOS (SQL)(KSQL) 2 NE UTC–8(–7DT) N37º30.71´ W122º14.97´

6 B TPA—See Remarks NOTAM FILE SQL

RWY 12–30: H2621X75 (ASPH) S–12.5 MIRL

RWY 12: REIL. VASI(V2L)—GA 3.0º TCH 25’. Pole.

RWY 30: REIL. VASI(V2L)—GA 3.0º TCH 25’. Rgt tfc.

SERVICE: S2 FUEL 100LL, JET A, A+, UL94 LGT When twr clsd, ACTIVATE MIRL RwY 12–30 and REIL RwY 12 and RwY 30—119.0.


AIRPORT REMARKS: Attended 1400–0600Z‡. Migratory bird activity on and inov arpt. 100´ steel transmission twrs and powerlines located 750´ west and parallel to RwY 12–30. 7´ lighted dike located in rwy safety area on AER 30. Calm wind RwY 12. No touch and go ldgs, or stop and go ldgs, when twr clsd. TPA—806(800). TPA applies to both fixed–wing and hel. Fixed–wing right tcf RwY 30/lef tcf RwY 12. Hel right tcf RwY 12/lef tcf RwY 30. Large helicopter should avoid overflight of dirt infield areas.

AIRPORT MANAGER: 650–573–3700

WEATHER DATA SOURCES: AWOS–3P 125.9 (650) 593–0613. LAWRS.

COMMUNICATIONS: CTAF 119.0 ATIS 125.9 650–593–0613 UNICOM 122.95

NORCAL APP CON 133.95 135.65

TOWER 119.6 (1500–0500Z) GND CON 121.6

NORCAL DEP CON 135.65

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916–361–3829.

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

WOODSIDE (L) VOR/DME 113.9 OSI Chan 86 N37º23.55´ W122º16.88´ 355º 7.3 NM to fld. 2270/17E.

VOR unusable:
030º–050º byd 15 NM
225º–305º byd 20 NM blo 9,000´
330º–350º blo 11,000´

DME unusable:
160º–350º blo 11,000´
190º–230º byd 20 NM blo 13,000´
230º–350º byd 20 NM

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.
SAN CLEMENTE ISLAND NAF

184 B NOTAM FILE NUC Not insp.

RWY 06–24: H9301X200 (CONC) PCN 49 R/B/W/T HIRL

RWY 24: OLS, REIL 1.0% down.

ARRESTING GEAR/SYSTEM

HOOK E28(B) (2025)

SERVICE: LGT Rwy 24, OLS. Avbl only during hrs of opn. After hrs for emergency ACTIVATE HIRL Rwy 06–24 5 step and REIL Rwy 24 1 step—119.55. MILITARY—JASU 1(GTC–85) 1(A–4) FUEL JS FLUID SP.

MILITARY REMARKS: Opr Mon 1500–0200Z‡, Tue–Thu 1600–0200Z‡, Fri 1600–0000Z‡, CLOSED Sat, Sun and hol, OT by NOTAM. RSTD PPR for civ acft at all times and mil other times, DSN 524–9240. Req to use NUC as BINGO fld for carrier opr rqr 7 days PN and special air opr after nml opr hr rqr 72 hr PN thru San Clemente Island Air OPS DSN 524–9240.

CAUTION Extv missile and off-shore bombardment inv of San Clemente Island. Beaver TACAN Chan 86 lctd 11 NM South of NUC TACAN Chan 123. Perimeter road in close proximity to afld, use extreme caution. Hold short mark 100’ from rwy edge. Exp hold short instr from twr. TFC PAT Reduced rwy separation std in effect USN/USMC acft. (only allowed during CCAS). MISC Acft desiring radar advisory svc ctc twr 20 NM out. No search and rescue facility normally avbl (crash boat and helicopter). Flt planning svc not avbl. Acft transition W291 ctc Beaver Ctl 120.85 266.9. Parking ramp designed for five metroliner sized acft (on the line adjacent to the trml) and eight H–60 sized acft (on the northern two lines 4 each line). When cargo acft occupy the center parking line (vic of spot 5). NSTD taxilane clnc may exist, use centerline taxing around cargo acft.

COMMUNICATIONS: ATIS 268.6 (1600–0200Z‡ Mon–Thu, 1600–0000Z‡ Fri, clsd weekends and hol, OT by NOTAM)

APP CON 120.85 127.05 292.15 (1600–0200Z‡ Mon–Thu, 1600–0000Z‡ Fri, clsd Sat, Sun and hol, OT by NOTAM.)

TOWER 126.75 278.8 340.2 (1600–0200Z‡ Mon–Thu, 1600–0000Z‡ Fri, clsd Sat, Sun and hol, OT by NOTAM.)

GND CON 119.55 251.05 

RADAR ADVISORY SERVICE (BEAVER CONTROL) 120.85 266.9 (Ctc twr 20 NM out).

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Los Angeles ARTCC at 661-575-2079.

AIRSPACE: CLASS D svc 1600–0200Z‡ Mon–Thu, 1600–0000Z‡ Fri, clsd Sat–Sun and hol; other times by NOTAM; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE NUC.

TACAN Chan 123 NUC (117.6) N33º01.62’ W118º34.78’ at fld. 161/12E.

TACAN opr only dur NOTAM hr class d airspace

ASR/PAR No NOTAM MP PAR 1800–2200Z‡ Tue. No NOTAM MP ASR 1800–2200Z‡ Tue.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HELIPAD H1: H70X70 (CONC)

HELIPAD H2: H70X70 (CONC)
SAN DIEGO

BROWN FLD MUNI (SDM)(KSDM) 13 SE UTC–8(–7DT) N32°34.34´ W116°58.81´

526  B  TPA—See Remarks  LRA  NOTAM FILE SDM
RWY 08L–26R: H7972X150 (ASPH–CONC)  S–107, D–141, 2S–140, 2D–213 PCN 43 F/D/X/T  HIRL
  RWY 08L: REIL, PAPI(P4L)—GA 3.0º TCH 52´.
  RWY 26R: REIL, PAPI(P4L)—GA 4.0º TCH 73´. Rgt tfc.
RWY 08R–26L: H3185X75 (ASPH) S–12.5 PCN 5 F/D/Z/U  MIRL
  0.5% up W
  RWY 08R: Rgt tfc.
SERVICE: S4  FUEL 100LL, JET A, A+  OX 1, 2, 3, 4  LGT Rwy 26R
  PAPI unusable byd 3 NM. ACTIVATE REIL Rwy 08L, PAPI Rwy 08L
  and Rwy 26R, HIRL Rwy 08L–26R and MIRL Rwy 08R–26L—CTAF.
NOISE: Noise sensitive areas approximately 1 mile west of arpt, 1/2 mile
  NW, and 2 miles north of arpt.
AIRPORT REMARKS: Attended 1700–0100Z‡. For fuel after hrs call FBO’s at
  619–671–9222, fee for callout. Military fuel avbl by calling
  619–671–9222. Parachute Jumping on arpt and 3 miles east. Be alert
  to arpt boundary one mile north from Mexican/USA international border.
  Be alert when departing on Rwy 08L at night due to rising terrain to the
  east. Be alert to high terrain 3,566´ MSL 6 miles east of arpt. Rwy
  08R–26L operator permits only 12500 lbs. No engine ops on ramps
  except as necessary for arrivals and departures. Twy G west of Twy B
  rtd to acft with wingspans of 133´ or less. Avoid direct overflight of PIO PICO energy center blo 2000´ AGL, 3NM east
  of arpt. TPA—1526(1000) Rwy 08L–26R, 1126(600) Rwy 08R–26L. Flight Notification Service (ADCUS) available.
  NOTE: See Special Notices—Extensive Parachute Drop Activities San Diego, California.

AIRPORT MANAGER: 619-424-0456
WEATHER DATA SOURCES: ASOS 132.35 (619) 661–8297.
COMMUNICATIONS: CTAF 128.25 ATIS 132.35 619–661–0152 UNICOM 122.95
  SOCAL APP CON 124.35
  TOWER 128.25 (1600–0400Z‡) GND CON 124.4
  SOCAL DEP CON 125.15
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.
AIRSPACE: CLASS D svc 1600–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SDM.
  POGGI (H) VORTACW 116.45  PGY Chan 111(Y) N32°36.62´ W116°58.75´ 167º 2.3 NM to fld. 576/14E.
  VOR unusable:
    000º–020º byd 10 NM
    035º–070º byd 25 NM
    070º–240º byd 10 NM
  TACAN AZIMUTH unusable:
    000º–020º byd 10 NM
    035º–070º byd 25 NM
    070º–240º byd 10 NM
  DME unusable:
    000º–020º byd 10 NM
    035º–070º byd 25 NM
    070º–240º byd 10 NM

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MONTGOMERY–GIBBS EXEC  (MYF)(KMYF)  6 N  UTC–8(–7DT)  N32º48.94´ W117º08.37´

RWY 10L–28R: H4598X150 (ASPH–RFSC)  S–12 PCN 48 F/C/Y/T
MIRL  0.3% up E
RWY 10L: PAPI(P4L)—GA 3.4º TCH 45´.

RWY 10R–28L: H3401X60 (ASPH–RFSC)  S–12 PCN 44 F/C/Y/T
RWY 10R: Rgt tfc. RWY 28L: REIL.

RWY 05–23: H3400X75 (ASPH–TRTD–RFSC)  S–12 PCN 37 F/B/Y/T
0.3% up NE
RWY 05: Thld dsplcd 390´.


AIRPORT REMARKS: Attended Mon–Sat 1500–0200Z. Be alert heavy acft activity in the vicinity of Lake Murray and Mt Soledad. Pilots are urged to be vigilant for other acft in these areas and to ctc the twr early enough for timely tfc advisories if proceeding eastbound advise twr of destination arpt. Be alert to military jet acft inovf arpt and 4.7 NM NW of arpt bearing 312º invof Mission Bay VORTAC. Be alert birds on and in the vicinity of arpt. Coyote activity on rwys and twys. Practice low approaches are prohibited 0730–1430Z. Simulated engine failures are prohibited over residential areas. No jet touch and go opns. Dep use Rwy 10L when tower not opr and wind permitting. TPA—Rwy 10R–28L, 10L–28R and 05–23—multi-engine/turbo powered 2027(1600); Single eng 1427(1000). No acft over 20,000 lbs on Twy J rstd by FBO. Txl E non–std, acft with wingspan greater than 35.5 ft use caution. Txl K rstd to wingspan no greater than 58´. Ldg fees for ops by PART 135 certified acft.

AIRPORT MANAGER: (858) 573-1430

COMMUNICATIONS: CTAF 119.2 ATIS 126.9 858–277–3075 UNICOM 122.95
SOCAL APP CON 124.35
SOCAL DEP CON 119.6
TOWER 119.2 125.7 (1400–0500Z) GND CON 118.225

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

VOR TEST FACILITY (VOT) 109.0

AIRSPACE: CLASS D svc 1400–0500Z; other times CLASS G.

HELIPAD H1: H48X48 (ASPH)
HIRL

RWY 09: MALS. TDZL. PAPI(P4L)—GA 3.3º TCH 76’. RVR–TrHld
    dsplice 1000’. Tree.

RWY 27: MALS. TDZL. PAPI(P4R)—GA 3.5º TCH 66’. RVR–TrHld
    dsplice 1810’. Sig. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:
    TORA–8280 TODA–9401 ASDA–8280 LDA–7280

RWY 27:
    TORA–9401 TODA–9401 ASDA–9401 LDA–7591

ARRESTING GEAR/SYSTEM

RWY 27: EMAS

SERVICE: S2

FUEL: 100LL, JET A

OX: 1, 2

LGT: Twy C edge lghts OTS indef. Rwy 27 PAPI unusable byd 5º left and right of centerline.

MILITARY—A-GEAR

Rwy 27 EMAS 315’ x 218’. FUEL (NC–100LL, A)

FLUID: OX.


AIRPORT REMARKS: Attended continuously. Intermittent presence of birds on and involv arpt. Rwys 09–27 CLOSED Tue–Sat 0000–0500 local. Pilots are required to ctc gnd controller prior to pushback, tow out and taxi for tlc advisories. Ultraflight acft prohibited on arpt. Practice approaches and touch and go landings prohibited. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Taxiing acft are prohibited from passing to the south of acft located on Twy B into alley located between Gates 7 and 14. Taxiing acft shall follow lead–in lines until the nose wheel of the acft has entered the non–movement area of the alley. Rwys 09–27 FAA gross weight strength DC10–10 410; DC10–30 530; L–1011 430; B747 720. 747 and larger acft are prohibited from making intersection tks. To reduce jet blast impact at north end of Twy F acft will not start engine until 800’ from north end of Twy F, abeam the second parking pad. Aircraft crossing Rwys 09–27 on Twy C6, hold short of Twy C6 facing west on Taxiway C, parallel to runway. In the event of a diversion or irregular opr events, acft opr ctc the arpt duty manager 619–400–2710 for PPR due to limitations associated with handling diverted flights. Limitations include rstd gate space, customs svc as well as act servicing and parking. For access tofr Terminal 2 : Gates 23, 25, 27, 29, 31, 33–51 and the island and west RON parking ramps, ctc ramp ctrl on 129,775 sry 131.975 fr 1400–0800‡, from 0800–1400‡ ctc ground ctrl on 123.9. Rwy status lghts in operation. Taxilane A rstd to acft with wingspans of 135’ or less. Acft with wingspans greater than 171’ rstd from using Twy D south of Twy B, and when exiting Rwys 09 westbound on Twy B. Outboard engines of four–engine acft are to be kept at idle power for all ground maneuvering. Cross–bleed engine starts permitted only on parallel twy with acft aligned on twy centerline. Due to PAEW on Rwys 09–27, 30 minute PPR 0830–1230‡ for all landings and departures call 619–400–2710. 30 minute PPR 619–400–2710 for acft with over 171’ wingspan. Military acft on official business only ctc arpt ops at 619–400–2710 for PPR. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Aircraft Noise Prohibitions/Restrictions.

AIRPORT MANAGER: 619–400–2718

WEATHER DATA SOURCES: ASOS (619) 296–8934

COMMUNICATIONS: 

RCO 122.2 122.4 (SAN DIEGO RADIO)

SOCAL APP/DEP CON 124.35 (East), 119.6 (West)

LINDBERGH TOWER 118.3 GND CON 123.9 CLNC DEL 125.9

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

MISSION BAY (H) VORTACW

117.8 MZB Chan 125 N32º46.93´ W117º13.53´ 133º 3.4 NM to fld. 10/15E.

VOR portion unusable: 090º–100º byd 28 NM

100º–130º byd 17 NM

130º–190º byd 14 NM

190º–219º byd 20 NM

308º–350º byd 20 NM blo 8,000’

TACAN AZIMUTH unusable:

310º–350º byd 15 NM blo 6,000’

TACAN DME unusable:

310º–350º byd 20 NM blo 6,000’

TACAN AZIMUTH & DME unusable:

310º–350º byd 30 NM blo 10,000’

ILS/DME 111.55 I–SAN Chan 52(Y) Rwys 09, 27. Class IE. Autopilot coupled approaches na below 530´ MSL.

LOC/DME 110.9 I–UBR Chan 46 Rwys 09, 27. LOC unusable byd 25º right of course.
SAN DIEGO/EL CAJON

GILLESPIE FLD  (SEE/KSEE)  10 NE  UTC–8(–7DT)  N32°49.57'  W116°58.35'

388  B  TPA—See Remarks  NOTAM FILE SEE

RWY 09L–27R: H5342X100 (ASPH)  S–90, D–120, 2D–200  MIRL
0.5% up E

RWY 09L: VASI(V2L)—GA 4.0º TCH 41’. Tree.


RWY 17–35: H4145X100 (ASPH)  S–58, D–106, 2D–195  MIRL
0.5% up S

RWY 17: VASI(V2L)—GA 4.0º TCH 45’. Thld dsplcd 450’. Bldg.


RWY 09R–27L: H2738X60 (ASPH)  S–12  0.5% up E

SERVICE:  S4  FUEL  100LL, JET A

OX 1, 2, 3, 4  LGT  Rwy 27R PAPI unusable beyond 6º right of course. When twr clsd ACTIVATE MIRL Rwy 09L–27R and Rwy 17–35, VASI Rwy 17, Rwy 35, Rwy 09L, PAPI Rwy 27R and REIL Rwy 27R—CTAF.  FUEL  100LL and Jet fuel self serve 24 hrs.

NOISE: Noise abatement procedures in effect. Rwy 17 preferred noise abatement dep when twr clsd. TGL and Jet dep strongly discouraged 0600–1500Z‡. Noise sensitive areas all quads. Noise abatement pattern info avbl at sdcountyairports.com or ctc arpt ops 619–956–4800. Copter pioneer noise abatement pattern alt 700’ MSL; dep S from Rwy 35 NRS, crosswind btm Bradley and Vernon Way, downwind at Wing Ave, turn base leg to fly over E/W taxi line on E transient ramp, do not overfly parked or taxiing acft.

AIRPORT REMARKS: For fuel svc or assistance during business hrs, ctc (619) 449–0611, (619) 448–5991, or (619) 981–5000. 100LL self svc avbl 24 hrs. Coyotes and birds occasionally on and invof arpt. Simulated engine failures prohibited over residential areas. Formation flight avbl as tfc permits, ltd to no more than 3 aft per formation. PPR for VFR low apchs blo 1000’ AGL from arpt director. PPR for all military acft, and all MIL/CIV VFR low apchs blo 1000’ AGL ctc arpt ops 619–956–4800. Copter pioneer noise abatement pattern alt 700’

AIRPORT MANAGER: (619) 956-4805

WEATHER DATA SOURCES: AWOS–3P 125.45 (619) 449–1228. LAWRS.

COMMUNICATIONS: CTAF  125.45  ATIS  121.7  GND CON  121.7

CLNC DEL  125.1

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.

VOR TEST FACILITY (VOT)  110.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

MISSION BAY (H) VORTACW  117.8  MZB  Chan 125  N32°46.93’ W117º13.53’  063º 13.1 NM to fld. 10/15E.

VOR portion unusable:

090º–100º byd 28 NM

100º–130º byd 17 NM

130º–190º byd 14 NM

190º–219º byd 20 NM

308º–350º byd 20 NM blo 8,000’

TACAN AZIMUTH unusable:

310º–350º byd 15 NM blo 6,000’

TACAN DME unusable:

310º–350º byd 20 NM blo 6,000’

TACAN AZIMUTH & DME unusable:

310º–350º byd 30 NM blo 10,000’

LOC/DME  110.5 I–SEE  Chan 42  Rwy 27R.  LOC unmonitored when ATCT clsd. DME unusable byd 8º right of course blo 4,500’.
SAN FRANCISCO INTL  
(SFO)(KSFO)(P (CG)  8 SE  UTC–B(–7DT)  
N37º37.13´ W122º22.53´  

13 B LRA Class I, ARFF Index E NOTAM FILE SFO

RWY 10L: REIL. PAPI(P4L)—GA 3.0º TCH 80’. RVR–TMR Tower.


RWY 01L–19R: H7650X200 (ASPH–GRVD) S–75, D–200, 2D–400, 2D/2D–877 PCN 90 F/B/X/T HIRL CL
RWY 01L: REIL. RVR–TMR Thld dsplcd 560’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01L: TORA–7650 TODA–7650 ASDA–7650 LDA–7010
RWY 01R: TORA–8650 TODA–8650 ASDA–8650 LDA–8090
RWY 10L: TORA–11870 TODA–11870 ASDA–11193 LDA–11193
RWY 10R: TORA–11381 TODA–11381 ASDA–10704 LDA–10704
RWY 18L: TORA–8650 TODA–8650 ASDA–8650 LDA–8650
RWY 19L: TORA–7650 TODA–7650 ASDA–7650 LDA–7650
RWY 28L: TORA–11381 TODA–11381 ASDA–10981 LDA–10275

ARRESTING GEAR/SYSTEM
RWY 01L: EMAS
RWY 01R: EMAS
RWY 19L: EMAS
RWY 19R: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 3, 4 MILITARY— A–GEAR Rwy 01L EMAS 413 x 227, Rwy 19R EMAS 437 x 227,  
Rwy 01R EMAS 409 x 227, Rwy 19L EMAS 373 x 227. FUEL (100LL, A).


AIRPORT REMARKS: Attended continuously. Rwy 1L CLOSED to departing Trijet acft with wingspan greater than 155’. PAEW AER 28L, Rwy 28R and Rwy 19L indef. Flocks of birds feeding along shoreline adjacent to arpt, on occasions fly across various parts of arpt. Due to obstructed vision, SFO twr is able to provide only limited arpt tcf ctl svc on Twy A between gates 88 and 89. Twr personnel are unable to determine whether this area is clear of tcf or obstructions. Rwy 10 preferred rwy between 0900–1400Z‡ wx and flt conditions permitting, ASSC in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Simultaneous ops in effect all runways. Airline pilots shall strictly follow the painted nose gear lines and no oversteering adjustment is permitted. All oubd Twy Zulu 2 heavy acft with a wingspan of 171 ft or grt under pwr prohibited from entering wb Twy Zulu. Twy S2 btm Twy Z and Twy S3 clsd to acft with wingspan over than 215 ft. Rwy status lgts in operation. Ldg fee. Flight Notification Service (ADCUS) available.


AIRPORT MANAGER: (650) 821–3355
WEATHER DATA SOURCES: ASOS (650) 827–8593 LLWAS.
COMMUNICATIONS: D–ATIS 118.85 115.8 113.7 650–877–3585/8422 UNICOM 122.95
□ NORCAL APP CON 120.9 135.1 128.325
□ TOWER 120.5 GND CON 121.8 CLNC DEL 118.2 PRE TAXI CLNC 118.2
□ NORCAL DEP CON 128.325 133.95 134.5 135.1 (SE–W) 120.9 (NW–E)
□ CPDLC (LDGN KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE SFO.
   (L) VOR/W/DME 115.8  SFO Chan 105  N37°37.17’ W122°22.43’ at flt. 6/17E.
   VOR unusable:
      025º–065º byd 30 NM blo 18,000’
      035º–055º byd 12 NM blo 6,500’
      150º–190º byd 25 NM blo 4,500’
      190º–260º byd 10 NM blo 4,500’
      260º–295º byd 35 NM blo 3,000’
      295º–330º byd 20 NM blo 8,000’
   DME unusable:
      025º–065º byd 30 NM blo 18,000’
      035º–055º byd 12 NM blo 6,500’
      150º–190º byd 25 NM blo 4,500’
      190º–260º byd 10 NM blo 4,500’
      260º–295º byd 35 NM blo 3,000’
      295º–330º byd 20 NM blo 8,000’
   ILS/DME 108.9  I–SIA  Chan 26  Rwy 19L.  Class IE.  Ry 19L glideslope deviations are possible when critical areas are not required to be protected.  Acft operating inof glideslope transmitter.  Pilots should be alert for momentary localizer course excursions due to LARGE aircraft operating in vicinity of localizer antenna.
   ILS/DME 109.55  I–SFO  Chan 32(Y)  Rwy 28L.  Class IIE.
   ILS/DME 111.7  I–GWQ  Chan 54  Rwy 28R.  Class IIIE.

SAN GABRIEL VALLEY (See EL MONTE on page 125)
SAN JOSE

NORMAN Y MINETA SAN JOSE INTL (SJC/KSJC) 2 NW UTC–8(–7DT) N37º21.78´ W121º55.72´

62 B TPA—See Remarks LRA Class I, ARFF Index D NOTAM FILE SJC


RWY 12L: REIL. PAPI(P4R)—GA 3.0º TCH 70´. Thld dsplcd 1308´. Pole.


RWY 30L: MALSR. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TR Thld dsplcd 2537´. Tree. Rgt tfc. 0.3% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12L: TORA–10139 TODA–11000 ASDA–10139 LDA–8831

RWY 12R: TORA–9883 TODA–11000 ASDA–9883 LDA–8587

RWY 30L: TORA–10152 TODA–11000 ASDA–10152 LDA–7614

RWY 30R: TORA–10134 TODA–11000 ASDA–10134 LDA–7597


NOISE: Noise abatement procedure: Rwy 12R–30L is preferred arrival rwy for jet acft and Rwy 12L–30R is the preferred departure rwy for jet acft. All jet acft take–offs are to be initiated from end of rwy unless directed otherwise by twr.

AIRPORT REMARKS: Attended continuously. Birds frequently on or in vicinity of arpt. First 400´ Rwy 30R and Rwy 30L CLOSED for tkf DC10, MD11, L1011. High intensity light activity: High intensity lights (lasers and large media screens) may be visible to arrival and departure acft to San Jose international arpt during events at the stadium complex (37º24.15´N/121º58.14´W, SJC VORTAC R–303/2.1 DME) Flight crews should use caution when opr in this area during stadium events. Cockpit illumination and glare effect reducing visibility may be intensified during arrival and departure ops especially at night. TPA—1004(942) single–engine acft, 1504(1442) multi–engine and turbine powered acft. Unscheduled ops by group 5 acft (B747) and larger not authorized except with prior arpt approval ctc arpt manager 408–392–3500. All turbine engine run–ups require prior arpt approval, ctc manager on duty 408–392–3500. Curfew hours 0700–1500Z‡ FAR 36 Stage II, 0730–1430Z‡ FAR 36 Stage III acft listed on the schedule of authorized acft issued by the Director of Aviation. Delayed scheduled flts and alternate emerg ops may be exempt from curfew hr restrictions. Prior arpt notification is required for all late/early arrivals. Ctc manager on duty at 408–392–3500. Twy D between T wy W and T wy V ltd to acft with a wingspan of less than 118´ (B–737–900 or smaller). Twy Y will be periodically rstd to acft with a wingspan of less than 171 ft (MD–11 or smaller) drg B–787 and B–747 ops on Rwy 12L–30R. Twy Z will be periodically rstd to acft with a wingspan of less than 118 ft (B–737–900 or smaller) drg B–787 and B–747 ops. Twy Z btn 200 ft NW of Twy H and 200 ft NW of Twy K ltd to acft with wingspan of less than 135 ft (B–757–300 or smaller). Twy W between Twy J and Twy L can support Group IV acft. Twy V ltd to acft with wingspan of less than 135´ (B–757–300 or smaller). RRP rqrd from FBO for trainsent hel ops. Rwy 12R–30L 900´ dsplcd thld on NW end not grvd. Rwy 30L 1873´ dsplcd thld on SE end not grvd. ASSC surveillance system in use. Pilots should opr transponders with mode C on all twys and rwys. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: (408) 277-5100

WEATHER DATA SOURCES: ASOS 126.95 (408) 969–0838. LAWRS.

COMMUNICATIONS: CTAF 124.0 UNICOM 122.95–DATIS 126.95 408–980–8459

© NORCAL APP CON 120.1 121.3 124.525 125.35 126.475 133.95 134.5 TOWER 124.0 (1400–0800Z) GND CON 121.7 CLNC DEL 118.0 PRE TAXI CLNC 118.0

© NORCAL DEP CON 121.3 CPDLC (LOGON KUSA) PDC

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-3748.

AIRSPACE: CLASS C svc ctc APP CON svc 1400–0800Z; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

SAN JOSE (L) VOR/DME 114.1 SJC Chan 88 N37º22.48´ W121º55.68´ 116º 1.0 NM to fdl. 35/16E.

VOR unusable: 000º–070º byd 25 NM bld 6,500´ 140º–160º byd 25 NM bld 1,000´ 170º–240º byd 30 NM bld 6,700´

ILS/DME 110.9 I–SLV Chan 46 Rwy 12R. Class IE. Unmonitored when ATCT closed.

ILS/DME 110.9 I–SJC Chan 46 Rwy 30L. Class IE. Unmonitored when ATCT closed.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.
REID–HILLVIEW OF SANTA CLARA CO (RHV)(KRHV)  4 SE  UTC–8(–7DT)  N37º19.97’
W121º49.19’
135  B  NOTAM FILE RHV

RWY 13L–31R: H3100X75 (ASPH)  S–17  MIRL  0.4% up SE
RWY 13L: REIL. PAPI(P4R)—GA 4.0º TCH 45 ´. Thld dpblcd 499 ´. Tree.
RWY 31R: REIL. PAPI(P4L)—GA 4.0º TCH 45 ´. Thld dpblcd 410 ´. Road. Rgt tfc.
RWY 13R–31L: H3099X75 (ASPH) S–17  0.4% up SE
RWY 31L: PAPI(P4L)—GA 4.0º TCH 45 ´. Thld dpblcd 409 ´. Road.

SERVICE:
54  FUEL  100LL, JET A  OK 2, 4  LGT When twr clsd

NOISE: No pure jet or surplus military acft except those meeting FAR 36 noise criteria. No touch and go landings 0500–1500Z. No simulated emergencies in arpt tfc area. No tsns blo 500’ when leaving pattern except Rwy 31R departures—as soon as practicable after departure make a slight right turn to avoid school one half mile off departure end.

AIRPORT REMARKS:
Attended 1600–0200Z. Self–fueling avbl continuously. Birds on and inof arpt. Be alert all pilots—do not confuse illumination from street lgts northeast of and parallel to RHV rwys that could be mistaken for rwy lgts. Ensure proper activation of pilot controlled arpt sfc lgts. Rwy 31R calm wind rwy when twr closed.

AIRPORT MANAGER:
408-918-7707

WEATHER DATA SOURCES:
LAWRS.

COMMUNICATIONS:
CTAF 119.8
ATIS 125.2 408–923–7100
UNICOM 122.95

R NORCAL APP CON 120.1 134.5 133.95
REID–HILLVIEW TOWER 119.8 (Rwy 13L–31R) 126.1 (Rwy 13R–31L) (1500–0600Z) GND CON 121.65

R NORCAL DEP CON 121.3

CLEARANCE DELIVERY PHONE:
For CD when ATCT is clsd ctc NorCal Apch at 361-3748.

AIRSPACE:
CLASS D svc 1500–0600Z; other times CLASS G.

RADIO AIDS TO NAVIGATION:
NOTAM FILE SJC.

SAN JOSE (L) VOR/DME 114.1  SJC  Chan 88  N37º22.48’  W121º56.68’  097º 6.5 NM to fld. 35/16E.

VOR unusable:
000º–070º byd 25 NM blo 6,500’
140º–160º byd 25 NM blo 6,100’
170º–240º byd 30 NM blo 6,700’

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

SAN LUIS CO RGNL (See SAN LUIS OBISPO on page 220)
SAN LUIS OBISPO

SAN LUIS CO RGNL (SBP/KSBP)  3 S  UTC–8(–7DT)  N35º14.24’ W120º38.56’

PCN 54 F/D/X/T  HIRL  0.8% up SE
RWY 11: MALS R. VASI(V4L)–GA 3.0º TCH 50’. Thld dsplcd 800’.
RWY 07–25: H2500X100 (ASPH) S–12.5, D–12.5 PCN 25 F/D/X/T
1.1% up E
RWY 07: Road.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–2500 TODA–2500 ASDA–2500 LDA–2500
RWY 11: TORA–6100 TODA–6100 ASDA–6100 LDA–5300
RWY 25: TORA–2500 TODA–2500 ASDA–2500 LDA–2500
RWY 29: TORA–6100 TODA–6100 ASDA–6100 LDA–5600

ARRESTING GEAR/SYSTEM
RWY 11: EMAS
RWY 29: EMAS

SERVICE:  S4  FUEL:  100LL, JET A  OK 1, 3, 4  LGT: ACTIVATE MALS R
Rwy 11, REIL Rwy 29, VASI Rwy 11, HIRL Rwy 11–29—CTAF. VASI
Rwy 29 opr continuously.

NOISE: Noise sensitive arpt. For noise abatement information ctc arpt
manager 805–781–5205.

AIRPORT REMARKS: Attended 1400–0100Z‡. Recurring flocks of waterfowl
on and in vicinity of arpt during winter months. Twr
unable to see acft in holding bay at northwest end of Twy A. Movement from holding bay rqrs
twr approval during twr hrs. Rwy 07–25 not avbl for sked acr opns with more than 9 psgr seats or unsked acr at least 31 psgr seats. Rwy 29 designated
calm wind rwy. Rwy 07–25 not avbl for air carrier use. Twy A run–up area for Rwy 29, jets use min pwr. Tran parking
exceeding 2 hrs ctc FBO except for air carriers. TPA—1203 (991) single engine; 1703 (1491) multi–engine, jet and high
performance. Taxilane widths less than standard. Pushback from terminal gates at pilot’s discretion. Do not call gnd ctl
for pushback.

AIRPORT MANAGER:  805-781-5218

WEATHER DATA SOURCES: ASOS 120.6 (805) 547–1260. LAWRS.
COMMUNICATIONS: CTAF 124.0  ATIS 120.6  UNICOM 122.95
SANTA BARBARA APP/DEP CON 127.725 (1400–0700Z‡)
L.A. CENTER APP/DEP CON 119.05 (0700–1400Z‡)
TOWER 124.0 (1400–0600Z‡)  GND CON 121.6

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

SAN MARCUS  N34º30.57’ W119º46.26’ NOTAM FILE HHR.
(H) VORTAC 114.9  RZS  Chan 96  201º 6.1 NM to Santa Barbara Muni. 3598/14E.
VOR unusable:
140º–178º byd 27 NM
RCD 122.1R 114.9T (HAWTHORNE RADIO)
SAN MARTIN  (E16)  1 E  UTC–8(–7DT)  N37º04.90´ W121º35.81´

284  B  NOTAM FILE E16

RWY 14–32: H3095X75 (ASPH) S–12.5 MIRL 0.3% N

RWY 14: PAPI(P2L)—GA 4.0º TCH 41’. Pole.

RWY 32: PAPI(P2L)—GA 4.0º TCH 42’. Tree. Rgt tfc.

SERVICE:  S4  FUEL  100LL, JET A

OX 3, 4  LGT Arpt bcn dusk–dawn.

ACTIVATE MIRL Rwy 14–32 —CTAF. PAPI Rwy 14 and Rwy 32 on continuously.


AIRPORT MANAGER: 408-918-7700

WEATHER DATA SOURCES: AWOS–3P 118.350 (408) 918–7724.

COMMUNICATIONS:  CTAF/UNICOM 122.7

NorCal APP CON 124.525

NorCal DEP CON 120.1

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-3748.

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

SAN JOSE (L) VOR/DME 114.1  SJC Chan 88 N37º22.48´

W121º56.68´  120° 24.2 NM to fld. 35/16E.

VOR unusable:

000º–070º byd 25 NM blo 6,500´

140º–160º byd 25 NM blo 6,100´

170º–240º byd 30 NM blo 6,700´

SAN NICOLAS ISLAND NOLF (NSI)(KNSI) NAF  O E  UTC–8(–7DT)  N33º14.39´ W119º27.49´

506  B  NOTAM FILE NSI Not insp.

RWY 12–30: H10002X200 (PEM)  PCN 63 R/C/W/T HIRL

RWY 12: Thld dsplcd 991´.

RWY 30: PAPI(P4L)—GA 3.0º TCH 55´. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12:  LDA–9010

SERVICE:  MILITARY— JASU 1 (NC–10C) FUEL J5 (MIL)

NOISE: Remain at least 1 mile offshore or 1000´ MSL.

MILITARY REMARKS: Opr Mon–Thu/alternate Fri 1500–0000Z‡, CLOSED alternate Fri, all Sat, Sun and holidays. RSTD Official Business Only. 24 hr PPR for all acft opr other times, 48 hr PPR for C–5 and acft exceeding published ldg weight from San Nicolas ATC DSN 351–2253, C805–989–2253. Possible divert all acft except emergency to Point Mugu NAWS due drone missile opr. Rwy 12 tfk and ldg 9002´. CAUTION Possible turbulence short final Rwy 30. Unit wind turbines approximately 160´ tall, lctd between 3,930´ and 6,105´ south of the rwy centerline. MISC Hangar space maintenance not avbl. Call Plead CON or Point Mugu APP 128.65 325.0 prior to entering W289.

COMMUNICATIONS:

NAVY NICHOLAS TOWER 126.85  379.3 (Mon–Thu/alternate Fri 1500–0000Z‡, clsd alternate Fri, all Sat, Sun and holidays)

PE LD CON 132.425  306.6

AIRSPACE: CLASS D svc 1500–0030Z‡ Mon–Fri; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE NSI.

(l) TACAN  Chan 39  N110.2’  N33º14.10´ W119º27.50´ at fld. 522/12E. TACAN unmonitored when afd
cld.

TACAN AZIMUTH unusable:

108º–123º byd 29 NM bло 7,700´

123º–283º byd 12 NM

123º–283º byd 8 NM bло 5,500´

DME unusable:

108º–123º byd 29 NM bло 7,700´

123º–283º byd 12 NM

123º–283º byd 8 NM bло 5,500´

ILS 109.7  I–NSI Rwy 30.

SANDBERG  SDB  N34º45.00´ W118º43.00´/4523

ASOS 120.625 (661) 248–2329 Hawthorne FSS NOTAM file: HHR

SAN FRANCISCO

L–38

IAP

SAN FRANCISCO

L–38

IAP

LOS ANGELES

H–4H, L–3E, 4G

DIAP, AD

LOS ANGELES

L–30, 4G, 7B
SANTA ANA

JOHN WAYNE/ORANGE CO (SNA)(KSNA) 4 S UTC–8(–7DT) N33º40.54´ W117º52.09´

56 B TPA—See Remarks Class I, ARFF Index C NOTAM FILE SNA MON Airport

RWY 02L–20R: H5700X150 (ASPH–GRVD) S–70, D–200, 2S–121,
2D–300 PCN 89 F/B/X/T HIRL 0.3% up S

RWY 02L: PAPI(P4L)—GA 3.0º TCH 75´. RVR–R

RWY 20R: MALSR. PAPI(P4L)—GA 3.0º TCH 68´. RVR–T Rgt tfc.

RWY 02R–20L: H2886X75 (ASPH–GRVD) S–25, D–60
PCN 72 F/B/X/T MIRL 0.4% up S

RWY 02R: Rgt tfe.


SERVICE:
FUEL 100LL, JET A OX 3, 4 LGT When twr clsd

ACTIVATE MALSR Rwy 20R and PAPI Rwy 02L, and Rwy 20R—CTAF.

NOISE:
Noise abatement procedures in effect contact arpt noise office 949–252–5185. Maintain at or above 300’ AGL until established on final.

AIRPORT REMARKS:
Attended continuously. Rwy 02R–20L CLSD when ATCT clsd. Be alert to birds on and invof arpt. VFR Acft: To avoid overflight of Rwy 20R: Rwy 20L arr fly final at 15 deg angle to rwy; Rwy 20L deps turn 15 deg left at dep end of rwy. To avoid overflights of Rwy 02L: Rwy 02R deps turn 15 deg right at freeway. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Rwy 02R–20L not avbl for sked acr opns with more than 9 psgr seats or unsked acr opns with at least 31 psgr seats. Rwy 02L–20R TPA—1056 (1000) small l acft; 1556 (1500) turbine acft over 12500 lbs.; Rwy 02R–20L TPA—856 (800) small sgl eng acft, 1056 (1000) twin eng acft. FBO general aviation aprons limited to max gwt of 100,000 lbs (dual gear) and with wingspans less than 100’. General aviation acft prohibited from using any portion of the air carrier commercial ramp. When twr clsd no local training or touch and go operations. Overnight tiedown fee.

AIRPORT MANAGER: 949-252-5171


COMMUNICATIONS: CTAF 126.0 714–546–2279 UNICOM 122.95

SANTA ANA RCO 122.45 (RIVERSIDE RADIO)

SOCAL APP CON 121.3

TOWER 119.9 (Rwy 02R–20L) 126.8 (Rwy 02L–20R) 128.35 (1415–0700Z)

GND CON 120.8 (East) 132.25 (West) CLNC DEL 118.0 121.85

SOCAL DEP CON 128.1 124.1

CPDLC (LOGON KUSA)

PDC

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS C svc ctc APP CON svc 1415–0700Zt other times CLASS G.

VOR TEST FACILITY (VOT) 110.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SLI.

SEAL BEACH (L) VORTACW 115.7 SLI Chan 104 N33º47.00´ W118º03.29´ 110º 11.3 NM to fld. 22/15E.

VOR unusable:
125º–180º byd 30 NM blo 4,000´

TACAN AZIMUTH unusable:
125º–195º byd 20 NM blo 5,000´

DMC unusable:
125º–195º byd 20 NM blo 5,000´

ILS/DME 111.75 I–SNA Chan 54(Y) Rwy 20R. Class IE. Unmonitored when ATCT closed.

LDA/DME 108.3 I–OJW Chan 20 Rwy 20X. LDA unmonitored when ATCT clsd. Ry 20X created to support OJW LDA associated with SNA ILS Rwy 20R.

SANTA BARBARA HUG N34º22.60´ W120º10.11´/152

AWOS–3 119.625 (805) 961–4256 Private owner: Offshore Harmony platform

SW, 12 AUG 2021 to 7 OCT 2021
SANTA BARBARA MUNI
(SBA)(KSBA) 7 W UTC–8(–7DT) N34°25.57´ W119°50.49´

CALIFORNIA


RWY 07: MALSR, RVR–T Tree. Rgt tfc.


RWY 15R–33L: H4184X100 (ASPH) S–48, D–63, 2S–80, 2D–100 PCN 19 F/A/X/U MIRL

RWY 15R: REIL. Tree.

RWY 33L: Tree. Rgt tfc.

RWY 15L–33R: H4180X75 (ASPH) S–35, D–41, 2S–80, 2D–63 PCN 14 F/A/X/T

RWY 15L: Bldg.

RWY 33R: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA–6052 TODA–6052 ASDA–6052 LDA–6052

RWY 15L: TORA–4180 TODA–4180 ASDA–4180 LDA–3963

RWY 15R: TORA–4184 TODA–4184 ASDA–4184 LDA–4184


RWY 33L: TORA–4184 TODA–4184 ASDA–4184 LDA–4184

RWY 33R: TORA–4180 TODA–4180 ASDA–4180 LDA–4180

SERVICE: S4 FUEL 100LL, JET A

COMMUNICATIONS: CTAF 119.7 ATIS 132.65 UNICOM 122.95

RADIO AIDS TO NAVIGATION:

© APP/DEP CON 120.55 (151º–329º) 125.4 (330º–150º) 124.15 127.725 (1400–0700Z‡)

© L.A. CENTER APP/DEP CON 119.05 (0700–1400Z‡) 121.7 CLNC DEL 132.9

AIRSPACE: CLASS C svc ctc APP CON svc 1400–0700Z‡; other times CLASS E.

AIRPORT REMARKS: Attended 1400–0700Z‡. 100LL fuel 24 hr credit card svc avbl. Fee for Jet A fuel after hrs call

WEATHER DATA SOURCES: ASOS (805) 681–0583

COMMUNICATIONS: CTAAP 119.7 ATIS 132.65 UNICOM 122.95

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57´ W119°46.26´ 201º 6.1 NM to fld. 3598/14E.

VOR unusable:

140º–178º byd 27 NM

GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88´ W120°05.47´ 101º 13.9 NM to fld. 2616/16E.

VORTAC unusable:

117º–137º byd 35 NM

310º–095º byd 10 NM blo 8,500´

360º–095º byd 20 NM blo 12,500´

ILS/DME 110.3 I–SBA Chan 40 Rwy 07. Class IA. Unmonitored when ATCT clsd.

AIRPORT MANAGER: 805-967-7111


WEATHER DATA SOURCES: ASOS (805) 681–0583

COMMUNICATIONS: CTAF 119.7 ATIS 132.65 UNICOM 122.95

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57´ W119°46.26´ 201º 6.1 NM to fld. 3598/14E.

VOR unusable:

140º–178º byd 27 NM

GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88´ W120°05.47´ 101º 13.9 NM to fld. 2616/16E.

VORTAC unusable:

117º–137º byd 35 NM

310º–095º byd 10 NM blo 8,500´

360º–095º byd 20 NM blo 12,500´

ILS/DME 110.3 I–SBA Chan 40 Rwy 07. Class IA. Unmonitored when ATCT clsd.

AIRPORT MANAGER: 805-967-7111


WEATHER DATA SOURCES: ASOS (805) 681–0583

COMMUNICATIONS: CTAF 119.7 ATIS 132.65 UNICOM 122.95

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57´ W119°46.26´ 201º 6.1 NM to fld. 3598/14E.

VOR unusable:

140º–178º byd 27 NM

GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88´ W120°05.47´ 101º 13.9 NM to fld. 2616/16E.

VORTAC unusable:

117º–137º byd 35 NM

310º–095º byd 10 NM blo 8,500´

360º–095º byd 20 NM blo 12,500´

ILS/DME 110.3 I–SBA Chan 40 Rwy 07. Class IA. Unmonitored when ATCT clsd.

AIRPORT MANAGER: 805-967-7111


WEATHER DATA SOURCES: ASOS (805) 681–0583

COMMUNICATIONS: CTAF 119.7 ATIS 132.65 UNICOM 122.95

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57´ W119°46.26´ 201º 6.1 NM to fld. 3598/14E.

VOR unusable:

140º–178º byd 27 NM

GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88´ W120°05.47´ 101º 13.9 NM to fld. 2616/16E.

VORTAC unusable:

117º–137º byd 35 NM

310º–095º byd 10 NM blo 8,500´

360º–095º byd 20 NM blo 12,500´

ILS/DME 110.3 I–SBA Chan 40 Rwy 07. Class IA. Unmonitored when ATCT clsd.

AIRPORT MANAGER: 805-967-7111


WEATHER DATA SOURCES: ASOS (805) 681–0583

COMMUNICATIONS: CTAF 119.7 ATIS 132.65 UNICOM 122.95

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57´ W119°46.26´ 201º 6.1 NM to fld. 3598/14E.

VOR unusable:

140º–178º byd 27 NM

GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88´ W120°05.47´ 101º 13.9 NM to fld. 2616/16E.

VORTAC unusable:

117º–137º byd 35 NM

310º–095º byd 10 NM blo 8,500´

360º–095º byd 20 NM blo 12,500´

ILS/DME 110.3 I–SBA Chan 40 Rwy 07. Class IA. Unmonitored when ATCT clsd.
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD  (SMX)(KSMX)  3 S UTC–B(−7DT)  N34º54.00´W120º27.49´
224 CALIFORNIA

RWY 12–30: H8004X150 (ASPH–GRVD) S–75, D–181, 2S–175, 2D–400 PCN 56 F/B/X/U HIRL
RWY 12: MALSR. PAPI(P4R)—GA 3.0º TCH 55´. RVR–R Tgt tlf. 0.5% up.
RWY 30: PAPI(P4R)—GA 3.6º TCH 46´. RVR–R Trees. 0.6% down.
RWY 02–20: H5199X75 (ASPH) S–70, D–90, 2S–114, 2D–150 PCN 6 F/B/Y/U 0.3% up N
RWY 02: Rgt tlf.
RWY 20: Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–5199 TODA–5199 ASDA–5199 LDA–5199
RWY 12: TORA–8004 TODA–8004 ASDA–8004 LDA–8004
RWY 20: TORA–8004 TODA–8004 ASDA–8004 LDA–8004

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR Rwy 12, HIRL Rwy 12–30, and twy lights—CTAF. PAPI Rwy 12 and 30 operate continuously.

AIRPORT REMARKS: Attended 1400–0600Z‡. Acft fuel servicing avbl 129.975 or 122.950. Self svc fuel 100LL avbl 24 hrs located north of twr. CLSD to supplr Part 121 and P135 acr ops expc 24 hrs PPR, call AMGR (805) 922–1726 wkdays 1600–0100Z‡. Rwy 02–20 not avbl for sked acr ops with more than 9 psgr seats or unsked acr at least 31 psgr seats. Numerous birds on and invof arpt. Parallel lgtd road less than 1/4 mile NW of Rwy 12–30. Calm wind less than 8 knots use Rwy 30. No touch and go opr landing practice or practice instrument approaches 0600–1500Z‡. TPA—1261(1000), turbojet and purejet 1761(1500). Rwy 02–20 not avbl for air carrier use. Transient pilots remain clear of commercial ramp and terminal. Run–up apron Rwy 30 gross weight limit 110,000 pounds dual wheel, 110,000 pounds dual wheel. Portions of Twy J not visible from twr and unlighted.

AIRPORT MANAGER: 805-922-1726

WEATHER DATA SOURCES: ASOS 121.15 (805) 928–0384. ASOS broadcasts over atis
COMMUNICATIONS: CTAF 118.3 ATIS 121.15 (805) 347–9136 UNICOM 122.95
GUADALUPE RCO 122.1R 111.0T (HAWTHORNE RADIO)
SANTA BARBARA APP/DEP CON 124.15 (1400–0700Z‡)
L.A. CENTER APP/DEP CON 119.05 (0700–1400Z‡)
TOWER 118.3 (1400–0400Z‡) GND CON 121.9

AIRSPACE: CLASS D svc 1400–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

MORRO BAY (L) VORTACW 112.4 MQO Chan 71 N35º15.14´ W120º45.57´ 129º 25.8 NM to fld. 1463/16E.
VOR portion unusable:
290º–315º byd 7 NM blo 4,000´
297º–315º byd 13 NM blo 7,000´
315º–090º byd 7 NM blo 7,000´

GUADALUPE (T) VOR 111.0 GLJ N34º57.14´ W120º31.29´ 119º 4.4 NM to fld. 138/16E.
VOR unusable:
300º–325º byd 10 NM blo 3,000´

ILS/DME 108.9 I–SMX Chan 26 Rwy 12. Class IE. LOC, GS, and DME unmonitored when ATCT clsd. OM unmonitored. LOC front course unusable byd 25º right of course. Localizer backcourse unusable byd 25º right of course; byd 9 NM blw 3,000´; byd 12 NM. DME backcourse unusable byd 9 NM blw 3,000´.

SW, 12 AUG 2021 to 7 OCT 2021
SANTA MONICA MUNI (SMO)(KSMD)  E UTC–8(–7DT)  N34°00.95´ W118°27.08´
170  B  TPA—See Remarks  LRA  NOTAM FILE SMO
RWY 03–21: H3500X150 (ASPH–GRVD)  S–40, D–60, 2D–105  MIRL
1.2% up NE
RWY 21: REIL. PAPI(P4L)—GA 3.5º TCH 45´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–3500 TODA–3500 ASDA–3500 LDA–3500
RWY 21: TORA–3500 TODA–3500 ASDA–3500 LDA–3500

SERVICE:  S4  FUEL  100LL, JET A

NOISE: Continuous noise ordinance in effect ctc noise office for procedures
310-458-8692. Noise limits all acft: Pure Jet and Stage II
(with/without hush kits) prohibited. Maximum noise limit 95.0 DBA
single event noise exposure level (senel) RCRDD 2200’ extended
centerline. Curfew, no engine starts, APU, or tkofs except PPR lidg
flights 0700–1500Z Mon–Fri and 0700–1600Z weekends. PPR
ex–military acft ctc arpt manager 310–458–8692. VFR departures Rwys
21 turn left 10º over SMO VOR then turn right 225º. If departure north,
no right turns before reaching shoreline. Rw 03 departure no turns prior
to 405 freeway located 1 mile E. Rw 03–21 dep end approximately
1000’ from residential homes. Extended high power settings on run–up
or dep negatively impact the community.

AIRPORT REMARKS: Attended continuously. PPR required for dual wheel acft in excess of 60,000 pounds certified maximum
ldg weight, ctc arpt manager 310–458–8592. Helicopter flight training ops prohibited, helicopter ops apch boundry at
midfield at or above 900’ MSL. No touch/go, stop/go, or low apch permitted on Sat, Sun, holidays, weekdays SS–1500Z.
IFR jets and turboprops ctc ground prior to engine start. Tnst parking south side, next to bcn. Turbine acft and act over
12,000 lbs prohibited on south side transit parking. Engine maintenance runup: Jets and turboprop N side, within 300’
E of Twy A4. Piston single and twins on S side, within 300’ E of Twy B4. TPA—1370(1200) single engine, 1870(1700)
twin engine. Intersection departures and formation landings/departures prohibited. The paved areas preceding the Rwys
03–21 thlds are not avbl for ldg, tkof, or taxi Ops. The continuous rwy exit system is no longer avbl. Ldg fee.

AIRPORT MANAGER: (310) 458-8692

WEATHER DATA SOURCES: ASOS (310) 392–6453 LAWRS.

COMMUNICATIONS: CTAF 120.1 ATIS 119.15 310–450–4620 UNICOM 122.95

SOCAL APP CON 124.3 (101°–245° SMO) 124.9 (069°–100° LAX) 125.2 (246°–341° LAX) 128.5 (342°–068°)

SOCAL DEP CON 125.2

CLEARANCE DELIVERY PHONE: For CD when ATCT ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1500–0500Z; other times CLASS G.

AIRPORT REMARKS: Attended continuously. PPR required for dual wheel acft in excess of 60,000 pounds certified maximum
ldg weight, ctc arpt manager 310–458–8592. Helicopter flight training ops prohibited, helicopter ops apch boundry at
midfield at or above 900’ MSL. No touch/go, stop/go, or low apch permitted on Sat, Sun, holidays, weekdays SS–1500Z.
IFR jets and turboprops ctc ground prior to engine start. Tnst parking south side, next to bcn. Turbine acft and act over
12,000 lbs prohibited on south side transit parking. Engine maintenance runup: Jets and turboprop N side, within 300’
E of Twy A4. Piston single and twins on S side, within 300’ E of Twy B4. TPA—1370(1200) single engine, 1870(1700)
twin engine. Intersection departures and formation landings/departures prohibited. The paved areas preceding the Rwys
03–21 thlds are not avbl for ldg, tkof, or taxi Ops. The continuous rwy exit system is no longer avbl. Ldg fee.

AIRPORT MANAGER: (310) 458-8692

WEATHER DATA SOURCES: ASOS (310) 392–6453 LAWRS.

COMMUNICATIONS: CTAF 120.1 ATIS 119.15 310–450–4620 UNICOM 122.95

SOCAL APP CON 124.3 (101°–245° SMO) 124.9 (069°–100° LAX) 125.2 (246°–341° LAX) 128.5 (342°–068°)

SOCAL DEP CON 125.2

CLEARANCE DELIVERY PHONE: For CD when ATCT ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1500–0500Z; other times CLASS G.

AIRPORT MANAGER: (310) 458-8692

WEATHER DATA SOURCES: ASOS (310) 392–6453 LAWRS.

COMMUNICATIONS: CTAF 120.1 ATIS 119.15 310–450–4620 UNICOM 122.95

SOCAL APP CON 124.3 (101°–245° SMO) 124.9 (069°–100° LAX) 125.2 (246°–341° LAX) 128.5 (342°–068°)

SOCAL DEP CON 125.2

CLEARANCE DELIVERY PHONE: For CD when ATCT ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1500–0500Z; other times CLASS G.

AIRPORT REMARKS: Attended continuously. PPR required for dual wheel acft in excess of 60,000 pounds certified maximum
ldg weight, ctc arpt manager 310–458–8592. Helicopter flight training ops prohibited, helicopter ops apch boundry at
midfield at or above 900’ MSL. No touch/go, stop/go, or low apch permitted on Sat, Sun, holidays, weekdays SS–1500Z.
IFR jets and turboprops ctc ground prior to engine start. Tnst parking south side, next to bcn. Turbine acft and act over
12,000 lbs prohibited on south side transit parking. Engine maintenance runup: Jets and turboprop N side, within 300’
E of Twy A4. Piston single and twins on S side, within 300’ E of Twy B4. TPA—1370(1200) single engine, 1870(1700)
twin engine. Intersection departures and formation landings/departures prohibited. The paved areas preceding the Rwys
03–21 thlds are not avbl for ldg, tkof, or taxi Ops. The continuous rwy exit system is no longer avbl. Ldg fee.
SANTA PAULA
(SZP/KSZP) 1 SE UTC–8(–7DT) N34º20.82´ W119º03.70´
250 TPA—850(600) NOTAM FILE HHR
RWY 04–22: H2665X60 (ASPH) 0.3% up NE
SERVICE: S4 FUEL 100LL
NOISE: Ngt operations prohibited. +4´ sign in primary sfc at NE end of arpt. 2200´ mt 1 NM S of arpt, for noise abatement mtn 1500´ upwind over city.
AIRPORT REMARKS: Attended 1600–0100Z±. 24 hour self fueling with all major credit cards. Be alert to wires crossing over river bed adjacent to Rwy 04–22. Locations: 1.5 miles and 3.5 miles SW AER 04. Also, 1,500´ and 2.5 miles NE AER 22. Ultralights, banner towing, gliders, remote control models operating in the vicinity. Daily aerobic activity 3–18 miles E up to 5255´ AGL. No OHD apchs, no 45° entries, no crosswind entries over rwy. STAs not recommended. Enter pattern from extended downwind leg or enter from a crosswind leg at least 1 mile byd the dep end of active rwy.
AIRPORT MANAGER: 805-933-1155
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

HELIPAD H1: H60X60 (ASPH)
HELIPORT REMARKS: Helicopter must use designated heliport located mid–fld on the south side. All apchs/deps are from the south. Transient helicopter rstd to the heliport. Hover taxi not authorized.

SANTA ROSA
CHARLES M SCHULZ – SONOMA CO (STS/KSTS) 6 NW UTC–8(–7DT) N38º30.58´ W122º48.77´
129 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE STS
RWY 14–32: H6000X150 (ASPH–GRVD) S–120, D–184, 2D–300
PCN 52 F/C/W/T HIRL
RWY 32: MALSR. RVR–T Trees.
RWY 02–20: H5202X100 (ASPH–GRVD) S–109, D–154, 2D–254
PCN 43 F/C/W/T MIRL 0.3% up S
RWY 02: PAPI(P2L)—GA 3.0º TCH 50´. Trees.
RWY 20: PAPI(P4L)—GA 3.5º TCH 48´. Trees.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 02 14–32 460B
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–5202 TODA–5202 ASDA–4802 LDA–4802
RWY 14: TORA–6000 TODA–6000 ASDA–5880 LDA–5880
RWY 20: TORA–5202 TODA–5202 ASDA–5202 LDA–5202
RWY 32: TORA–6000 TODA–6000 ASDA–6000 LDA–6000
SERVICE: S4 FUEL 100LL, JET A OX 2, 4 LGT Rw 02 PAPI unusable byd 5° left of centerline. Rw 02. LAHSA ALD ctc twr for availability. When twr clsd ACTIVATE MALSR Rw 32, PAPI Rw 02, Rw 20, and Rw 14, HIRL Rw 14–32, MIRL Rw 02–20, Twy lghts —CTAF.
NOISE: For noise abatement procs please visit the arpt website at FlySTS.com.
AIRPORT MANAGER: 707-565-7243
WEATHER DATA SOURCES: ASOS 120.55 (707) 573–8393.
COMMUNICATIONS: CTA F118.5 ATIS 120.55 707-545–2847 UNICOM 122.95
® OAKLAND CENTER APP/DEP CON 127.8
SANTA ROSA TOWER 118.5 (1500–0400Z) GND CON 121.9
CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Oakland ARTCC at 510-745-3380.
AIRSPACE: CLASS D svc 1500–0400Z; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE STS.
SANTA ROSA (H) DME 110.85 STS Chan 45(Y) N38º30.49´ W122º48.64´ at fid. 121/0E.
DME unusable:
030º–080º byd 25 NM byo 7,500´
080º–120º byd 25 NM byo 5,500´
340º–360º byd 32 NM byo 10,000´
360º–030º byd 25 NM byo 10,000´
ILS 109.3 I–STS Rw 32. Class IE. Unmonitored when ATCT closed. Autopilot cpd apch na blw 1,038´ MSL.
SANTA ROSA N38°30.49’ W122°48.64’ NOTAM FILE STS.
(H) DME 110.85 STS Chan 45(Y) at Charles M Schulz – Sonoma Co. 121/OE.
DME unusable:
030°–080° byd 25 NM blo 7,500’
080°–120° byd 25 NM blo 5,500’
340°–360° byd 32 NM blo 10,000’
360°–030° byd 25 NM blo 10,000’

SANTA YNEZ (IZA)(KIZA) 1 SE UTC–8(–7DT) N34°36.41’ W120°04.53’
674 B NOTAM FILE IZA
RWY 08–26: H2803X75 (ASPH) S–12.5 MIRL 0.7% down W
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 31’. Hill. Rgt tfc.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 22’.
SERVICE: FUEL 100LL, JET A
LGT MIRL Rwy 08–26 preset low ints; to increase ints and ACTIVATE REIL Rwy 08 and Rwy 26, twy lgts—CTAF. PAPI Rwy 08 and Rwy 26 opr continuously.
NOISE: Rwy 26 ltf recommend heading 210º at arpt perimeter if safety permit for noise abatement.
AIRPORT MANAGER: 805-688-8390
WEATHER DATA SOURCES: AWOS–3 118.075 (805) 686–8903.
COMMUNICATIONS: CTAF/UNICOM 122.8
® SANTA BARBARA APP/DEP CON 124.15 (1400–0700Z‡)
® L.A. CENTER APP/DEP CON 119.05 (0700–1400Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.
SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57’ W119°46.26’ 277° 16.2 NM to fld. 3598/14E.
VOR unusable:
140°–178° byd 27 NM

SAUSALITO N37°51.32’ W122°31.37’ NOTAM FILE OAK.
(L) VOR/DME 116.2 SAU Chan 109 137° 15.8 NM to San Francisco Intl. 1040/17E.
VOR unusable:
281°–319° byd 20 NM blo 12,000’
DME unusable:
281°–319° byd 20 NM blo 12,000’

SCAGGS ISLAND N38°10.76’ W122°22.39’ NOTAM FILE APC.
(L) VORTACW 112.1 SGD Chan 58 048° 4.8 NM to Napa Co. 5/17E.

SCHELLVILLE/SONOMA
SONOMA VALLEY (0Q3) 4 S UTC–8(–7DT) N38°13.44’ W122°26.98’
16 TPA–B16(800) NOTAM FILE OAK
RWY 07–25: H2700X45 (ASPH) S–12.5
RWY 07: Tree. Rgt tcf.
RWY 17–35: H1513X50 (ASPH) S–12.5
RWY 35: Rgt tcf.
SERVICE: S4 FUEL 100LL
AIRPORT REMARKS: Attended 1500–0200Z‡. Day use only. Rwy 07–25 no touch and go ldg, or training ops, Rwy 25 rgt 20º turn after tkf. Rwy 25 turn crosswind after 600’. Rwy 17–35 restricted PPR.
AIRPORT MANAGER: 707-938-2444
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

SCOTT VALLEY (See FORT JONES on page 130)
SEAL BEACH

N33°47.00’ W118°03.29’  NOTAM FILE SLI.

(L) VORTACW  115.7  SLI  Chan 104  at Los Alamitos AAF.  22/15E.

VOR unusable:
125°–180° byd 30 NM bly 4,000’

TACAN AZIMUTH unusable:
125°–195° byd 20 NM bly 5,000’

DME unusable:
125°–195° byd 20 NM bly 5,000’

SELMA

(Ø4)  2 NW  UTC—8(–7DT)  N36°34.86’ W119°39.42’

305° B TPA—1105(800)  NOTAM FILE RIU

RWY 10–28:
H2206X50 (ASPH)  S–12  RWY LGTS(NSTD)  0.5% up W

RWY 16: Pole.

RWY 28: Berm.

SERVICE:  FUEL 100LL  LGT

LIRL Rwy 10–28 on dusk–0900Z‡. PPR for rotating bcn after 0900Z‡. Call 559–896–1001 during attendant hours.


AIRPORT MANAGER: (559) 314-4900

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FRIANT  (L) VORTACW  115.6  FRA  Chan 103  N37°06.27’ W119°35.73’  168° 31.5 NM to fld. 2380/17E.

SEQUOIA FLD

(See VISALIA on page 249)

SHAFTER–MINTER FLD

(MIT)(KMIT)

4 E  UTC—8(–7DT)  N35°30.45’ W119°11.53’

425° B  NOTAM FILE RIU

RWY 12–30:
H4501X100 (ASPH)  S–22  MIRL

RWY 12: REIL. Rgt tcf.

RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 42’.

RWY 08–26:
H3680×60 (ASPH)  S–125  0.3% up E

RWY 08: Thld dspclcd 140’. Trees.

RWY 26: Thld dspclcd 166’. Bldg. Rgt tcf.

RWY 17–35:
H2972X100 (CONC)  S–25, D–30  0.3% up N

RWY 17: Road. Rgt tcf.

RWY 35: Road.

SERVICE:  S4  FUEL 100LL, JET A  LGT

ACTVT REIL Rwy 12 and Rwy 30; PAPI Rwy 30; MIRL Rwy 12–30—CTAF


AIRPORT MANAGER: (661) 303-6996

WEATHER DATA SOURCES: AWOS–3 121.125 (661) 393–8596.

COMMUNICATIONS: CTAF 122.9

SHAFTER RCO 122.5 (RANCHO MURIETA RADIO)

① BAKERSFIELD APP/DEP CON 126.45 (1400–0700Z‡)

② L.A. CENTER APP/DEP CON 127.1 (0700–1400Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

(L) VORTACW  115.4  EHF  Chan 101  N35°29.07’ W119°05.84’  272° 4.8 NM to fld. 549/14E.

SHAFTER

N35°29.07’ W119°05.84’  NOTAM FILE BFL.

(L) VORTACW  115.4  EHF  Chan 101  133° 3.6 NM to Meadows Fld. 549/14E.

RCO 122.5 (RANCHO MURIETA RADIO)

LOS ANGELES

COPTER

H–4L, L–3E, 4H, A

H–4L, L–30, 7B

SW, 12 AUG 2021 to 7 OCT 2021
**SHELTER COVE**

(Ø5) 1 W UTC–8(–7DT) N40º01.69´ W124º04.46´

73 NOTAM FILE OAK

RWY 12–30: H3407X60 (ASPH) S–20 0.5% up NW


**AIRPORT REMARKS:** Unattended. Day use only; CLOSED nghts. Be alert for ultralights, hang gliders and parachuters invof arpt. Arpt use restricted by arpt manager to acft having a maximum certificated gross tkf weight of 12,500´ or less, ctc arpt manager for additional info (707) 986–7447. Expect crosswinds, downdrafts, and extended periods of fog year–round. Student pilot solo flts prohibited. No practice apchs or touch and go ldgs. Golf carts operating on and invof arpt. Terrain +40´ drop off located 500´ north Rwy 12 end.

**AIRPORT MANAGER:** (707) 986-7447

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Oakland ARTCC at 510-745-3380.

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

**MENDOCINO (H) VORTAC:** 112.3 ENI Chan 70 N39º03.19´ W123º16.46´ 312º 69.2 NM to fld. 2985/16E.

**SHOSHONE**

(L61) 1 S UTC–8(–7DT) N35º58.12´ W116º16.16´

1568 TPA—2368(800) NOTAM FILE RAL

RWY 15–33: H2380X30 (ASPH) LIRL

RWY 15: Trees.

RWY 33: Trees.

**SERVICE:** LGT PCL is out of svc. Ctc Bishop Arpt 760–872–2971 drg 1600–0000Z‡ M—F to sked an evening lgtg turn–on at Shoshone prior to nght use. Rwys 15–33 edge lghts are mounted on short 3–4 inch stout non-frangible posts.

**AIRPORT REMARKS:** Unattended. Rwys CLOSED to helicopters.

**AIRPORT MANAGER:** 760-872-2971

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Los Angeles ARTCC at 661-575-2079.

**SIERRA SKY PARK**

(See FRESNO on page 133)

**SIERRAVILLE DEARWATER**

(O79) 1 SE UTC–8(–7DT) N39º34.90´ W120º21.24´

4984 TPA—5784(800) NOTAM FILE RNO

RWY 03–21: H3260X50 (ASPH) S–12 1.0% up SW


**AIRPORT REMARKS:** Unattended. Ultralight activity on and invof arpt.

**AIRPORT MANAGER:** (530) 289-3201

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Oakland ARTCC at 510-745-3380.

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

**SQUAW VALLEY (L) VOR/DME:** 113.2 SWR Chan 79 N39º10.82´ W120º16.18´ 335º 24.4 NM to fld. 8850/16E.

**SIKIYOU CO**

(See MONTAGUE on page 171)
SONOMA SKYPARK (OQ9) 3 SE UTC–8(–7DT) N38º15.45´ W122º26.05´ SAN FRANCISCO
2D NOTAM FILE OAK
RWY 08–26: H2480X40 (ASPH) S–8
  RWY 08: Thld dsplcd 140´. Trees. Rgt tfc.
  RWY 26: Thld dsplcd 237´. Trees.
SERVICE: S4 FUEL 100LL
AIRPORT MANAGER: 707-996-2100
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

SONOMA VALLEY (See SCHULLVILLE/SONOMA on page 227)

SOUTH LAKE TAHOE (TVL/KTLV) 3 SW UTC–8(–7DT) N38º53.63´ W119º59.72´ SAN FRANCISCO
6268 B TPA—See Remarks NOTAM FILE TVL
RWY 18–36: H8541X100 (ASPH–GRVD) S–70, D–125, 2S–159, 2D–210 MIRL
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 18: TORA–8541 TODA–8541 ASDA–7817 LDA–7017
  RWY 36: TORA–8541 TODA–8541 ASDA–7741 LDA–5708
SERVICE: S2 FUEL 100LL, JET A OK 1, 3 LGT ACTIVATE MALSF Rwy 18; PAPI Rwy 18, MIRL Rwy 18–36—CTAF
NOISE: Access noise restrictions: max 80 DBA departure, 84 DBA arrival (Transport—85 DBA), maximum 77.1 DBA night limit. Noise abatement, DEP Rwy 36 HDG 1 mile, left 320 DEG to shoreline. For noise abatement info call 530–542–6182.
AIRPORT REMARKS: Attended 1500–0000Z‡. Arpt conditions not monitored 0000–1500Z‡. Arpt conds not mnt Sat–Sun. Birds and waterfowl invof arpt. After winter storms Rwy 18–36 opens before all taxiways are clear. Arpt surrounded on east, south and west by rapidly rising terrain. Tfcl advisories and sequencing in the tfc pattern are based on position reports received from pilots in these areas. Adverse weather effects magnified by mountains. Avoid Desolation Wilderness west of arpt. Preferred arrival Rwy 18. Preferred departure Rwy 36. For large and high performance acft dep Rwy 18, right downwind dep is recommended. Recreational airborne activity along southern lakeshore. Paragliders and motorized prchts opr from rwy sfc. Cold temperature airport. Altitude correction required at or below –13C. TPA 7500(1232) small acft, 8000(1732) transport/high performance aircraft. Twy H clsd perm.
AIRPORT MANAGER: 530-542-6182
WEATHER DATA SOURCES: ASOS 124.725 (530) 541–5739. Unrebl wind spd and dir info. LAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.85
R OAKLAND CENTER APP/DEP CON 127.95 316.1 CLNC DEL 134.3
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.
  SQUAW VALLEY (L) VOR/DME 113.2 SWR Chan 79 N39º10.82´ W120º16.18´ 127º 21.4 NM to fld. 8850/16E.
  LDA/DME 108.9 I–TVL Chan 26 Rwy 18. LDA/DME Rwy 18 unmonitored. LOC front unusable byd 15º left and 15º right of course. LOC front unusable within 4.0 DME.

SOUTHERN CALIFORNIA LOGISTICS (See VICTORVILLE on page 248)

SPaulding (See SUSANVILLE on page 232)
SQUAW VALLEY  N39°10.82´ W120°16.18´ NOTAM FILE TVL.
(L) VOR/DME 113.2 SWR  Chan 79  127° 21.4 NM to Lake Tahoe. 8850/16E.
RCO 122.5 (RENO RADIO)

STOCKTON
LOST ISLE SPB  (S74)  8 NW  UTC–8(–7DT)  N38º00.25´ W121º27.40´
WATERWAY NW–SE:  4000X300 (WATER)

RCO 122.5 (RENO RADIO)

STOCKTON METRO  (SCK)(KSCK) (ARNG)  P
SW, 12 AUG 2021 to 7 OCT 2021

AIRPORT MANAGER: 916-574-1812
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.

(©) NORCAL APP CON 123.85 (SE–NW 7000´ and blo) 125.1 (N–SE 7000´ and abv)
TOWER 120.3 (1500–0500Z) GND CON 121.9

WEATHER DATA SOURCES: ASOS (209) 982–4270 LAWRS.
COMMUNICATIONS: CTAF 120.3 ATIS 118.25 209-982–4667 UNICOM 122.95
RCO 122.65 (RANCHO MURIETA RADIO)

AIRPORT REMARKS: Attended continuously. Fuel and svc 1300–0500Z, other times call 209-982–1622–svc charge. Seagulls on and inv of arpt especially dur rainy wx. Pavement prior to thld of Rwy 11L not avbl for taxi back ops. Tran parking avbl at FBO. Tran pilots use caution; do not enter the TSA rstd area adj to the tran parking area. CLSD to unskd acr opns with more than 30 psgr seats excp one hr PPR, call AMGR (209) 468–4700 or 4722; after hrs call (209) 468–4722. Rwy 11R–29L not avbl for sked acr opns with more than 9 psgr seats or unskd acr at least 31 psgr seats. Be alert to elevated MALSR AER 29R lctd on blast pad. The following areas not visible fm tower: Twy B FM TRML APN to INT at Twy M; Twy B FM 300 FT W of Twy J to 375 FT E of Twy J; non movement area S of Twy B FM trml apn to 200 FT W of Twy H; SE half of trml apn; tsnt prkg apn. Terminal apron, cargo apron, Twy B, B2, B3, F , D, D7, D9 and H for acft over 12,500 lbs. All other twys rstd to acft less than 12,500 lbs. Arpt CLOSED to touch and go ldgs and planned low apchs for turbojet acft 0600–1500Z exc by PPR from arpt mgr Part 36 Stage 3 acft. Practice circling apchs to Rwy 11R–29L not avbl for sked acr opns with more than 9 psgr seats or unskd acr at least 31 psgr seats. Be alert to elevated MALSR AER 29R lctd on blast pad. The following areas not visible fm tower: Twy B FM TRML APN to INT at Twy M; Twy B FM 300 FT W of Twy J to 375 FT E of Twy J; non movement area S of Twy B FM trml apn to 200 FT W of Twy H; SE half of trml apn; tsnt prkg apn. Terminal apron, cargo apron, Twy B, B2, B3, F , D, D7, D9 and H for acft over 12,500 lbs. All other twys rstd to acft less than 12,500 lbs. Arpt CLOSED to touch and go ldgs and planned low apchs for turbojet acft 0600–1500Z exc by PPR from arpt mgr Part 36 Stage 3 acft. Practice circling apchs to Rwy 11L/11R not allowed for any turbine powered/prop driven acft exceeding 12,500 lbs exc PPR from aprt mgr; Avoid overflying San Joaquin General Hospital and the city of Manteca. Ldg fee for acft over 12,500 lbs.

AIRPORT MANAGER: 209-468–4700

helipad H1: H70X70 (CONC) S–45, D–55
helipad H2: ODALS.

heliport Remarks: Helipad H1 ODALS.

SW, 12 AUG 2021 to 7 OCT 2021

CALIFORNIA 231
STROVEC

ECKERT FLD (1Q1) 1 NE UTC—8(—7DT) N36º09.74´ W119º03.04´

426 NOTAM FILE RIU
RWY 13–31: H2000X50 (ASPH)
RWY 31: Tfd dsplcd 265´. Trees.


AIRPORT MANAGER: (805) 701-2184
COMMUNICATIONS: CTAF/UNICOM 122.8

SAVANNAH

SPAULDING (1Q2) 16 NW UTC—8(—7DT) N40º39.02´ W120º46.11´

5116 B TPA—5916(800) NOTAM FILE RNO
RWY 16–34: H4600X50 (ASPH) S–12.5 MIRL
RWY 34: Rgt tfc.


AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 530-251-8299
COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For Cd ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

REDDING (T) VOR/DME 108.4 ROD Chan 21 N40º30.27´ W122º17.50´ 064º 70.2 NM to fld. 496/18E.

SUSANVILLE

SPAULDING (1Q2) 16 NW UTC—8(—7DT) N40º39.02´ W120º46.11´

5116 B TPA—5916(800) NOTAM FILE RNO
RWY 16–34: H4600X50 (ASPH) S–12.5 MIRL
RWY 34: Rgt tfc.


AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 530-251-8299
COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For Cd ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

REDDING (T) VOR/DME 108.4 ROD Chan 21 N40º30.27´ W122º17.50´ 064º 70.2 NM to fld. 496/18E.
TAFT–KERN CO  (L17)  1 E  UTC–8(–7DT)  N35º08.50´ W119º26.27´
858  B  TPA—1658(800)  NOTAM FILE RIU
RWY 07–25: H3283X60 (ASPH) S–4  MIRL  3.0% up W
RWY 07: Pole.
RWY 25: PAPI(P2L)—GA 3.5º TCH 57’.
SERVICE: S2  FUEL  100LL, JET A  LGT  MIRL Rwy 07–25 and PAPI Rwy 25 ngt use only ACTIVATE—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1600–0000Z‡, Sat–Sun 1800–0000Z‡. Parachute Jumping. Fuel self svc only. Be alert to lgtd cranes within 5 NM radius 200’ AGL and below. Rwy 07 marked with X’s, no ldgs. Rwy 25 steep uphill grade (2.2%). Rwy 07–25 has a dry streambed NE end. Rwy 07 no tfc with tailwinds. No student solo flts permitted. For arpt information call 661–393–7990.
AIRPORT MANAGER: (661) 391-1824
COMMUNICATIONS: CTAF/UNICOM 122.8 CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
FELLows (L) VOR/DME 117.5 FLW Chan 122 N35º05.59´ W119º51.93´ 066º 21.3 NM to fld. 3870/16E.
VOR unusable:
030º–070º byd 25 NM blw 8,500´
145º–215º byd 25 NM blw 9,500´

TEHACHAPI
MOUNTAIN VALLEY  (L94)  2 SE  UTC–8(–7DT)  N35º06.06´ W118º25.39´
4220  NOTAM FILE RIU
RWY 09L–27R: H4890X36 (ASPH–DIRT)
RWY 09L: Road.
RWY 27R: Berm. Rgt tfc.
RWY 09R–27L: H4890X36 (ASPH–DIRT)
RWY 09R: Tree. Rgt tfc.
RWY 27L: Berm.
SERVICE: S4  OK 2, 4
AIRPORT MANAGER: 661-822-5267
COMMUNICATIONS: CTAF/UNICOM 123.0 CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.
RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.
LAKE HUGHES (H) VORTACW 114.35 LHS Chan 90(Y) N34º40.98´ W118º34.62´ 002º 26.2 NM to fld. 5790/15E.
VOR portion unusable:
335º–350º blo 10,000´
TEHACHAPI MUNI (TSP)(KTSP) 0 NE UTC–8(–7DT) N35º08.10 ´ W118º26.36 ´
Torrance

ZAMPERINI FLD (TOA)(KTOA) 3 SW UTC–8(–7DT)  N33°48.20´ W118°20.38´

103  B NOTAM FILE TOA MON Airport
MIRL 0.3% up E
RWY 11L: VASI(V2L)—GA 3.5º TCH 10´. Thld dispcl 541´. Trees.
RWY 29R: MALS RVL. VASI(V4L)—GA 4.0º TCH 11´. Thld dispcl 540´.
Bldg. Rgt tcf.
RWY 11R: Rgt tcf.
RWY 29L: REIL. VASI(V2L)—GA 4.0º TCH 25´. Bldg.

SERVICE:
FUEL 80, 100LL
OX 1, 2, 3, 4
LGT

AIRPORT REMARKS:
Attended 1400–0600Z‡. Fuel avbl 1500–0400Z‡.
Numerous flocks of birds on and invof arpt. Be alert to farm eqpt opr
near all rwys and twys. Arpt CLOSED to depe 0600–1500Z‡ wkdays and
0600–1600Z‡ wkends and hol. No multi–engine
simulated engine–out procedures authorized in tcf pat. Twys cross apch zone both ends Rwy 11–29L observe taxi hold
lines.

AIRPORT MANAGER: 310-784-7914

COMMUNICATIONS: CTAF
ATIS 125.6 310–534–2847
UNICOM 122.9
SOCAL APP CON 124.3 (Rwy 11L, 11R) 127.2 (Rwy 29L/R)
SOCAL DEP CON 124.3 (Rwy 29L, 29R) 127.2 (Rwy 11L/R)

CLEARANCE DELIVERY PHONE:
For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D
svc 1500–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:
NOTAM FILE LAX.

COMM/NAV/WEATHER REMARKS:
Twr sectorization is based on ctr of arpt parallel to Rwy 11–29 cntrln.

HELIPAD H1:
HELIPORT REMARKS:
Helipad H2 yellow perimeter lgts. ACTIVATE HI perimeter lgts 24 hrs—CTAF.

Tracy

NEW JERUSALEM (1Q4) 7 SE UTC–8(–7DT) N37°40.67´ W121°18.07´

62 TPA–862(800) NOTAM FILE RIU
RWY 12–30: H3530X60 (ASPH)

AIRPORT REMARKS: Unattended. Model acft activity on and invof abandoned rwy. Aerobatic activity north northeast of arpt and
over abandoned parallel Rwy 12–30 from surface to 4,000’ MSL. Parallel twy rough/uneven sfc from extensive asph
repair and patching. Ngt opr prohibited. Standing water on parallel twy after rain. Rwy 12–30 12,500 lbs gross pavement
strength provided by arpt management.

AIRPORT MANAGER: (209) 831-6215

COMMUNICATIONS: CTA 122.9

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.

RADIO AIDS TO NAVIGATION:
NOTAM FILE MOD.

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64´ W120°57.47´ 264º 16.6 NM to fld. 93/17E.
Aerobatic acft wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800’, avoidance advised dly
sr–ss

SW, 12 AUG 2021 to 7 OCT 2021
TRACY MUNI (TCY)(KTCY) 3 SW UTC–8(–7DT) N37º41.33´ W121º26.49´

194 B TPA—994(800) NOTAM FILE TCY

RWY 12–30: H4001X75 (ASPH) S–50, D–70, 2S–89, 2D–120 MiRL
0.3% up SE

RWY 12: REIL. PAPI(P2L)—GA 3.0º TCH 41´. Bldg.

RWY 30: REIL. PAPI(P2L)—GA 3.0º TCH 35´. Thld dispclcd 261´. Road.

RWY 08–26: H3438X75 (ASPH) S–50, D–70, 2S–89, 2D–120 MiRL
0.5% up W

RWY 08: REIL. PAPI(P2L)—GA 3.4º TCH 26´. Fence.

RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Road.

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT ACTVT REIL Rwy 08, Rwy 12, Rwy 26, and Rwy 30; PAPI Rwy 08, Rwy 12 and Rwy 26; MiRL Rwy 08–26 and Rwy 12–30—CTAF. PAPI Rwy 30 is opd at ngt by CTAF from SS to SR and is on drg dalgt hrs. Rwy 12 VGSI unusbl by 5 degs left of cntrln.

AIRPORT REMARKS: Attended 1600–0200Z‡. Balloon and paraplane activity on the arpt. Two 150´ power plant stacks approximately 3 NM NW of arpt. Watch for psbl turb. Aerobatic area adjacent within 1 statute mile radius from 500 AGL–3000 MSL SR–SS.

AIRPORT MANAGER: (209) 831-6215

WEATHER DATA SOURCES: AWOS–3 118.375 (209) 831–4335.

COMMUNICATIONS: CTAF/UNICOM 123.075

© NORCAL APP/DEP CON 123.85

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37º37.64´ W120º57.47´ 262º 23.3 NM to fld. 93/17E.

aerobatic acft wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800’, avoidance advised dly sr–ss

SW, 12 AUG 2021 to 7 OCT 2021
TRAVIS AFB (SUU)(KSUU) AF 3 E UTC–8(–7DT) N38°15.87´ W121°55.45´

63 B TPA—See Remarks AOE LRA NOTAM FILE SUU Not insp.

RWY 03L–21R: H11001X300 (PEM) PCN 82 R/C/W/T HIRL

RWY 03L: PAPI(P4L)—GA 2.5º TCH 75´. RVR–T

RWY 21R: PAPI(P4L)—GA 2.8º TCH 75´. RVR–R

RWY 03R–21L: H10995X150 (CONC) PCN 72 R/B/W/T HIRL CL

RWY 03R: PAPI(P4L)—GA 2.5º TCH 69´. RVR–TMR

RWY 21L: ALSF2. TDZL. PAPI(P4L)—GA 2.8º TCH 75´. RVR–TMR

RWY 032–21L: H3500X90 (CONC) PCN 57 R/B/W/T MIRL

SERVICE: 54 FUEL 115, JET A++, B+ 01, 2 LGT PAPI coincidental with ILS GS Rwy 03L vis descent pt for Hgt Gp 4 act only. PAPI 21R provides proper TCH for Hgt Gp 4 act only. Rwy 21R thld lghts gated. Rwy 03L–21R thld and edge lgt are on Step 3 unless req otherwise or unless Step 4 or Step 5 is rqr for wx cond.

MILITARY— JASU 1(MC–1A) 1(MC–2A) 8(A/M32A–86) 1(707 Starting unit)

MILITARY REMARKS:
- Hvy concentration of blackbirds, gulls, and otr migratory birds in the apch and dep rtes and alg infield areas
- From 1 Oct–30 Nov and from 1 Feb–30 Apr (Phase II).
- Military performance clmbs are prohibited for high performance acft. When Rwy 03L–21R not avbl, aircrew should req 15 min early engine start for req for rtk taxi opr. ATC will not issue ldg cncl to flr type acft on Rwy 03L–21R. Rwy 03L/21R rstd to arr and dep only; touch and goes unauthd.
- Touch and goes unauthd. C–5 ops not permitted on Twys K and L NW of Twy N. Actr larger than C17, tow only on Twy L. 180º turn rsty to end of rwy/thld areas.
- Tran actr rfr IFR and or VFR transit, ctnx ops for schedule/apvl DSN 837–2381/7597 no later than 2200Z‡ duty day prior. AMC sked msns (exc for civ DoD contract, DV, and medevac msns) do not rfr PPR. All other tran actr rfr PPR.

TRAN ALERT
- Svc H24. Exp extv svc delay weekend and hol. Tran actr, exc AMC msn, ctc Comd Post not later than 14 min out for svc req. Fleet svc avbl. Tran actr req IFR and or VFR transition, ctc Current Ops for schd/apvl DSN 837–2381/7597 no later than 0600Z‡ duty day prior.

MILITARY REMARKS:
- Hvy concentration of blackbirds, gulls, and otr migratory birds in the apch and dep rtes and alg infield areas
- From 1 Oct–30 Nov and from 1 Feb–30 Apr (Phase II).
- Military performance clmbs are prohibited for high performance acft. When Rwy 03L–21R not avbl, aircrew should req 15 min early engine start for req for rtk taxi opr. ATC will not issue ldg cncl to flr type acft on Rwy 03L–21R. Rwy 03L/21R rstd to arr and dep only; touch and goes unauthd.
- Touch and goes unauthd. C–5 ops not permitted on Twys K and L NW of Twy N. Actr larger than C17, tow only on Twy L. 180º turn rsty to end of rwy/thld areas.
- Tran actr rfr IFR and or VFR transit, ctnx ops for schedule/apvl DSN 837–2381/7597 no later than 2200Z‡ duty day prior. AMC sked msns (exc for civ DoD contract, DV, and medevac msns) do not rfr PPR. All other tran actr rfr PPR.

TRAN ALERT
- Svc H24. Exp extv svc delay weekend and hol. Tran actr, exc AMC msn, ctc Comd Post not later than 14 min out for svc req. Fleet svc avbl. Tran actr req IFR and or VFR transition, ctc Current Ops for schd/apvl DSN 837–2381/7597 no later than 0600Z‡ duty day prior.

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- Touch and goes unauthd. C–5 ops not permitted on Twys K and L NW of Twy N. Actr larger than C17, tow only on Twy L. 180º turn rsty to end of rwy/thld areas.
- Tran actr rfr IFR and or VFR transit, ctnx ops for schedule/apvl DSN 837–2381/7597 no later than 2200Z‡ duty day prior. AMC sked msns (exc for civ DoD contract, DV, and medevac msns) do not rfr PPR. All other tran actr rfr PPR.

TRAN ALERT
- Svc H24. Exp extv svc delay weekend and hol. Tran actr, exc AMC msn, ctc Comd Post not later than 14 min out for svc req. Fleet svc avbl. Tran actr req IFR and or VFR transition, ctc Current Ops for schd/apvl DSN 837–2381/7597 no later than 0600Z‡ duty day prior.

MILITARY REMARKS:
- Hvy concentration of blackbirds, gulls, and otr migratory birds in the apch and dep rtes and alg infield areas
- From 1 Oct–30 Nov and from 1 Feb–30 Apr (Phase II).
- Military performance clmbs are prohibited for high performance acft. When Rwy 03L–21R not avbl, aircrew should req 15 min early engine start for req for rtk taxi opr. ATC will not issue ldg cncl to flr type acft on Rwy 03L–21R. Rwy 03L/21R rstd to arr and dep only; touch and goes unauthd.
- Touch and goes unauthd. C–5 ops not permitted on Twys K and L NW of Twy N. Actr larger than C17, tow only on Twy L. 180º turn rsty to end of rwy/thld areas.
- Tran actr rfr IFR and or VFR transit, ctnx ops for schedule/apvl DSN 837–2381/7597 no later than 2200Z‡ duty day prior. AMC sked msns (exc for civ DoD contract, DV, and medevac msns) do not rfr PPR. All other tran actr rfr PPR.

TRAN ALERT
- Svc H24. Exp extv svc delay weekend and hol. Tran actr, exc AMC msn, ctc Comd Post not later than 14 min out for svc req. Fleet svc avbl. Tran actr req IFR and or VFR transition, ctc Current Ops for schd/apvl DSN 837–2381/7597 no later than 0600Z‡ duty day prior.

MILITARY REMARKS:
- Hvy concentration of blackbirds, gulls, and otr migratory birds in the apch and dep rtes and alg infield areas
- From 1 Oct–30 Nov and from 1 Feb–30 Apr (Phase II).
- Military performance clmbs are prohibited for high performance acft. When Rwy 03L–21R not avbl, aircrew should req 15 min early engine start for req for rtk taxi opr. ATC will not issue ldg cncl to flr type acft on Rwy 03L–21R. Rwy 03L/21R rstd to arr and dep only; touch and goes unauthd.
- Touch and goes unauthd. C–5 ops not permitted on Twys K and L NW of Twy N. Actr larger than C17, tow only on Twy L. 180º turn rsty to end of rwy/thld areas.
- Tran actr rfr IFR and or VFR transit, ctnx ops for schedule/apvl DSN 837–2381/7597 no later than 2200Z‡ duty day prior. AMC sked msns (exc for civ DoD contract, DV, and medevac msns) do not rfr PPR. All other tran actr rfr PPR.

TRAN ALERT
- Svc H24. Exp extv svc delay weekend and hol. Tran actr, exc AMC msn, ctc Comd Post not later than 14 min out for svc req. Fleet svc avbl. Tran actr req IFR and or VFR transition, ctc Current Ops for schd/apvl DSN 837–2381/7597 no later than 0600Z‡ duty day prior.
COMMUNICATIONS: D–ATIS 135.55 292.125 DSN 387–2847 PT 342.5

TOWER 120.75 239.05 254.4 GND CON 121.8 289.4 CLNC DEL 127.55 335.8

APP CON 119.9 322.325 (S) 126.6 281.45 (N) PTD 342.5

DEP CON 119.9 126.6 281.45 322.325 (S) 306.9 (N)


AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION:

NOTAM FILE SUU.

(L) TACAN Chan 113 SUU (116.6) N38º14.73´ W121º56.70´ 024º 1.5 NM to fld. 31/17E.

TACAN AZIMUTH unusable:

295º–311º byd 27 NM bio 10,000´

No NOTAM MP: 1200–1500Z‡ Mon–Fri (1500/3+1)

DME unusable:

264º–273º byd 30 NM bio 8,000´

295º–311º byd 27 NM bio 10,000´

ILS 108.3 5–TXV Rwy 03L. Class IE.

ILS 110.1 1–SUU Rwy 21L. No NOTAM MP 1200–1500Z‡ Mon–Fri (1,500/3+1).

COMM/NAV/WEATHER REMARKS:

ILS Rwy 21L (CAT II) special aircrew and acft certification rqr. Missed apch at inner marker if acft not radar altimeter equipped. Radar coverage ltd in area bounded by SUU075/004, SUU115/013, SUU157/011, SUU185/003. Tfc advisories may not be avbl for non–transponder eqpt acft. Obst may impact prevailing visibility 350º–020º and 210º–280º. ATC will enhance sfc obst when twr visibility is less than 45 SM and different than reported visibility. Dur evacuation of Combat Weather Team (CWT), ctc 25OWS (Operational Weather Team) at number below if unable to reach CWT at DSN 837–7241 C707–424–7241. Alternate WX location visibility severely ltd due to trees, blgs and parked acft. ATC will supplement sfc obt as needed. KSUU Metro opr continuous. Tran briefing svc avbl 25 OWS DSN 228–6598 C520–228–6598.

TRINITY CENTER

2390 TPA—3190(800) NOTAM FILE RIU

RWY 14–32: H3215X50 (ASPH) S–10

RWY 14: Thld dsplcd 200’.

RWY 32: Thld dsplcd 200’. Rgt tcf.

AIRPORT REMARKS:


AIRPORT MANAGER: 530-623-1365

WEATHER DATA SOURCES: AWOS–3 134.300 (530) 266–3220.

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41º26.98´ W122º48.39´ 151º 28.5 NM to fld. 4900/19E.

VOR unusable:

190º–300º byd 8 NM bio 14,000´

DME unusable:

190º–275º byd 19 NM bio 16,000´
TRONA (L72) 4 N UTC–8–(7DT) N35º48.76´ W117º19.62´ NOTAM FILE RAL
RWY 17–35: H5910X60 (ASPH) LIRL(NSTD) 1.2% up N
RWY 17: Fence.
SERVICE: LGT Rwy 17–35 NSTD LIRL edge lghts 55’ from edges of rwy. ACTIVATE LIRL Rwy 17–35 5 clicks on frequency—122.8.
AIRPORT REMARKS: Attended irregularly.
AIRPORT MANAGER: (928) 592-3427
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.
RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.
EDWARDS (T) VORTACW 116.4 EDW Chan 111 N34º58.94´ W117º43.96´ 010º 53.6 NM to fld. 2378/12E.
TACAN AZIMUTH unusable: 098º–158º byd 19 NM blo 7,900´
DME unusable: 107º–158º byd 19 NM
VOR unusable: 098º–158º byd 19 NM blo 7,900´

HELIPAD H1: H52X52 (ASPH)
HELIPORT REMARKS: Helipad H1 is located 230´ west of Rwy 17–35 and 3,380´ south of Rwy 17 thld.

TRUCKEE–TAHOE (TRK)(KTRK) 2 E UTC–8–(7DT) N39º19.20´ W120º08.38´ NOTAM FILE TRK
RWY 11: REIL
RWY 02–20: H6654X75 (ASPH) S–35, D–50 MIRL
SERVICE: S4 FUEL 100LL, JET A, A1+ LGT When tbr clsd ACTIVATE REIL Rwy 11, MIRL Rwy 02–20 and Rwy 11–29; VASI Rwy 20—CTAF.
NOISE: Act and helicopter noise abatement rules in effect. Please avoid flight over residential areas, north, west, and south, ctc arpt noise abatement office 530–587–4119 ext 106 for copy of procedures and rules prior to arrival or departure www.truckeetahoeairport.com. Acft capable of opr above 80,000 lbs must submit certificate to arpt manager verifying acft opr weight is less than 80,000 lbs. Voluntary curfew: no engine starts arrival or departures except PPR or lifeguard flights 0600–1500Z‡.
AIRPORT MANAGER: 530-587-4119
WEATHER DATA SOURCES: AWOS–3PT 118.0 (530) 587–4599.
COMMUNICATIONS: CTAF 120.575 UNICOM 122.95
OAKLAND CENTER APP/DEP CON 127.95
TOWER 120.575 (1500–0330Z‡ Apr–May; 1500–0400Z‡ Jun–Sep; 1500–0200Z‡ oc) GND CON 118.3
CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Oakland ARTCC at 510-745-3380.
AIRSPACE: CLASS B svc 1500–0300Z‡ Apr–May; 1500–0400Z‡ Jun–Sep; 1500–0200Z‡ Oct–Mar; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.
SQUAW VALLEY (L) VOR/DME 113.2 SWR Chan 79 N39º10.82´ W120º16.18´ 020º 10.3 NM to fld. 8850/16E.
MEFFORD FLD (TLR/KTLR) 3 SE UTC–8(–7DT) N36º09.40´ W119º19.59´

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 13–31—CTAF.
PAPI 13 oprs continuously. Rwy 13 PAPI unusbl byd 7º right of cntrln.

AIRPORT REMARKS: Attended 1600Z–dusk.

AIRPORT MANAGER: 559-684-4201

WEATHER DATA SOURCES: AWOS–3PT 120.0 (559) 686–2613.

COMMUNICATIONS: CTAF/UNICOM 122.7

TULELAKE MUNI (O81) 7 SE UTC–8(–7DT) N41º53.44´ W121º21.64´

SERVICE: S2 FUEL 100LL LGT ACTIVATE MIRL Rwy 11–29—122.8.


AIRPORT MANAGER: (530) 233-6412

COMMUNICATIONS: CTAF 122.9

KLAMATH FALLS RCO 122.6 (MC MINNVILLE RADIO)

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 N42º09.19´ W121º43.65´ 117º 22.7 NM to fld. 4090/17E.

VOR unusable:
050º–060º byd 30 NM bld 12,000´
060º–120º byd 25 NM bld 12,000´
170º–195º byd 20 NM
210º–245º byd 25 NM bld 12,000´
270º–280º byd 20 NM
320º–050º byd 23 NM bld 12,000´
320º–050º byd 30 NM

TACAN AZIMUTH unusable:
105º–125º byd 7 NM bld 12,000´
153º–195º byd 20 NM bld 11,000´
320º–105º byd 13 NM bld 13,000´
320º–125º byd 20 NM

DME unusable:
105º–125º byd 7 NM bld 12,000´
153º–195º byd 20 NM bld 11,000´
320º–105º byd 13 NM bld 13,000´
320º–125º byd 20 NM

TULE N35º54.78´ W119º01.25´ NOTAM FILE PTV.

(L) VORT/DMC 109.2 TTE Chan 29 328º 7.3 NM to Porterville Muni. 580/16E.

RCO 122.1R 109.2T (RANCHO MURIETA RADIO)
TURLOCK MUNI (O15) 8 E UTC–8(–7DT) N37º29.04´ W120º41.84´

RWY 12–30: H2985X50 (ASPH) S–12 LIRL(NSTD)
RWY 12: Pole.

SERVICE: FUEL 100LL LGT Rwy 12–30 NSTD LIRL, lghts 20´ from rwy edge. ACTIVATE LIRL Rwy 12–30 —CTAF.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self serve credit card.
AIRPORT MANAGER: (209) 668-5599
COMMUNICATIONS: CTAU/NICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.

TUSI AHP (HUNTER LIGGETT) HELIPORT (HG)(KHGT)  A 3 NW UTC–8(–7DT) N35º59.61´

HELIPAD 14–32: H570X50 (CONC) MIRL

NOISE: Procedure (remain 1000´ AGL) in effect outside of Ft. Hunter Liggett boundary. Acft remain clear of cantonment area, lakes and reservoirs.
MILITARY REMARKS: RSTD CLOSED to fixed wing acft. 24 hr PPR all acft. Ctc Range Con DSN 686–2403/2503, C831–386–2403/2503 for entry approval of Hunter Liggett Reservation. CAUTION Parking ramp/twy less than minimum clearance, exercise extreme caution, acft parked within 150´ of centerline. MISC Tactical fixed wing airstrip (Schoonover Landing Zone) avbl for C–130 and OV–10 mil fixed wing acft only, 2 1/4 NM SE of main heliport. Fuel unavbl at Schoonover Landing Zone. All acft ctc ops/range cntrl for advsy upon entering reservation on 41.05/126.2/229.5. Ctc arpt advsy on 38.8/241.0.
COMMUNICATIONS: 5 OAKLAND CENTER APP/DEP CON 128.7 307.0

RADIO AIDS TO NAVIGATION:

TWENTY-NINE PALMS (TNP)(KTNP) 6 E UTC–8(–7DT) N34º07.90´ W115º56.75´

RWY 08–26: H5531X75 (ASPH) MIRL 1.6% up W
RWY 08: REIL: PAPI(P2L)—GA 3.0º TCH 40’: P–line.
RWY 26: REIL: PAPI(P2L)—GA 3.0º TCH 40.’
RWY 17–35: H3797X50 (ASPH) MIRL 0.9% up S
RWY 17: P–line.
RWY 35: Hill.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 08–26 and Rwy 17–35, REIL Rwy 08 and 26—CTAF. Twy lghts on twy connecting Rwy 08–26 and Rwy 17–35, plus blue reflectors on parallel twy serving Rwy 17–35.
AIRPORT MANAGER: 760-247-2371
COMMUNICATIONS: CTAU/NICOM 122.8
RCO 122.1R 114.2T (RIVERSIDE RADIO)
© L.A. CENTER APP/DEP CON 128.15

CONTINUED ON NEXT PAGE
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

(L) VORTAC 114.2 TNP Chan 89 N34º06.73’ W115º46.19’ 263º 8.8 NM to fld. 1374/15E.

VOR unusable:
- 005º–035º byd 18 NM blo 6,800’
- 035º–065º byd 25 NM blo 6,000’
- 080º–095º byd 30 NM blo 6,000’
- 095º–150º byd 18 NM blo 6,000’
- 151º–170º byd 20 NM blo 7,000’
- 170º–190º byd 25 NM blo 9,000’
- 190º–245º byd 20 NM blo 7,000’
- 245º–260º byd 25 NM blo 7,500’
- 315º–330º byd 33 NM blo 6,200’
- 330º–345º byd 20 NM blo 6,200’
- 345º–005º byd 35 NM blo 8,300’

TAC AZM unusable:
- 005º–035º byd 18 NM blo 6,800’
- 035º–065º byd 25 NM blo 6,000’
- 080º–095º byd 30 NM blo 6,000’
- 095º–150º byd 18 NM blo 6,000’
- 150º–170º byd 20 NM blo 7,000’
- 170º–190º byd 25 NM blo 9,000’
- 190º–205º byd 20 NM blo 7,000’
- 205º–265º
- 315º–330º byd 33 NM blo 6,200’
- 330º–345º byd 20 NM blo 6,200’
- 345º–005º byd 35 NM blo 8,300’

DME unusable:
- 005º–035º byd 18 NM blo 6,800’
- 035º–065º byd 25 NM blo 6,000’
- 080º–095º byd 30 NM blo 6,000’
- 095º–150º byd 18 NM blo 6,000’
- 150º–170º byd 20 NM blo 7,000’
- 170º–190º byd 25 NM blo 9,000’
- 190º–245º byd 20 NM blo 7,000’
- 245º–260º byd 25 NM blo 7,500’
- 315º–330º byd 33 NM blo 6,200’
- 330º–345º byd 20 NM blo 6,200’
- 345º–005º byd 35 NM blo 8,300’
TWENTYNINE PALMS SELF (NXP)(KNXP) MC 9 NW UTC–8(–7DT) N34º17.77´ W116º09.73´ LOS ANGELES
RWY 10: SALSF, OLS. Rgt tfc. 0.4% down.
RWY 28: SALSF, OLS.

SERVICE:
LGT All lgt by prior apvl. MILITARY— A–GEAR Rwy 10, HOOK M31(B) (1987´); Rwy 28, HOOK M31(B) (1565´) ctc twr for arrestment, exp 5 min delay. FUEL A, A+ (C334–983–4541) (NC 100LL). Qualified aft capt/crew chief must be provided by user to refuel acft. JS TRAN ALERT No AMC fleet svc avbl. AllVIP acft ctc afld OPS for PPR 24 hr prior to arr.

MILITARY REMARKS: Op hrs in accordance with public NOTAMS for exer support and PPRs only. CldSat, Sun, See FLIP AP/1, Supplementary Arpt Remarks. RSTD CLOSED fld ops permitted by PN apvl exc MCAGCC (Marine Corps Air Ground Combat Center) SAR acft only. PPR rqr for Fuel, VIP/pax movement, practice arrestments, and ngt vision devices trng. Opr outside public hrs permitted by 24 hr PPR, 72 hr PPR for Sat, Sun opr. Base OPS DSN 230–7815, C760–830–7815. Austere/desert trng environment primarily for support of CAX. Variable hr yr round as req by CAX Command Element. If Twentynine Palms SELF is final destination, ensure NXP is filed, not TNP. 500X490 AM–2 matting on west end fixed wing ramp. CAUTION Helicopter LZ (HLZ) White Rhino (unmanned air vehicle strip 2000´ x 72´) South of and parallel to Rwy 28 is primarily for tenant Unmanned Aircraft System (UAS) support, rstd to unmanned acft syst and copter ops only; no tiltrotor ops authorized. Marked with 72´ x 72´ Helo Spots on east and west end. 17´ AGL hangar lctd 120´ south of ldg zone ctrln. Rwys have AM–2 rwy sfc matting. This is fabricated aluminum panel 1.5 inches thick, which consists of hollow, extruded one–piece main section with extruded end connectors welded to each end. The top sfc of the AM–2 matting is coated with a non–skid material. Weight bearing characteristics are correctly noted by the avbl rwy code above TRT–520. TFC PAT All tfc pat south of rwy due to live fire range immediately north of SELF. Remain on or south of extd’d ctrln on final apch. VFR fixed wing to Rwy 28 maintain at or abv 4100´ MSL until NXP 5 DME. VFR fixed wing dep Rwy 10 cross NXP 5 DME at or abv 4100´ MSL or rgt turn to BANDINI (Water Treatment Facility 6 NM SE).

WEATHER DATA SOURCES: ASOS 309.75 (760) 830–8146.
CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

(L) VORTAC 114.2 TNP Chan 89 N34º06.73´ W115º46.19´ 285º 22.4 NM to fld. 1374/15E.
VOR unusable:
005º–035º byd 18 NM bld 6,800´
035º–065º byd 25 NM bld 6,000´
080º–095º byd 30 NM bld 6,000´
095º–150º byd 18 NM bld 6,000´
151º–170º byd 20 NM bld 7,000´
170º–190º byd 25 NM bld 9,000´
190º–245º byd 20 NM bld 7,000´
245º–280º byd 25 NM bld 7,500´
315º–330º byd 33 NM bld 6,200´
330º–345º byd 20 NM bld 6,200´
345º–005º byd 35 NM bld 8,300´

TAC AZM unusable:
005º–035º byd 18 NM bld 6,800´
035º–065º byd 25 NM bld 6,000´
080º–095º byd 30 NM bld 6,000´
095º–150º byd 18 NM bld 6,000´
150º–170º byd 20 NM bld 7,000´
170º–190º byd 25 NM bld 9,000´
190º–205º byd 20 NM bld 7,000´
205º–265º
315º–330º byd 33 NM bld 6,200´
330º–345º byd 20 NM bld 6,200´
345º–005º byd 35 NM bld 8,300´

DME unusable:
005º–035º byd 18 NM bld 6,800´
035º–065º byd 25 NM bld 6,000´
080º–095º byd 30 NM bld 6,000´
095º–150º byd 18 NM bld 6,000´
150º–170º byd 20 NM bld 7,000´
170º–190º byd 25 NM bld 9,000´
190º–245º byd 20 NM bld 7,000´
245º–280º byd 25 NM bld 7,500´
315º–330º byd 33 NM bld 6,200´
330º–345º byd 20 NM bld 6,200´
345º–005º byd 35 NM bld 8,300´

UKIHAH N39º07.81´ W123º04.63´
RCO 122.35 (OAKLAND RADIO)

SAN FRANCISCO
H–3B, L–2G

SW, 12 AUG 2021 to 7 OCT 2021
UKIAH MUNI (UKI)(UKUKI) 1 S UTC–8(–7DT) N39°07.56´ W123°12.05´ 617 B NOTAM FILE UKI
RWY 15–33: H4423X150 (ASPH) S–28 MIRL 0.3% up N
RWY 15: REIL. VASI(V4L)—GA 3.0º TCH 27º. Trees.
SERVICE: S4 FUEL 100LL, JET A OK LGT ACTIVATE MIRL Rwy 15–33, REIL and VASI Rwy 15, REIL Rwy 33—CTAF.
NOISE: For noise abatement calm wind rwy is Rwy 15. Arpt manager requests no VFR straight in apchs to Rwy 15–33 right turn after departure Rwy 33 to avoid overflight of town.
AIRPORT REMARKS: Attended 1600Z–Dusk. No jet acft dep 0600–1500Z. Self-svc fuel avbl. Second rotating bcn on mountain 250º and 2 miles from arpt. Ldg fee for all acft over 12,500 lbs.
AIRPORT MANAGER: 707-467-2855
WEATHER DATA SOURCES: ASOS 119.275 (707) 462–7343.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (OAKLAND RADIO)
RCO 122.35 (OAKLAND RADIO)
® OAKLAND CENTER APP/DEP CON 127.8
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Oakland ARTCC at 510-745-3380.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.
MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19´ W123º16.46´ 022º 5.5 NM to fld. 2985/16E.
KEARN NDB (LOM) 371 UK N39º16.55´ W123º14.44´ 151º 9.2 NM to fld. Outer marker component status: OM OTS permly SHUTDOWN.
LOC/DME 109.1 I–UKI Chan 28 Rwy 15. LOM KEARN NDB. Outer marker component status: OM OTS permly LOC unusable byd 25º right of course. DME unusable byd 25º right of course.

UNIVERSITY (See DAVIS on page 118)

UPLAND
CABLE (CCB)(KCCB) 2 NW UTC–8(–7DT) N34º06.70´ W117º41.24´ 1444 B TPA—2244(800) NOTAM FILE RAL
RWY 06–24: H3863X75 (ASPH) S–20 MIRL 1.3% up NE
RWY 06: VASI(V2L)—GA 4.0º TCH 34º. Thld dsplcd 106º.
RWY 24: VASI(V2R)—GA 4.0º TCH 24º. Thld dsplcd 157º. Road.
SERVICE: S4 FUEL 100LL, JET A OK 1, 2, 3, 4 LGT Rwy 24 VASI unusable byd 5º right and 9º left of centerline. MIRL Rwy 06–24 preset on low ints dusk to 0600Z‡, after 0600Z‡ ACTIVATE—CTAF.
AIRPORT REMARKS: Attended dalgt hrs. Fuel self svc 24 hrs. Rwy 06–24 gross pavement strength provided by arpt operator 12,500 pounds.
AIRPORT MANAGER: (951) 315-9224
COMMUNICATIONS: CTAF/UNICOM 123.0
® SOCAL APP/DEP CON 125.5
CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
POMONA (L) VORTACW 110.4 POM Chan 41 N34º04.70´ W117º47.22´ 053º 5.4 NM to fld. 1266/15E.
VORTAC unusable:
300º–045º byd 20 NM
VOR portion unusable:
280º–300º byd 20 NM bld 13,000´
TACAN AZIMUTH unusable:
280º–300º byd 20 NM bld 14,000´
HELIPAD H1: H65X65 (ASPH) PERIMETER LGTS
HELIPAD H2: H65X65 (ASPH–CONC)
HELIPORT REMARKS: ACTIVATE Rwy H1 perimeter lgts—CTAF.
**UPPER LAKE**

**GRAVELLY VALLEY (Q5) 17 N UTC–8(–7DT) N39º27.04´ W122º57.28´**

1900 TPA—2700(800) NOTAM FILE OAK

**RWY 01–19:** 4050X200 (GRVL) S–12.5

**RWY 01:** Trees.

**RWY 19:** Hill.

**AIRPORT REMARKS:** Unattended. Be alert for occasional wildlife on rwy. Hang glider opr particularly summer months. Do not land south of Hull Mountain Road. No ldg on Rwy 19 due to hill northeast of arpt. No tkf on Rwy 01 due to hill northeast of arpt. Tall trees on both sides of rwy. Trees penetrate the transitional surface on both sides of the arpt. Rwy 01–19 not regularly maintained, rwy may be rough, uneven and rutted.

**AIRPORT MANAGER:** 707-275-1401

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Oakland ARTCC at 510-745-3380.

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**VACAVILLE**

**NUT TREE (VCB) (KVCB) 2 NE UTC–8(–7DT) N38º22.69´ W121º57.67´**

117 B NOTAM FILE VCB

**RWY 02–20:** H4700X75 (ASPH) S–30 MIRL

**RWY 02:** REIL. PAPI(P2L)—GA 3.75° TCH 27´. Tree.

**RWY 20:** REIL. PAPI(P2L)—GA 3.75° TCH 27´. Rgt tfc.

**SERVICE:** S4 FUEL 100LL, JET A LGT After 0600Z‡ ACTIVATE MIRL and parallel twy lgts Rwy 02–20; PAPI and REILs Rwy 02 and Rwy 20—CTAF.

**NOISE:** No turns to crosswind below 800’ MSL, remain west of interstate highway for Rwy 20, noise sensitive area west of arpt.

**AIRPORT REMARKS:** Attended Mon–Fri 1400–0100Z‡. Rwy 02 calm wind rwy. Twy lgts on parallel twy only.

**AIRPORT MANAGER:** 707-469-4600

**WEATHER DATA SOURCES:** ASOS 134.75 (707) 448–1594.

**COMMUNICATIONS:** CTAF 122.85

**CLEARANCE DELIVERY PHONE:** For CD ctc Oakland ARTCC at 510-745-3380.

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

**SACRAMENTO (H) VORTACW** 115.2 SAC Chan 99 N38º26.62´ W121º33.10´ 242º 19.7 NM to fld. 3/17E.
VAN NUYS (VNY) (KVNY) P (ANG) 3 NW UTC–8(–7DT) N34°12.59´ W118°29.40´
802 B TPA—See Remarks NOTAM FILE VNY MON Airport

R W Y 1 6 R–3 4 L: H8001X150 (ASPH) S–90, D–120, 2S–152, 2D–210
HIRL
R WY 16R: MALSR, PVASI(PSIL)—GA 3.5º TCH 50´. RVR–T Thld dsplcd 1432´. Fence. Rgt tcf. 0.7% down.
R WY 3 4 L: PAPI(P4R)—GA 3.0º TCH 54´. Trees. 0.7% up.
R W Y 1 6 L–3 4 R: H4013X75 (ASPH) S–14 MIRL 0.7% up N
R WY 16L: Thld dsplcd 1434´. Railroad.
R W Y 3 4 R: VASI(V4L)—GA 3.0º TCH 26´. Rgt tcf.

RUNWAY DECLARED DISTANCE INFORMATION
R WY 1 6 L: TORA–4013 TODA–4013 ASDA–4013 LDA–2582
R W Y 3 4 L: TORA–8001 TODA–8001 ASDA–7261 LDA–7261
R W Y 3 4 R: TORA–4013 TODA–4013 ASDA–3906 LDA–3906

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT When twr clsd

ACTIVATE HIRL Rwy 16R–34L, MALSR Rwy 16R and twy lgts—CTAF.
A2 and A3 have unidirectional centerline lgts. Rwy 16R VGSI unusbl byd 6.8 NM due to trrn. Unusbl byd 8 deg left and 6 deg right of rwy cntrln.

MILITARY—FUEL A+ (C818–989–2300.) (NC–100LL, A) FLUID OX.

NOISE: Extreme noise sensitive area. Noise Ordinance Curfew: No acft exceeding 74 DBA (PER AC36–3) between 0600–1500Z‡, except military, mercy flights and law enforcement acft. Rwy 16L and Rwy 16R no turns before the flood basin, unless directed by twr. Rwy 34L and Rwy 34R no turns before reaching 1800´ MSL unless directed by twr. No acft may arrive or depart the arpt whose AC36–3 f1kn noise level equals or exceeds 77 DBA. Jets: Avoid dep and arr b4n 11 pm and 7 am to rdc noise over community.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED to air carrier ops. Birds on and invof arpt. Bird abatement may occur between rwy when twr is open. When twr clsd, acft must self announce on freq 119.3 prior to ldg or departing. Rwy 16R left tcf when ATCT clsd. Rwy 16L–34R CLOSED and unlgtd when twr clsd. Helicopter ctc twr for apch–dep routes.

TOWER—2002(1200) Rwy 16R–34L, 1802(1000) Rwy 16L–34R. All jet acft must use full rwy length for departure unless otherwise directed by twr. Formation arrivals and departures prohibited except for emerg response acft. Txl A1 WB taxi only. Taxilane Alpha 4 rstd to acft with wingspan less than 100´ or less. Taxilane A3 westbound taxi only. Taxilane A2 eastbound taxi only. Taxilane A2/A3 have unidirectional centerline lgts.

AIRPORT MANAGER: 818-442-6500
WEATHER DATA SOURCES: ASOS (818) 904–9213 LAWRS.
COMMUNICATIONS: CTA F 119.3 ATIS 127.55 818–780–4993 UNICOM 122.95
SOCAL APP/DEP CON 124.6 (South bnn BUR 150°–VNY 160°), 134.2 (160°–280° VNY, West), 120.4 (VNY 280°–BUR 050°, North), 135.05 (050°–150° BUR)
TOWER 119.3 (162°–345° and dep Rwy 16R–34L), 120.2 (346°–161° and dep Rwy 16L–34R), 119.0 (helicopters)1400–0645Z) GND CON 121.7
CLNC DEL 126.6
CPDLC (LOGON KUSA)
PDC
CLEANER DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.
AIRSPACE: CLASS D svc 1400–0645Z; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE VNY.
(L) VOR/DME 113.1 VNY Chan 78 N34°13.41´ W118°29.50´ at fld. 812/15E.
VOR/DME unusable:
010°–030° byd 20 NM b4 6,700´
030°–050° byd 25 NM b4 8,600´
330°–350° byd 25 NM b4 5,500´
350°–010° byd 15 NM b4 6,100´
DME unusable:
094°–096° byd 35 NM b4 5,000´
ILS 111.3 1–VNY Rwy 16R. Class IA. Unmonitored when ATCT closed. LOC unusbl within 0.6 NM.
VENTURA N34°06.90’ W119°02.97’ NOTAM FILE HHR.

LOS ANGELES H-4H, L-3D, 4F, 7A

COPTER

108.2 VITU Chan 19 324° 6.3 NM to Camarillo. 1559/15E.

VOR/DME unusable:

060°–085° byd 10 NM b/a 13000’.

DME unusable:

060°–085° byd 10 NM b/a 13000’.

SW, 12 AUG 2021 to 7 OCT 2021
SOUTHERN CALIFORNIA LOGISTICS (VCV)(KCVV) 5 NW UTC–8(–7DT) N34º35.85´

RWY 17–35: H15050X150 (ASPH–CONC–GRVD) PCN 68 F/A/W/T
HIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 75´. RVR–T Rgt tfc. 0.5% up.
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 65´. RVR–R 0.5% down.
RWY 03–21: H9138X150 (ASPH–CONC–GRVD) PCN 66 F/A/W/T HIRL
RWY 03: PAPI(P4L)—GA 3.0º TCH 75´. Rgt tfc. 0.3% down.
RWY 21: PAPI(P4L)—GA 3.0º TCH 75´. 0.4% up.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–9138 TODA–9138 ASDA–9138 LDA–9138
RWY 17: TORA–15050 TODA–15050 ASDA–15050 LDA–15050
RWY 21: TORA–9138 TODA–9138 ASDA–9138 LDA–9138
RWY 35: TORA–15050 TODA–15050 ASDA–15050 LDA–15050

SERVICE: S4 FUEL 100LL, JET A
LGT
When twr clsd ACTIVATE PAPI
Rwy 03, Rwy 21, Rwy 17 and Rwy 35, HIRL Rwy 03–21 and Rwy 17–35—CTAF.

NOISE: Avoid overflight of Silver Lakes 10 miles north for noise abatement.

AIRPORT REMARKS: Attended 1400–0600Z‡. For acft fuel or maintenance call 760–246–7794 or use frequency 131.975. Class IV, ARFF Index A. ARFF Index A, with ARFF Index E avbl with 24 hrs PPR; call OPS 760–243–1915. Ptn of Twy A btn Twy C and Rwy 21, ptn of Twy C btn Twys C1 and C2, ptn of Twy E btn Twy E1 and Twy D, Rwy 17 thld, and Rwy 35 thld are not visible areas from the ATCT. VCV ATCT una to prvd ATC svcs to acft in these non–visible areas. Portion of Rwy 17 north 5000´ are not visible areas from tower. Twy U not avbl for GA use or ACR use. Not lgtd. U.S. Customs User Fee Arpt. Customs officer avbl 1700–0100Z‡ Mon–Fri 760–243–1925, after hrs call 760–490–8651.

AIRPORT MANAGER: 760-243-1915

WEATHER DATA SOURCES: AWOS–3 135.475 (760) 246–3635.
COMMUNICATIONS: CTAF 118.35 (0600–1400Z‡) ATIS: 135.475 (1400–0400Z‡)

® JOSHUA APP/DEP CON 124.55

VICTORVILLE (T) VORW/DME 109.05 VCV Chan 27(Y) N34º35.65´ W117º23.40´ at fld. 2855/14E.
VOR unusable:
040º–070º byd 15 NM
DME unusable:
040º–070º byd 15 NM

PALMDALE (H) VORTAC 114.5 PMD Chan 92 N34º37.88´ W118º03.83´ 078º 33.8 NM to fld. 2498/15E. NOTAM FILE PMD. unmonitored when ATCT clsd.
VOR unusable:
010º–020º
110º–160º byd 35 NM bio 11,600´
160º–235º byd 30 NM bio 8,100´
TACAN AZIMUTH unusable:
110º–145º byd 20 NM bio 15,500´
145º–235º byd 20 NM bio 14,500´
345º–355º byd 35 NM
DME unusable:
120º–145º byd 20 NM bio 15,500´
145º–150º byd 20 NM bio 14,500´

SW, 12 AUG 2021 to 7 OCT 2021
VISALIA

SEQUOIA FLD (D86) 8 N UTC–8(–7DT) N36º26.88´ W119º19.12´

313 TPA—1113(800) NOTAM FILE RIU
RWY 13–31: H3012X60 (ASPH) S–30, D–50 LIRL

SERVICE: S2
AIRPORT MANAGER: (559) 624-7070
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.

RADAR AIDS TO NAVIGATION: NOTAM FILE VIS.

VISALIA (T) VOR/DME 109.4 VIS Chan 31 N36º22.04´ W119º28.93´ 043º 9.3 NM to fld. 259/16E.

VISALIA MUNI (VIS)(KVIS) 4 W UTC–8(–7DT) N36º19.12´ W119º23.57´

295 B TPA—See Remarks NOTAM FILE VIS
RWY 12: REIL, PAPI(P4L)—GA 3.0º TCH 40’. Thld dispdcd 917’. Fence.
RWY 30: MALS R, PAPI(P4L)—GA 3.0º TCH 53’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–6560 TODA–7560 ASDA–6560 LDA–5635
RWY 30: TORA–5635 TODA–6635 ASDA–5635 LDA–5635

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MALS Rwy 30, REIL Rwy 12, PAPI Rwy 12 and Rwy 30, HIRL Rwy 12–30—CTAF.


AIRPORT MANAGER: (559) 713-4282
WEATHER DATA SOURCES: AWOS–3PT 119.925 (559) 651–2418.

COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.1R 109.4T (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION:
(T) VOR/DME 109.4 VIS Chan 31 N36º22.04´ W119º28.93´ 108º 5.2 NM to fld. 259/16E.
ILS 108.5 I–VIS Rwy 30. Class IE.

HELIPAD H1: H45X45 (CONC) S–18, D–45, 2D–90

WARD FLD (See GASQUET on page 134)

WASCO–KERN CO (L19) 2 NW UTC–8(–7DT) N35º37.19´ W119º21.22´

312 B TPA—1112(800) NOTAM FILE RIU
RWY 12–30: H3380X60 (ASPH) S–6 MIRL 0.3% up SE
RWY 12: Thld dispdcd 431’. Pole.
RWY 30: Thld dispdcd 230’. Road.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 12–30—CTAF.


AIRPORT MANAGER: 661-391-1824
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.
SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35º29.07´ W119º05.84´ 289º 14.9 NM to fld. 549/14E.
WATSONVILLE MUNI  (WVII/KWVI)  3 NW UTC–8(–7DT)  N36º56.14´ W121º47.38´  
163 B NOTAM FILE WVI MON Airport  
RWY 02–20: H4501X149 (ASPH)  S–81, D–96, 2S–122, 2D–167  
MIRL  0.4% up NE  
RWY 02: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.  
RWY 20: PAPI(P2L)—GA 3.0º TCH 44´. Thld dspclcd 590´. Tree.  
RWY 09–27: H3998X98 (ASPH)  S–45, D–65, 2S–83  0.7% up W  
RWY 09: PAPI(P2R)—GA 4.0º TCH 34´. Tree.  
RWY 27: Tree.  
SERVICE: S6 FUEL 100LL, JET A  OX 4  LGT Rotating bcn opr SS–SR.  
ACTIVATE PAPI Rwy 02, Rwy 09 and Rwy 20; REIL Rwy 02; MIRL Rwy 02–20—CTAF. Rwy 20 PAPI unusbl byd 4.0 NM due to terrain.  
NOISE: Arpt has noise abatement procedures; see arpt website.  
AIRPORT MANAGER: 831-768-3575  
WEATHER DATA SOURCES: ASOS 132.275 (831) 724–8794.  
COMMUNICATIONS: CTAF/UNICOM 122.8  
© NORCAL APP/DEP CON 127.15 (145º–339º)  
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-3748.  
RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.  
SALINAS (H) VORTACW 117.3 SNS Chan 120  N36º39.83´ W121º36.19´  314º 18.6 NM to fld. 80/17E.  
VOR portion unusable:  
010º–016º byd 22 NM blo 7,000´  
010º–016º byd 26 NM blo 8,000´  
016º–080º byd 22 NM blo 8,000´  
150º–170º byd 8 NM blo 10,000´  
TACAN AZIMUTH & DME unusable:  
010º–080º byd 22 NM blo 8,000´  
150º–200º blo 11,000´  
TACAN AZIMUTH unusable:  
245º–255º byd 20 NM  
LOC 108.3 I–AYN Rwy 02. Unmonitored.  

SW, 12 AUG 2021 to 7 OCT 2021
**WEAVERVILLE**

LONNIE POOL FLD/WEAVERVILLE  (O54)  1 NE  UTC–8(–7DT)  N40°44.83’  W122°55.34’

2350  TPA—3150(800)  NOTAM FILE RIU

RWY 18–36: H3181X50 (ASPH)  S—5  4.1% up N

RWY 18: Trees.

RWY 36: PAPI(P2L)—GA 3.0º TCH 40’. Thld dsplcd 90’. Road.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED nights. Arpt intermittently CLOSED winters due to snow. Call county transportation office for info 530–623–1365. Touch & go’s prohibited. Recommend no go–arounds below 2,600’ MSL. Touch prohibited on Rwy 36 due to rwy elev increase of approximately 100’ north end of rwy. Tall trees and rising terrain north of arpt. Significant variations in wind direction and ints can occur at the apch to Rwy 36. Road 50’ east of centerline at Rwy 18 thld and 60’ trees in primary sfc 80’ east of centerline.

**AIRPORT MANAGER:** 530-623-1365

**WEATHER DATA SOURCES:** AWOS–3

120.850 (530) 623–3810.

**COMMUNICATIONS:** CTAF/UNICOM

122.8

**WEAVERVILLE RCO** 122.4 (RANCHO MURIETA RADIO)

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

FORT JONES  (L) VORW/DME 109.6  FJS  Chan 33  N41°26.98’  W122°48.39’  168º 42.4 NM to fld. 4900/19E.

VOR unusable:

080º–135º byd 19 NM

080º–135º byd 9 NM blo 13,000’

190º–300º byd 19 NM

200º–300º byd 8 NM blo 14,000’

DME unusable:

190º–275º byd 19 NM blo 16,000’

**WEED**  (O46)  4 NW  UTC–8(–7DT)  N41°28.85’  W122°27.27’

2943  B  NOTAM FILE RIU

RWY 14–32: H5000X60 (ASPH)  S—12  MIRL  0.7% up SE

RWY 14: VASI(V2L)—GA 3.0º TCH 23’. Rgt tfc.

RWY 32: VASI(V2L)—GA 3.0º TCH 20’. Road.

**SERVICE:** FUEL

100LL, JET A

LGT

ACTIVATE MIRL Rwy 14–32—CTAF.

**AIRPORT REMARKS:** Attended May–Oct, Mon–Sun 1600–0100Z‡, Nov–Apr, Mon–Fri 1600–0100Z‡. Ramp twys clsd near midfield intersection and near south ramp exit. Ldg fee.

**AIRPORT MANAGER:** 530-842-8259

**COMMUNICATIONS:** CTAF/UNICOM

122.7

**ANTELOPE MOUNTAIN RCO** 122.4 (RANCHO MURIETA RADIO)

®

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

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

FORT JONES  (L) VORW/DME 109.6  FJS  Chan 33  N41°26.98’  W122°48.39’  064º 6.7 NM to Colusa Co. 49/18E.

VOR unusable:

080º–135º byd 19 NM

080º–135º byd 9 NM blo 13,000’

190º–300º byd 19 NM

200º–300º byd 8 NM blo 14,000’

DME unusable:

190º–275º byd 19 NM blo 16,000’

**WESTOVER FLD AMADOR CO** (See JACKSON on page 148)

**WHITEMAN** (See LOS ANGELES on page 160)

**WILLIAM ROBERT JOHNSTON MUNI** (See MENDOTA on page 166)

**WILLIAMS** N39°04.27’  W122°01.64’  NOTAM FILE RIU.

(L) VORTAC 114.4  ILA  Chan 91  356º 6.7 NM to Colusa Co. 49/18E.
WILLITS

ELL$ FL$–WILLITS MUNI (028)  3 NW UTC–8(–7DT)  N39°27.08' W123°22.34'  SAN FRANCISCO

2066  B  NOTAM FILE OAK
RWY 16–34: H2995X75 (ASPH)  S–30  MIRL  1.3% up N
RWY 16: Trees.
  RYW 34: PAPI(P2L)—GA 3.0º TCH 20'. Trees. Rgt tfc.
SERVICE: S2  FUEL  100LL  LGT  Rotating bcn OTS. ACTIVATE MIRL Rwy 16–34, PAPI Rwy 34—CTAF.
AIRPORT MANAGER: (707) 459-1562
COMMUNICATIONS: CTAF/UNICOM
  122.8
RADIO AIDS TO NAVIGATION:
MENDOCINO (H) VORTAC
  112.3  ENI  Chan 70  N39°03.19' W123°16.46'  333º 24.3 NM to fld. 2985/16E.

WILLOWS–GLENN CO (WLW)(KWLW)  1 W UTC–8(–7DT)  N39°30.95' W122°13.04'  SAN FRANCISCO

141  B  NOTAM FILE RIU
RWY 16–34: H4125X100 (ASPH)  S–38, D–53  MIRL
RWY 16: Road. Rgt tfc.
RWY 34: VASI(V4L)—GA 3.0º TCH 31'.
RWY 13–31: H3788X60 (ASPH)  S–12
RWY 31: Thld dspcld 243'.
SERVICE: FUEL  100LL  LGT  ACTIVATE MIRL Rwy 16–34 and VASI Rwy 34—CTAF.
AIRPORT REMARKS: Attended 1530–2330Z‡. Fuel 24 hr card lock.
AIRPORT MANAGER: 530-934-6530
COMMUNICATIONS: CTAF/UNICOM
  122.8
RADIO AIDS TO NAVIGATION:
••••••••••••••••••
HELIPAD H1: H60X60 (CONC)
HELIPORT REMARKS: Helipad H1 +8' fuel tank within helipad safety area NE corner, +8' bushes 25' NE of helipad.

WOODLAKE (O42)  2 S UTC–8(–7DT)  N36°23.93' W119°06.41'  SAN FRANCISCO

425  B  NOTAM FILE RIU
RWY 07–25: H2203X50 (ASPH–TRTD)
RWY 07: Trees.
RWY 25: Bldg.
SERVICE: FUEL  100LL
AIRPORT REMARKS: Unattended. Arpt not approved for ngt use. Gross pavement strength provided by arpt manager, 8000 lbs.
AIRPORT MANAGER: 559-564-8055
COMMUNICATIONS: CTAF
  122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

SW, 12 AUG 2021 to 7 OCT 2021
WOOLAND

WATTS—WOODLAND (O41)  4 W UTC—8(—7DT)  N38º40.43´ W121º52.32´
125  B  TPA—See Remarks  NOTAM FILE RIU
RWY 18–36: H3759X60 (ASPH)  S—12  MIRL  0.5% up S
RWY 18: Thld dsplcd 630´. Trees.
RWY 36: Thld dsplcd 385´. Antenna.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA—3759  TODA—3759  ASDA—3559  LDA—2929
RWY 36: TORA—3759  TODA—3759  ASDA—3629  LDA—3244
SERVICE: FUEL  100LL, JET A  OX 3, 4  LGT ACTIVATE MIRL Rwy
18–36—CTAF.
AIRPORT REMARKS: Attended Oct–Apr 1600–0100Z‡ and May–Sept
1500–0200Z‡. Fuel 24 hrs with credit card. Rwy 18 unlgtd 60´ trees
higher than pole mounted obstruction lghts. Twin engine actf back taxi on
rwy. TPA for turbine actf 1625(1500). TPA for other actf 1125(1000).
AIRPORT MANAGER: 530-867-6652
COMMUNICATIONS: CTAF/UNICOM 122.8
® TRAVIS APP/DEP CON 126.6
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.
SACRAMENTO (H) VORTACW 115.2  SAC Chan 99  N38º26.62´ W121º33.10´ 296º 20.4 NM to fld. 3/17E.
WOODSIDE  N37º23.55´ W122º16.88´  NOTAM FILE OAK.
(L) VOR/DME 113.9  OSI  Chan 86  355º 7.3 NM to San Carlos. 2270/17E.
VOR unusable:
  030º–050º byd 15 NM
  225º–305º byd 20 NM blo 9,000´
  330º–350º blo 11,000´
DME unusable:
  160º–350º blo 11,000´
  190º–230º byd 20 NM blo 13,000´
  230º–350º byd 20 NM
YOLO CO  (See DAVIS/WOOLAND/WINTERS on page 119)

YUBA CITY

SUTTER CO  (O52)  1 S UTC—8(—7DT)  N39º07.42´ W121º36.32´
60  B  NOTAM FILE RUI
RWY 17–35: H3045X75 (ASPH)  MIRL
RWY 17: REIL. PAPI(P2L)—GA 3.0º TCH 25´. Rgt tcf.
RWY 35: REIL. Trees.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE MIRL Rwy 17–35—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡. Fuel avbl by credit card. AG actf fly NSTD tcf pat.
AIRPORT MANAGER: (530) 822-7400
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.
RADIO AIDS TO NAVIGATION: NOTAM FILE RUI.
WILLIAMS (L) VORTACW 114.4  ILA  Chan 91  N39º04.27´ W122º01.64´  063º 20.0 NM to fld. 49/18E.
YUBA CO  (See MARYSVILLE on page 166)
YUCCA VALLEY  (L22)  1 E UTC–8(–7DT)  N34º07.79´ W116º24.41´
3224  NOTAM FILE RAL
RWY 06–24: H4363X60 (ASPH)  S–12.5  MIRL  0.6% up SW
  RWY 06: Thld dsplcd 349´. Tree. Rgt tfc.
SERVICE: S2 LGT ACTIVATE MIRL Rwy 06–24—CTAF.
NOISE: Noise abatement procedures in effect ctc arpt manager at 760–401–0816.
AIRPORT REMARKS: Attended irregularly. PAEW adjacent Rwy 06–24. 6´ tall lgtd fence adjacent to each rwy end. Rwy 06 calm wind rwy.
AIRPORT MANAGER: 760-401-0816
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE  (H) VORTACW 112.2 PDZ Chan 59 N33º55.10´ W117º31.80´ 062º 57.4 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
  130º–145º byd 25 NM blo 5,000´
  145º–190º blo 8,000´
  190º–230º blo 10,000´
  310º–325º byd 35 NM blo 10,900´
  325º–345º byd 25 NM blo 11,500´
  345º–360º byd 35 NM blo 10,500´
VOR unusable:
  010º–015º byd 20 NM blo 10,000´
  130º–145º byd 25 NM blo 5,000´
  145º–190º blo 8,000´
  145º–190º byd 25 NM blo 10,000´
  145º–190º byd 39 NM blo 13,500´
  190º–230º blo 10,000´
  310º–325º byd 35 NM blo 10,900´
  325º–345º byd 25 NM blo 11,500´
  345º–360º byd 35 NM blo 10,500´
DME unusable:
  130º–145º byd 25 NM blo 5,000´
  145º–190º blo 8,000´
  190º–230º blo 10,000´
  310º–325º byd 35 NM blo 10,900´
  325º–345º byd 25 NM blo 11,500´
  345º–360º byd 35 NM blo 10,500´

ZAMPERINI FLD  (See TORRANCE on page 235)
AKRON

COLORADO PLAINS RGNL  (AKO)(KAKO)  1 N UTC–7(–6DT)  N40°10.54´ W103°13.32´

4716  B  NOTAM FILE AKO

RWY 11–29: H7001X100 (ASPH)  S–65, D–85, 2D–125  MIRL

0.6% up NW

RWY 11: REIL. PAPI(P2L)—GA 3.0º TCH 44´. Road.

RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 43´.

SERVICE: S4  FUEL  100LL, JET A

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

AIRPORT REMARKS: Attended 1500–0000Z‡. For fuel when arpt unattended call 970–345–2397. 24 hr self serve 100LL avbl with credit card. Extensive crop spraying ops in the area Apr–Oct.

AIRPORT MANAGER: 970-345-2397

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM

AKRON RCO 122.2 (DENVER RADIO)

DENVER CENTER APP/DEP CON 133.95

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 AKO.

AKRON (H) VOR/DME 114.4  AKO Chan 91  N40º09.33´

W103º10.78´  289º 2.3 NM to fld. 4623/13E.

ALAMOSA

SAN LUIS VALLEY RGNL/BERGMAN FLD  (ALS)(KALS)  2 S UTC–7(–6DT)  N37º26.11´

W105º52.07´

7540  B  Class I, ARFF Index A  NOTAM FILE ALS  MON Airport

RWY 02–20: H8521X100 (ASPH–GRVD)  S–52, D–70, 2S–89

PCN 44 F/C/X/T  HIRL

RWY 02: MALS. PAPI(P4L)—GA 3.0º TCH 48´.

RWY 20: REIL. VASI(V4L)—GA 3.0º TCH 41´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–8519  TODA–8519  ASDA–8519  LDA–8519

RWY 20: TORA–8519  TODA–8519  ASDA–8519  LDA–8519

SERVICE: S4  FUEL  100LL, JET A  OK 1, 2, 3, 4  LGT ACTIVATE MALS Rwy 02, REIL Rwy 20, PAPI Rwy 02, VASI Rwy 20, HIRL Rwy 02–20—CTAF.


AIRPORT MANAGER: (719) 580-1986

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM

ALAMOSA RCO 122.3 (DENVER RADIO)

RCO 122.15 (DENVER RADIO)

® DENVER CENTER APP/DEP CON 128.375

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS E svc 1245–0200Z‡ Mon–Fri, 1430–0200Z‡ Sat–Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALS.

ALAMOSA (H) VORTACW 113.9  ALS  Ch 86  N37º20.95´ W105º48.93´  321º 5.7 NM to fld. 7535/13E.

VOR unusable:
025º–045º byd 25 NM bio 15,900´
150º–180º byd 35 NM bio 11,600´

TAC AZM unusable:
025º–045º byd 25 NM bio 15,900´
150º–180º byd 35 NM bio 11,600´

DME unusable:
025º–045º byd 25 NM bio 15,900´
150º–180º byd 35 NM bio 11,600´

ILS 111.9  I–VOR  Rwy 02. Class IE.  ILS Rwy 2 unmnt.

ALAMOSA  N37º20.95´ W105º48.93´  NOTAM FILE ALS.

(VORTAC) 113.9  ALS  Ch 86  321º 5.7 NM to San Luis Valley Rgnl/BergmanFld. 7535/13E.

VOR unusable:
025º–045º byd 25 NM bio 15,900´
150º–180º byd 35 NM bio 11,600´

TAC AZM unusable:
025º–045º byd 25 NM bio 15,900´
150º–180º byd 35 NM bio 11,600´

DME unusable:
025º–045º byd 25 NM bio 15,900´
150º–180º byd 35 NM bio 11,600´

RCO 122.15 (DENVER RADIO)
RCO 122.3 (DENVER RADIO)

ANIMAS AIR PARK  (See DURANGO on page 274)
ASPE–PITKIN CO/SARDY FLD (ASE) N39°13.31′ W106°52.09′
7838  B TPA—See Remarks  Class I, ARFF Index B  NOTAM FILE ASE
RWY 15–33: H8006X100 (ASPH–GRVD) S–80, D–100, 2D–160
PCN 28 F/B/X/U MIRL
RWY 15: MALSF, PAPI(P4L)—GA 3.5º TCH 56 ′, 1.9% up.
RWY 33: REIL. Thld displaced 1000 ′. Road. Rgt tfc. 2.0% down.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–7006 TODA–7006 ASDA–7006 LDA–7006
RWY 33: TORA–8006 TODA–8006 ASDA–8006 LDA–7006
SERVICE: S2 FUEL 100LL, JET A1+ OX 1, 3 LGT Bcn lgts ops dusk–0600Z‡. When ATCT clsd ACTVT MALSF Rwy 15; REIL Rwy 33; PAPI Rwy 15; MIRL Rwy 15–33—CTAF. REIL Rwy 15—ATCT opc day VFR only. Rwy 15 PAPI unusbl byd 4 NM fm rwy thr and byd 7 deg rgt of rwy cntrl.
NOISE: NS ABTMT procedures in effect, ctc arpt ops 970–920–5760 ext 0.
AIRPORT REMARKS: Attended 1400–0600Z‡. Arpt CLOSED 0600–1400Z‡.
Birds and other wildlife on and involv rwy. Watch for wildlife on or near rwy.
All arriving actf from 2000 to 2300 local must announce CTAF 118.85 when they are 20, 15, 10 and 5 miles out and on short final.
Equipment may be on the rwy. Rwy 00X exists to support the PKN LDA assoc with this arpt. For actf svc ctc UNICOM. Hang gliders, para gliders, hot air balloons and glider ops on and involv arpt up to 18,000′ MSL. All commercial actf advise prior to pushback onto Twy A. Arpt lctd in high mountain valley with mountainous terrain from 12,500′–14,000′ MSL in near proximity to arpt, numerous unlgtd obst. All adverse wx situations magnified in mountains. Arpt rstd to max acft wingspan of 95′. Ops dur periods of reduced visibility discouraged for pilots unfamiliar with area. Unless ceilings are at least 2000′ abv highest terrain and visibility is 15 miles or more, mountain flying is not recommended. Due to high apch minimums pilots may need an IFR alternate even though wx is forecast to be better than 2000′–3,000′.
Temperature correction required at or below –22C. Ldg fee. NOTE: See Special Notices—Special Procedures Aspen County/Sardy Field (KASE) Aspen, Colorado, “Cozy One VFR Departure (KASE)”.
AIRPORT MANAGER: (970) 429-2851
WEATHER DATA SOURCES: ASOS 120.4 (970) 205–2482. LAWRS.
COMMUNICATIONS: CTAF 118.85 ATIS 120.4 UNICOM 122.95
¥ APP/DEP CON 123.8 (1400–0300Z‡)
¥ DENVER CENTER APP/DEP CON 119.85 (0300–1400Z‡)
TOWER 118.85 (1400–0300Z‡) GND CON 121.9 CLNC DEL 123.75
AIRSPACE: CLASS D svc 1400–0300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
RED TABLE (H) VOR/DME 113.0 DBL Chan 77 N39°26.36′ W106°53.68′ 163º 13.1 NM to fld. 11800/12E.
LDA 108.5 I–PKN Rwy 00X. Localizer course width: 6.00 reverse sensing. This facility will be used as a departure navaid and a missed approach navaid. LDA sensing will be reversed. LDA 108.5 i–pkn available for missed approach/depatures only. LDA usable byd 25º back right/left of course, LDA unusable byd 30º back right/north of course.
LOC/DME 111.15 I–ASE Chan 48(Y) Rwy 15. LOC front usable byd 14 NM blw 12,500′; byd 25º left and right of course. DME usable byd 14 NM blw 12,500′; byd 25º left and right of course.
COMM/NAV/WEATHER REMARKS: Primary radar not avbl. Radar tfc advisories and svs avbl for transponder equipped actf only. LDA 108.5 i–pkn avbl for missed apch/dep only. LDA unmonitored when twr clsd. LDA unusable byd 30º south of crs.

ASTRONAUT KENT ROMINGER

BADGER MOUNTAIN N39°02.93′ W105°30.73′ RCO 122.2 (DENVER RADIO)
BALD MOUNTAIN N38°47.95′ W106°13.08′ / 9825 AWOS–3 132.050 (303) 512-4419

SW, 12 AUG 2021 to 7 OCT 2021
**BLACK FOREST**

N38°56.67’ W104°38.01’ NOTAM FILE DEN.
(H) VOR/DME 112.5 BRK Chan 72 193° 8.9 NM to City Of Colorado Springs Muni. 6935/8E.

VOR unusable:
- 305°–045° byd 10 NM bly 13,000’
- 305°–045° byd 26 NM

DME unusable:
- 210°–230° byd 30 NM bly 17,000’
- 230°–250° byd 30 NM bly 17,900’
- 250°–267° byd 30 NM bly 17,000’
- 305°–045° byd 27 NM bly 13,000’
- 330°–045° byd 20 NM bly 10,500’

RCO 122.25 (DENVER RADIO)

**BLUE MESA**

N38°27.13’ W107°02.38’ NOTAM FILE DEN.
(H) VOR/DME 114.9 HBU Chan 96 032° 7.1 NM to Gunnison–Crested Butte Rgnl. 8740/14E.

DME portion unusable:
- 315°–325° byd 27 NM bly 17,500’

RCO 122.55 (DENVER RADIO)

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**BLANCA**

(Q5V) 3 SW UTC–7(–6DT) N37°24.67’ W105°33.10’

7720 NOTAM FILE DEN.

RWY 03–21: 6160X52 (DIRT) 0.4% up NE

RWY 03: Road.

RWY 21: Road.

**AIRPORT REMARKS:** Unattended. Unlted vehicle access to fld, wildlife on and invof arpt. Be alert, intsv USAF student trng invof Colorado Springs and Pueblo Colorado. Rwy 03–21 soft when wet. Rwy 03–21 low ctr. Rwy 03–21 1 to 2’ vegetation both sides of rwy full length. Rwy 03–21 has 6 to 12” dirt windrows along both sides full length. Rwy 03 +35’ pole 475’ from end 50’ rgt of cntrln, +5’ fence 10’ from thld 0B, +15 bldg 560’ from thld 225’ rgt of cntrln, +15’ bldg 500’ from thld 150’ left of cntrln. Rwy 21 +20’ hangar 185’ left of thld and +8’ road 213’ from thld 0B. See Special Notices USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**AIRPORT MANAGER:** 719-379-3603

**COMMUNICATIONS:** CTA F 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Denver ARTCC at 303-651-4257.

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**BLUE MESA**

N38°27.13’ W107°02.38’ NOTAM FILE DEN.
(H) VOR/DME 114.9 HBU Chan 96 032° 7.1 NM to Gunnison–Crested Butte Rgnl. 8740/14E.

DME portion unusable:
- 315°–325° byd 27 NM bly 17,500’

RCO 122.55 (DENVER RADIO)
BOULDER MUNI (BDU)(KBDU) 3 NE UTC–7(–6DT)  N40°02.36′ W105°13.57′
5288 B TPA—See Remarks NOTAM FILE DEN
RWY 08–26: H4100X75 (ASPH) S–16 PCN 11 F/C/X/U MIRL
  RWY 08: Thld displaced 200 ′. Trees.
  RWY 26: PAPI(P4L)—GA 3.5º TCH 40′. Rgt tcf.
RWY 08G–26G: H4100X20 (ASPH–TURF) 0.3% up W
  RWY 08G: Trees.
  RWY 26G: Rgt tcf.
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 08: TORA–4100 TODA–4100 ASDA–4100 LDA–3900
  RWY 26: TORA–4100 TODA–4100 ASDA–3900 LDA–3900
SERVICE: FUEL 100LL, JET A LGT
ACTVT PAPI Rwy 26; MIRL Rwy 08–26—CTAF.
NOISE: Noise abatement proc in efct—Amgr or http://www.bouldercolorado.gov/airport.
AIRPORT REMARKS: Attended 1500–0000Z‡. PAJA and Waterfowl on and
invol arpt. 100LL self serve avbl H24. Midfield pat entry from S is only
avbl for glider use. Glider act dly SR–SS, SE of arpt btn arpt and power
plant fm 6300′ to 9000′. Rcnd avoidance or exercise extreme ctn
when transiting arpt. CAUTION: USAF student trng invof Colorado
Springs and Pueblo Arpt. Rwy 08 and Rwy 08G 25′–55′ trees outline
Hayden Lake 200′ fm Rwy 08G thr. Hayden Lake lctd 250′ fm Rwy 08 and Rwy 08G thrs. Rwy 08–26 TPA (1012’
AGL) 6300′ MSL. Simultaneous apchs to and deps from, Rwy 08–26 and Rwy 08G–26G prohibited. Pwrd acft yield right
of way to gliders on final or initiate a go–around for adequate spacing. Rwy 08 dep no turn blo (512’ AGL) 5800′ MSL.
Rwy 08 preferred under lgt wind cond. Rwy 08G–26G 3000 ft x 20′ ft chip and seal on W end; 1100 ft grass on E end.
Rwy 08G–26G Indg area undefined, glider ops only, 197’ sepn cntrln to cntrln. Glider ops as close as 60′ parallel to Rwy
08–26. Dur west wind cond exp severe wind turbulence apch and dep Rwy 26. Rwy 26 300′ safety area outlined with
red reflectors, 130′ dropout E of mkd area. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado
Springs and Pueblo Colorado.
AIRPORT MANAGER: 303-441-3108
WEATHER DATA SOURCES: AWOS–3 118.825 (303) 541–9540.
COMMUNICATIONS: CTAF/UNICOM 122.725
CLEARANCE DELIVERY PHONE: For CD ctc Denver Apch at 303-342-1916.
RADIO AIDS TO NAVIGATION: NOTAM FILE BJC.
JEFFCO (H) VOR/W/DME 115.4 BJC Chan 101 N39º54.78′ W105º08.34′ 321º 8.6 NM to fld. 5737/11E.
VOR portion unusable:
  226º–245º byd 36 NM blo 17,000′
  246º–278º byd 30 NM blo 19,000′
  279º–300º byd 34 NM blo 18,000′
DME unusable:
  246º–278º byd 30 NM

BRUSH MUNI (7V5) 3 E UTC–7(–6DT)  N40°15.86′ W103°34.54′
4280 NOTAM FILE DEN
RWY 07–25: H4300X60 (ASPH) S–6 LIRL(NSTD)
RWY 07: Tree.
RWY 25: Fence.
SERVICE: LGT Rwy 07–25 NSTD LIRL, one thld lgt each side of rwy both ends, Rwy 25 lgtd thld displaced 195′ for night
ops. ACTIVATE LGT Rwy 07–25 5 times–8 times off—CTAF.
twr 3 miles east of arpt. High tension powerlines within 1 mile S of arpt. Be alert, intensive USAF student training invof
Colorado Springs and Pueblo Colorado. Rwy 25 lgtd thld relocated 195′ for ngt ops. Rwy 07–25 one thld light each rwy
side both ends. Rwy 25 thld marking begins 195′ W of pavement end. Large washout at SW corner of west aligned twy.
AIRPORT MANAGER: 970-842-5001
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE AKO.
AKRON (H) VOR/W/DME 114.4 AKO Chan 91 N40º09.33′ W103º10.78′ 277º 19.3 NM to fld. 4623/13E.
Buckley AFB (BKF) (KBKF) ANG (A AF ARNG N MC) 0 N UTC–7(–6DT) N39°42.11′

5663 B NOTAM FILE DEN Not insp.

RWY 14–32: H11006X150 (PEM) PCN 40 R/B/W/T HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40`. RVR–R

RWY 32: ALSF1. PAPI(P4L)—GA 3.0° TCH 44 `. RVR–T

ARRESTING GEAR/SYSTEM

RWY 14 HOOK MB100(B) (35´ ORVN) TYPE–H BAK–12(B)(1500′)

TYPE–H BAK–12(B)(1500′) HOOK MB100(B) (35′ OVRN)

RWY 32

SERVICE: S4

LGT Rwy 32 ILS GS/RPI and PAPI GS/RPP not coincidental.

MILITARY— A–GEAR

BAK–12(B)/TYPE–H A–G std configuration is depend on std configuration needs. JASU 1(A/AM32A–86) 2(AM32A–60A) 2(AM32A–95) FUEL Will be coordinated during PPR. A++. FLUID SP PRESAIR LOX LHQX De–Ice OIL O–148 SOAP–Avbl 1315–0000Z‡ Tue–Fri.

TRAN ALERT Opr 1330–0400Z‡ Tue–Sat, 1500–2300Z‡ Sun–Mon.

NOISE:

Fighter acft expect clsd tfc and overhead pattern east of Buckley for noise avoidance.

MILITARY REMARKS:

Attended Mon–Thur 1200–1200Z‡, Fri–Sun 1200–0400Z‡, clsd New Years Day, Thanksgiving and Christmas. Bas ops Mon–Fri 1900–0300Z‡, clsd holiday. See FLIP AP/1 Supplementary Arpt Remarks. RSTD Acft must adhere to PPR arr block +/−30 min of sked ldg. PPR, for all acft except base assigned, DSN 847–9650/9651/9652, minimum 24 hour notice required and no more than 7 days prior to arrival. Tran acft run–up 300´ down rwy prior to tfk to prevent asphalt and lgt system damage. Afd limited to base assign acft only from 0530–1330Z‡ Tue–Sat and 2300–1500Z‡ Mon and Sun. Large/heavy acft req u–turn on rwy, make left turns at rwy end on the concrete portion. Avoid over flight radar domes NW Rwy 14–32. Aerodrome limited to wing assign F16 alert acft only from Tues–Sat 0530–1330Z‡, and Sun and Mon 2300–1500Z‡. Tran acft may be req to fly straight in full stop. C5, C–17, KC10, F4, EA6, F14 acft start run–up 300´ down rwy prior to tfk to prevent asphalt and lgt system damage. Afd limited to base assign acft only from 0530–1330Z‡ Tue–Sat and 2300–1500Z‡ Mon and Sun. Large/heavy acft req u–turn on rwy, make left turns at rwy end on the concrete portion. Avoid over flight radar domes NW Rwy 14–32. Aerodrome limited to wing assigned F16 alert acft only from Tues–Sat 0530–1330Z‡, and Sun and Mon 2300–1500Z‡. Tran acft may be req to fly straight in full stop.

Extra caution should be used during ngt ldg. Avoid over flight of firing range located 890′ left of cntrln and 1 NM at apch end Rwy 32 when red bcn is on or red flag is displayed. TFC PAT Rwy 32 left tfc, Rwy 14 rgt tfc, overhead 7202(1537). MISC First 3836´ Rwy 14, first 1710´ Rwy 32 concrete, middle 5460´ Rwy 14–32 asphalt. Pnd, except priority refueling, not avbl. Four engine acft taxi with inboard engine only prior to departure/after ldg for Foreign Object Damage Control. Aerodrome const area W side Rwy 32 thld aprx 500´ from edge of rwy; non–frangible conc scraps located in vcnty. Afd management does not issue or store COMSEC. ARNG Blackjack Ops DSN 250–1623/20 C720–250–1623/20. CSTMS/AG/IMG Svc ltd to 140th wing acft and AMC acft supporting 140th wing msn only.

AIRPORT MANAGER: 720-847-9650

COMMUNICATIONS: ATIS 119.675 259.3 PDT 372.2

DENVER APP/DEP CON 128.45 251.075

TOWER 121.0 291.675 (1330–0530Z‡ Tue–Sat, 1500–2300Z‡ Sun–Mon ) GND CON 121.6 275.8 CLNC DEL 121.6 275.8

PMVS METRO 228.45

ARMY OPS (OUTLAW) 149.1 308.1 32.5

AIRSPACE: CLASS D svc 1330–0530Z‡ Tue–Sat, 1500–2300Z‡ Sun–Mon; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

(L) TACAN Chan 33 BKF (109.6) N39°42.44´ W104°45.14´ at fld. 5594/BE. No NOTAM MP: 1500–1700Z‡ Mon. unmonitored 0530–1330Z‡.

ILS 109.7 I–BKF Rwy 32. Class IE.
BUENA VISTA

CENTRAL COLORADO RGNL (AEJ)(KAEJ) 2 S UTC–7–6 DT) N38°48.85´ W106°07.24´

7950 B NOTAM FILE DEN

RWY 15–33: H8303X75 (ASPH) S–30, D–30 PCN 12 F/B/WU MIRL

RWY 15: PAPI(P2L)—GA 3.0º TCH 42´. Tree. Rgt ttc.

RWY 33: PAPI(P2L)—GA 3.0º TCH 41´. 0.7% up.

SERVICE: S2 FUEL 100LL, JET A LGT Rwy 33 PAPI unusable byd 9’ left of course. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z. For svc after hrs call 719–395–3496. Deer on and invof arpt. All twys marked with blue/yellow reflectors. -3’ drainage ditch 170’ east of Rwy 15–33 centerline, full length. Cold temperature airport. Altitude correction required at or below –22C.

AIRPORT MANAGER: 719-395-3496


COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 119.85

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

BLUE MESA (H) VOR/DME 114.9 HBU Chan 96 N38º27.13´ W107º02.38´ 049º 48.4 NM to fld. 8740/14E. DME portion unusable: 315º–325º byd 27 NM blo 17,500´

BURLINGTON


4218 B NOTAM FILE ITR

RWY 15–33: HS199X75 (ASPH) S–17, D–17 MIRL 0.3% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 31´.

RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 32´.

SERVICE: S4 FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 15–33 PAPI and REIL Rwy 15 and Rwy 33—CTAF.


AIRPORT MANAGER: 719-346-5352


COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.

GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39º23.27´ W101º41.54´ 241º 29.0 NM to fld. 3654/12E.

NDB (MHW) 209 ITR N39º14.77´ W102º17.03´ at fld. 4201/6E. NOTAM FILE ITR. NDB unmonitored 2330–1330Z daily.

LOC/DME 111.9 I–OBG Chan 56 Rwy 33. Class IT. Unmonitored 2330–1330Z daily.
COLORADO

BUTTS AAF (FORT CARSON) (FCS)(KFCS)  A  3 S UTC–7(–6DT)  N38º40.78´ W104º45.66´

5874  B  TPA—See Remarks  NOTAM FILE FCS  Not insp.

Rwy 13–31: H4499X75 (ASPH)  PCN 9  F/D/W/T  MIRL
  Rwy 13: PAPI(P4L)—GA 3.0º TCH 40´.
  Rwy 31: PAPI(P4L)—GA 3.0º TCH 40´.

Rwy 04–22: H2307X75 (ASPH)

SERVICE: MILITARY— FUEL  Opr 1430–2130‡ Mon–Fri exc hol. PPR for tran fuel. JB.


AIRPORT MANAGER: 719–526–2017

WEATHER DATA SOURCES: AWOS–3 125.0 (719) 637–9696.

COMMUNICATIONS: ATIS 108.8 PTD/OPS 138.75

SPRINGS APP/DEP CON 124.0 257,875
  TOWER 125.5 229.4 239.3 41.50 (Fri–Mon 1200–0600‡, Tue–Thu 1100–0600‡, clsd New Years Day, Thanksgiving and Christmas.)
  GND CON 118.55 253.6

OPS 141.15
FLF FLW 38.55 138.15 Carson RDO Fri–Mon 1900–1300‡, Tue–Thu 1800–1300‡, clsd New Years Day, Thanksgiving and Christmas. ( When Butts RDO is clsd ctrc range control 38.90 for ops in R2601. AVN training area (ATA) air to air frequency assignment. Acft opr in ATA 1–3 will monitor from 37.200. Acft opr in ATA 4–7 will monitor from 68.750. All acft will monitor the appropriate training area frequency when opr within R2601. When opr multi–ship only one acft is reqd to monitor the training area frequency. Training area frequency are for ttc advisory and deconflition and will not be used for tactical internal ttc.)

AIRSPACE: CLASS D svc Fri–Mon 1200–0600‡, Tue–Thu 1100–0600‡, clsd New Years day, Thanksgiving, and Christmas; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FCS.

(T) VOR/DME 108.8  FCS  Chan 25  N38º40.84´ W104º45.42´ at fld. 5822/12E. unmonitored when ATCT clsd.

VOR unusable:
  050º–070º byd 10 NM b/o 15,000´
  230º–305º byd 10 NM b/o 15,000´

DME unusable:
  230º–305º byd 10 NM b/o 15,000´

IRONHORSE NDB (MHW) 335  IHS  N38º40.71´ W104º45.19´ at fld. 5818/8E. NOTAM FILE DEN. NDB unmonitored thanksgiving, 25 Dec & 1 jan.

NDB unusable:
  210º–300º byd 20 NM b/o 20,000´

HELIPAD H1: H40X40 (ASPH)

DENVER  L–10F  DIAP

SW, 12 AUG 2021 to 7 OCT 2021
CALHAN  (SV4)  1 N  UTC–7(–6DT)  N39º02.90´ W104º17.58´
6450  TPA—7250(800)  NOTAM FILE DEN
Rwy 17–35:  4565X50 (TURF–GRVL)  LIRL(NSTD)
Rwy 17:  TRC(VTRIL). Road.
Service:  S2  LGT  Rwy 17–35 NSTD LIRL, north 3000` rwy lgtd. ACTIVATE NSTD LIRL Rwy 17–35 and VASI Rwy 17 CTAF.
Airport Manager:  719-338-2149
Communications:  CTAF/UNICOM 122.725
Clearance Delivery Phone:  For CD ctc Colorado Springs Apch at 719-556-9105.

FREMONT CO  (1V6)  6 E  UTC–7(–6DT)  N38º25.71´ W105º06.41´
5442  B  TPA—6500(1058)  NOTAM FILE DEN
Rwy 11–29:  H5399X75 (ASPH)  S–26, D–26  MIRL  1.1% up NW
Rwy 11:  REIL, PAPI(P2L)—GA 3.0º TCH 23`.
Rwy 29:  REIL, PAPI(P2L)—GA 3.0º TCH 40`.
Rwy 17–35:  1800X35 (TURF–GRVL)  1.2% up N
Rwy 17:  Bldg.
Service:  S4  FUEL  100LL, JET A  Ox 1, 2  LGT ACTVT REIL Rwy 11 and Rwy 29, PAPI Rwy 11 and Rwy 29, MIRL Rwy 11–29—CTAF. Apron areas lgtd.
Airport Manager:  719-784-3816
Weather Data Sources:  AWOS–3 120.025 (719) 784–2014.
Communications:  CTAF/UNICOM 122.8
® Denver App/Dep Con 120.1 (1300–0500Z‡)
® Denver Center App/Dep Con 128.375 (0500–1300Z‡)
Clearance Delivery Phone:  For CD ctc Denver Apch at 303-342-1916.
Radio Aids to Navigation:  NOTAM FILE PUB.
Pueblo (H) Vortacw 116.7  PUB  Chan 114  N38º17.66` W104º25.77`  276º 33.0 NM to fld. 4756/8E.

CENTENNIAL  (See Denver on page 270)

SW. 12 AUG 2021 to 7 OCT 2021
LEACH (1V8) 4 NE UTC–7(–6DT) N37º47.10´ W106º02.82´

7598 B NOTAM FILE DEN

RWY 12–30: H7000X50 (ASPH) S–12 LIRL

RWY 12: Thld dsplcd 204´, Bldg. Rgt tfc.


SERVICE: FUEL 100LL LGT ACTIVATE LIRL Rwy 12–30—CTAF.

AIRPORT REMARKS: Unattended. Rwy 12–30 has +12´ sprinklers along both sides of rwy 54´ from centerline full length of rwy. Rwy 12 has 135´ nighttime dsplcd thld.

AIRPORT MANAGER: 719-655-2554

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALS.

ALAMOSA (H) VORTACW 113.9 ALS Chan 86 N37º20.95´ W105º48.93´ 324º 28.4 NM to fld. 7535/13E.

VOR unusable:
025º–045º byd 25 NM blo 15,900´
150º–180º byd 35 NM blo 11,600´

TAC AZM unusable:
025º–045º byd 25 NM blo 15,900´
150º–180º byd 35 NM blo 11,600´

DME unusable:
025º–045º byd 25 NM blo 15,900´
150º–180º byd 35 NM blo 11,600´

CENTRAL COLORADO RGNL (See BUENA VISTA on page 261)

CITY OF COLORADO SPRINGS MUNI (See COLORADO SPRINGS on page 265)

CITY OF LAS ANIMAS – BENT CO (See LAS ANIMAS on page 287)

COLLN N40º21.79´ W104º58.28´ NOTAM FILE FNL.

NDB (LOMW) 400 FN 332º 5.6 NM to Northern Colorado Rgnl. 4957/9E.

COLORADO AIR AND SPACE PORT (See DENVER on page 271)

COLORADO PLAINS RGNL (See AKRON on page 255)
COLORADO SPRINGS

CITY OF COLORADO SPRINGS MUNI (COS)(KOS) P (AF AFRC) 6 SE UTC–7(–6DT) N38º48.35’

RWY 17L–35R: H13501X150 (CONC–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D–1120 PCN 95 R/B/W/T  HIRL  CL
RWY 17L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 53’. RVR–TR
0.6% down.
RWY 35R: TDZL. REIL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TR
0.6% up.
RWY 17R: REIL. PAPI(P4L)—GA 3.0º TCH 55’. RVR–TR 1.2% down.
RWY 35L: TDZL. PAPI(P4R)—GA 3.0º TCH 72’.
RWY 17–31: H8269X150 (ASPH–GRVD) S–120, D–171, 2S–175, 2D–279, 2D/2D–691 PCN 48 F/C/X/T  MIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0º TCH 65’. 0.3% down.
RWY 31: REIL. PAPI(P4L)—GA 3.0º TCH 65’. Thld dsplcd 356’. Hill. 0.6% up.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 31 17R–35L 7450
RWY 35L 13–31 10250

RUNWAY DECLARED DISTANCE INFORMATION
RWY 17L: TORA–13501 TODA–13501 ASDA–13501 LDA–13501
RWY 17R: TORA–11022 TODA–11022 ASDA–11022 LDA–11022
RWY 31: TORA–8269 TODA–8269 ASDA–8269 LDA–7913
RWY 35L: TORA–11022 TODA–11022 ASDA–11022 LDA–11022
RWY 35R: TORA–13501 TODA–13501 ASDA–13501 LDA–13501

SERVICE: S4  FUEL 100LL, JET A 100LL, JET A
OX 1  LGT ACTVT REIL Rwy 13 and Rwy 31, 17R—Ctc COS twr. Lgtd windsock apch

AIRPORT REMARKS: Attended continuously. Waterfowl and migratory bird activity on and inovf arpt. Acft transporting hazard
cargo ctcl afld mgmt on 318.05 30 minutes prior to arrival. Turbojet trng fits prohibited 0600–1300Z‡, 0700–1300Z‡.

AIRPORT MANAGER: (719) 550-1900
WEATHER DATA SOURCES: ASOS (719) 380–6748 LLWAS
COMMUNICATIONS: ATIS 125.0 719–596–7040
UNICOM 122.95 124.0
BLACK FOREST RCO 122.25 (DENVER RADIO)

® SPRINGS APP CON 120.6 124.0
SPRINGS TOWER 119.9 133.15 121.7 CLNC DEL 134.45
® SPRINGS DEP CON 124.0

CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 110.4
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
BLACK FOREST (H) VOR/DME 112.5 BRK Chan 72 N38°56.67’ W104°38.01’ 193° 8.9 NM to fld. 6935/8E.
VOR unusable:
305°–045° byd 10 NM blyo 13,000’
305°–045° byd 26 NM
DME unusable:
210°–230° byd 30 NM blyo 17,000’
230°–250° byd 30 NM blyo 17,900’
250°–267° byd 30 NM blyo 17,000’
305°–045° byd 27 NM blyo 13,000’
330°–045° byd 20 NM blyo 10,500’
PETEY NDB (MHW/LOM) 407 CO N38°41.66’ W104°42.98’ 358° 6.7 NM to fld. 5574/8E. NOTAM FILE COS.
ILS/DME 109.1 I–LPI Chan 28 Rwy 17L Class II E.
ILS 109.9 I–COS Rw 35L. Class II E. LOM PETEY NDB. LOC unusable byd 25º left of course; byd 8NM 1º left of course, Glideslope tch is higher than std.
ILS/DME 109.1 I–AHI Chan 28 Rw 35R. Class II E. LOC front course unusable byd 15º left of course byd 8 NM due to military restricted airspace.
COMM/NAV/WEATHER REMARKS: Wx opr 24 hrs, incl hol; ctc DSN 834–4337.

MEADOW LAKE (FLY)(KFLY) 14 NE UTC–7(–6DT) N38°56.57’ W104°34.19’ DENVER
6878 B NOTAM FILE DEN
RWY 15–33: H6001X60 (ASPH) S–12.5 MIRL 1.4% up NW
RWY 15: PAPI(P2L)—GA 3.5º TCH 43’ Road.
RWY 33: PAPI(P2L)—GA 3.0º TCH 40’. Rgt tcf.
RWY 15G–33G: 5001X200 (TURF)
RWY 08–26: H2126X35 (ASPH–GRVL) 1.2% up W
RWY 08: P–line. Rgt tcf.
RWY 26: Road.
SERVICE: S4 FUEL 100LL 0X2 LGT ACTVT and incr intst MIRL Rw 15–33—CTAF. PAPI Rw 15 and Rw 33 on consly.
AIRPORT REMARKS: Attended 1500–0000Z‡. 100LL avbl 24 hrs self svc credit card. Wildlife on and invof arpt. Rw 15–33 CLOSED to acft over 18,500 pounds. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rw 26 +4’ fence 50’ right of centerline 95’ from thld. Rw 26 has +15’ road extending east from thld. Road 15’ north and parallel to Rw 08–26. Gliders operate on Rw 15G–33G and west side of arpt. Rw 15G–33G has edges and thlds mkd with white tires. Powered paragliders and mobile aerostats opr southeast side of arpt sfc –500’. Twy E numerous potholes indef. Ultralights operating in vicinity of arpt. Rw 15 is recommended for tfk, touch and go lds when effective tail wind is less than 5 kts. Rw 08–26 1149 ft grvl on E end of rwy, 925 ft asph on W end of rwy. Rw 26 has —4’ terrain 5’ from rwy edge first 100’ on both sides. Rw 08–26 edge marked with white reflectors and tires. N/S rwy has edges and thlds marked with white tires. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.
AIRPORT MANAGER: 719-339-0928
WEATHER DATA SOURCES: AWOS–3PT 118.450 (719) 683–5371.
COMMUNICATIONS: CTAF/UNICOM 122.7.
CLEARANCE DELIVERY PHONE: For CD ctc Colorado Springs Apch at 719-556-9105.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
BLACK FOREST (H) VOR/DME 112.5 BRK Chan 72 N38°56.67’ W104°38.01’ 084° 3.0 NM to fld. 6935/8E.
VOR unusable:
305°–045° byd 10 NM blyo 13,000’
305°–045° byd 26 NM
DME unusable:
210°–230° byd 30 NM blyo 17,000’
230°–250° byd 30 NM blyo 17,900’
250°–267° byd 30 NM blyo 17,000’
305°–045° byd 27 NM blyo 13,000’
330°–045° byd 20 NM blyo 10,500’

COLORADO SPRINGS EAST (See ELLICOTT on page 277)
CORNICE (CNS) (KCNX) 3 SW UTC–7(–6DT) N37°23.30’ W108°33.10’

COPPER MOUNTAIN (CCU) N39°28.50’ W106°09.15’/12075

CORTEZ MUNI (CEZ)(KCZ) 3 SW UTC–7(–6DT) N37°18.18’ W108°37.68’

CRAIG–MOFFAT (CAG)(KCAG) 2 SE UTC–7(–6DT) N40°29.71’ W107°31.30’

CRAIG–MOFFAT (CAG)(KCAG) 2 SE UTC–7(–6DT) N40°29.71’ W107°31.30’

SW, 12 AUG 2021 to 7 OCT 2021
COLORADO

CRAWFORD  (99V)  2 W  UTC–7(–6DT)  N38°42.25’ W107°38.62’  DENVER
6470  TPA—7270(800)  NOTAM FILE DEN
RWY 07–25: H4900X20 (ASPH)  LIRL(NSTD)
  RWY 07: VASI(NSTD), Trees.
  RWY 25: Hangar, Rgt tcf.
RWY E–W: 2500X125 (TURF)
  RWY E: Rgt tcf.
  RWY W: Trees.

SERVICE: S2  LGT Arpt lgts opr dusk 0800Z‡. Rwys 07 & 25 have VASI box on left and right side of rwy. For local operators only or PPR call 970–921–7700. Rwys 07 & 25 has LIRL on N side on rwy for center 1600’ east of Rwy 07. No thld lgts. Rwys 07–25 usable for night opr. Rwy 07 NSTD VASI, has 1 VASI box on left and right side of rwy. For local oprs or PPR call 970–921–7700.

AIRPORT REMARKS: Attended continuously. Rwys 07–25 west 1300’ only 25’ wide. Glider ops inv of arpt. Land to the east tkf to the west winds permitting. 100LL fuel avbl for emerg use only. Motor vehicles, deer and wildlife on and inv of arpt. Unlimited vehicle use on arpt. Rwys West has +35’ building 170’ west of thld 30’ left, +10’ road 100’ from thld centerline. +15’ tree 150’ from thld 0B. –8’ to –20’ terrain off both sides of first 674’ of Rwy 25 end. E–W rwy consists of +12 inch alfalfa vegetation during various times of the year. Rwy 07 has 40’ trees and –10’ to –20’ terrain 20’ right of rwy first 150’. Rwy 25 has +20’ trees 300’ from thld 0B. Rwy 05 has 50’ water tanks 900’ from thld on extended centerline. +2’ electric box 150’ from thld 30’ right. +10’ road 100’ from thld 0B. Rwy E has +20’ trees at thld 150’ right of centerline, +10’ trees 150’ from thld 0B.

AIRPORT MANAGER: 970-921-7700
COMMUNICATIONS: CTAF/UNICOM
122.8
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

CREEDE

MINERAL CO MEML  (C24)  2 E  UTC–7(–6DT)  N37°49.33’ W106°55.79’  DENVER
8680  NOTAM FILE DEN
RWY 07–25: H6880X60 (ASPH)  S–12.5
  RWY 07: Thld dispclcd 188’.

SERVICE: FUEL  100LL, JET A
AIRPORT REMARKS: Unattended. Glider act and wildlife on and inv of arpt. Mnt all quads. Dep NE avoid overflight of trailers and homes, climb to +200 ft AGL on RCL bfr turn.

AIRPORT MANAGER: 719-658-2360
COMMUNICATIONS: CTAF
122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

BLUE MESA  (H) VOR/DME 114.9  HBU Chan 96 N38°27.13’ W107°02.38’  158° 38.1 NM to fld. 8740/14E.

CUCHARA VALLEY AT LA VETA  (See LA VETA on page 286)
ASTRONAUT KENT ROMINGER (RCV/KRCV) N37°42.83’ W106°21.12’
7955 B NOTAM FILE DEN
RWY 06–24: H6051X75 (ASPH) MIRL 1.1% up SW
RWY 06: REIL. PAPI(P2L)—GA 4.0º TCH 43’. Rgt tlc.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
RWY 03–21: 4812X60 (TURF)
RWY 21: Road.
SERVICE: FUEL 100LL LST ACTIVATE REIL Rwy 06 and Rwy 24,
PAPI Rwy 06 and Rwy 24, MIRL Rwy 06–24—CTAF. REIL Rwy 06
and Rwy 24 only opr at night. Rwy 06 VGSI unusbl byd 5º right of crs.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Unltd vehicle
access on arpt. Mountainous terrain surrounds arpt in all directions.
Rwy 03–21 has numerous holes, first 500’ of Rwy 03, and is very
rough throughout. Rwy 21 has +8’ sign 20’ from thld, 10’ rgt of
cntrln.
AIRPORT MANAGER: 719-850-2094
WEATHER DATA SOURCES: AWOS–3PT 118.275 (719) 657–9017.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 128.375
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALS.

DELTA
BLAKE FLD (AJZ/KAJZ) N38°47.14’ W108°03.72’
5193 B TPA—6200(1007) NOTAM FILE DEN
RWY 03–21: H5598X75 (ASPH) S–30, D–30 MIRL 1.5% up NE
RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Rgt tlc.
RWY 21: REIL. PAPI(P2L)—GA 3.0º TCH 37’.
RWY 14–32: 2494X60 (DIRT) 1.4 % up NW
SERVICE: S3 FUEL 100LL, JET A OK 3 LST ACTVYT REIL Rwy 03
and Rwy 21; MIRL Rwy 03–21—CTAF. PAPI Rwy 03 and 21 on
consly.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z. 24 hr self serve
fuel avbl. After hrs emerg fon, Sheriff Dept 970–874–2000/aft hrs svc
970–209–0883. Plines 2640’ NW Rwy 03–21, +52’
AGL. Rwy 21 has turn around taxi has blue/white reflectors. Rwy
03 has +4’ fence 580’ from thld OB. Antelope on and invof arpt.
Rwy 03–21 has 4’ bushes 15–20’ from rwy edge on both sides
in various places. Rwy 03–21 slopes up to the NE.
AIRPORT MANAGER: 970-874-5181
WEATHER DATA SOURCES: AWOS–3 134.0 (970) 874–3251.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at
303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
GRAND JUNCTION (H) VOR/DME 112.4 JNC Chan 71
N39°03.57’ W108°47.55’ 100º 37.9 NM to fld. 7100/15E.
DENVER

CENTENNIAL (APA)(KAPA) 15 SE UTC–7(–6DT) N39°34.21’ W104°50.96’
5885 B NOTAM FILE APA

RWY 17L–35R: H10001X100 (ASPH–GRVD) S–56, D–75, 2S–95
PCN 26 F/C/X/T MIRL
RWY 17L: PAPI(P4L)—GA 3.0º TCH 47’. 1.0% up.
RWY 35R: MALS.R. PAPI(P4L)—GA 3.0º TCH 49’. P–line. Rgt tflc. 0.8% down.

RWY 17R–35L: H7001X75 (ASPH–GRVD) S–30 PCN 23 F/C/X/T MIRL
0.9% up S
RWY 17R: REIL. PAPI(P4L)—GA 3.0º TCH 41’. Rgt tflc.
RWY 35L: REIL. PAPI(P4R)—GA 3.0º TCH 37’. Fence.

RWY 10–28: H4800X75 (ASPH–GRVD) S–12.5 PCN 17 F/A/Y/T MIRL
0.6% up W
RWY 18: PAPI(P2L)—GA 3.0º TCH 44’. Thld dsplcd 400’.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 41’. Pole.

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


AIRPORT REMARKS: Attended continuously. Self serve 100LL fuel avbl.
Waterfowl on and in vicinity of arpt. Numerous cranes invof arpt. Advisory density altitude displays located at C–1, A–1, and A–18. +109’ twr located 1800’ east/northeast of Rwy 17L thld. Numerous flood lghts located 1/2 mile north of thld Rwy 17L SS–0700Z. All acft blo 70,000 lbs maximum gross tflc weight and Stage III acft up to certificated 75,000 lbs maximum gross tflc weight may be operated, one–time exceptions may be authorized by Executive Director on a case–by–case basis. Twy S2 clsd indefly. Helicopter ops please ctc preferred FBO for ldg zone locations. Helicopter ops on front ramp not advised. U.S. Customs user fee arpt. Call U.S. Customs 303–768–0309. 24 hr user fee customs avbl. Ctc arpt for fee information. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

AIRPORT MANAGER: 303–790–0598
WEATHER DATA SOURCES: ASOS (720) 873–2799
COMMUNICATIONS: ATIS 120.3 303–799–6722 UNICOM 122.95
DENVER RCO 122.2 (DENVER RADIO)
DENVER APP/DEP CON 132.75
TOWER 118.9 GND CON 121.8 CLNC DEL 128.6

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc continuous.
VOF TEST FACILITY (VOT) 108.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
   FALCN (H) VORTAC W 116.3  FQF Chan 110  N39°41.41’ W104°37.26’  225° 12.8 NM to fld. 5780/11E.
   TACAN & DME unusable: 068°–088° byd 10 NM blo 11,500’.
   ILS/DME 111.3  L–APA Chan 50  Rwy 35R.  Class IT. LOC unusable byd 13 NM blo 9,000’.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. Advise GND CON when ready for dep. GND CON will advise when to monitor the twr frequency.

COLORADO AIR AND SPACE PORT  (CFO/KCFO)  19 E  UTC–7(–6DT)  N39°47.05’ W104º32.26’
5515 B TPA—6503/988  NOTAM FILE FTG MON Airport
RWY 08–26: H8000X100 (ASPH)  S–28, D–40  HIRL
   RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 50’. Rgt ftc. 0.5% up.
   RWY 26: MALSR. PAPI(P2L)—GA 3.0º TCH 50’. 0.4% down.
RWY 17–35: H8000X100 (ASPH)  S–34, D–75  MIRL
   RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 55’. 0.5% up.
   RWY 35: MALSR. PAPI(P4L)—GA 3.0º TCH 56’. P–line. Rgt ftc. 0.5% down.
SERVICE: S4  FUEL  100LL, JET A  QX 1, 2  LGT ACTVT MALSR Rwy 26 and Rwy 35; REIL Rwy 08 and Rwy 17; PAPI Rwy 08, 26, 17 and 35; HIRL Rwy 08–26; MIRL Rwy 17–35—CTAF.
NOISE: Noise sensitive areas SE, S and SW of arpt. Avoid fits blw 1,000 ft ovr populated areas.
AIRPORT MANAGER: 303-261-9100
COMMUNICATIONS: CTAF  120.2  ATIS  119.025  UNICOM  122.95
DENVER APP/DEP CON 128.25
   SPACE PORT TOWER  120.2 (1400–0400Z)  GND CON 124.7
   CLNC DEL  124.7 (1400–0400Z)  DENVER CLNC DEL 121.75 (0400–1400Z)
AIRSPACE: CLASS D svc 1400–0400Z; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
   ILS/DME 110.9  I–FZR Chan 46  Rwy 17.  Class IT. Unmonitored when twr clsd.
   ILS/DME 109.3  I–FNG Chan 30  Rwy 26.  Class IT. Rwy 26 autopilot cpdf apch na below 6,250’ MSL.
   ILS/DME 110.9  I–VWT Chan 46  Rwy 35.  Class IT. Unmonitored when twr clsd.
DENVER INTL (DEN)(KDEN) 16 NE UTC–7(–6 DT) N39º51.70´ W104º40.39´

DENVER

5434 B Class I, ARFF Index E NOTAM FILE DEN


RWY 16R: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 71´. RVR–TMR


RWY 07: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 68´. RVR–TR

RWY 16L: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 71´. RVR–TMR

RWY 16R: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TR

RWY 25: MALSR. PAPI(P4L)—GA 3.0º TCH 83´. RVR–TR


RWY 16L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR

RWY 34R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 63´. RVR–TMR


RWY 17L: MALSR. PAPI(P4L)—GA 3.0º TCH 66´. RVR–TMR 0.4% up.

RWY 35R: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 71´. RVR–TMR


RWY 17R: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 69´. RVR–TMR 0.5% up.

RWY 35L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 66´. RVR–TMR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

RWY 08: TORA–12000 TODA–13000 ASDA–12000 LDA–12000

RWY 16L: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

RWY 16R: TORA–16000 TODA–16000 ASDA–16000 LDA–16000

RWY 17L: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

RWY 17R: TORA–12000 TODA–12000 ASDA–12000 LDA–12000


RWY 26: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

RWY 34L: TORA–16000 TODA–16000 ASDA–16000 LDA–16000

RWY 34R: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

RWY 35L: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

RWY 35R: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

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

NOISE: For additional noise abatement information contact airport management at 303–342–4200.

AIRPORT REMARKS: Attended continuously. Waterfowl and migratory bird activity invof arpt year round. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Arpt maintains clearways (500´ X 1000´). 1.25% slope) on departure Rwy 08, Rwy 25, and Rwy 34R. Twy F7 clsd to acft wingspan more than 118´. Overhead passenger bridge on South side of concourse `A´ provides 42 ft tail and 118 ft wingspan clearance when on twy centerline. Informal rwy use program is in effect 24 hours a day. Customs avbl with prior permission. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (303) 342-2206

WEATHER DATA SOURCES: ASOS (303) 342–1920 LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 125.6 303–342–0819 D–ATIS DEP 134.025 303–342–0820 UNICOM 122.95

RCO 122.2 (DENVER RADIO)

RCO 122.4 (DENVER RADIO)

APP CON 119.3 124.95 (North) 120.35 126.55 (South) FINAL CON 120.8

TOWER 128.75 (Rwy 07–25) 132.35 (Rwy 08–26, Rwy 17L–35R) 135.3 (Rwy 16L–34R, Rwy 16R–34L) 133.3 (Rwy 17R–35L)


CLNC DEL 118.75

REP CON 128.25 (East) 127.05 (North) 126.1 (West) 128.45 (South)

CDPDC (LOGON KLUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

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

(H) VOR/W/DME 117.9  DEN  Chan 126  N39°48.75’  W104°39.64’  341° 3.0 NM to fld. 5452/8E.
VOR unusable:
  180°–200° byd 20 NM blo 14,000’
ILS/DME 111.55 I–DZG  Chan 52(Y)  Rwy 07.  Class IE.
ILS/DME 108.9  I–FUI  Chan 26  Rwy 08.  Class IE.
ILS/DME 111.1  I–LTT  Chan 48  Rwy 16L.  Class IE.
ILS/DME 111.9  I–DQQ  Chan 56  Rwy 16R.  Class IT.
ILS/DME 110.15 I–BXP  Chan 38(Y)  Rwy 17L.  Class IE.
ILS/DME 108.5  I–ACX  Chan 22  Rwy 17R.  Class IE.
ILS/DME 111.55 I–ERP  Chan 52(Y)  Rwy 25.  Class IE.
ILS/DME 108.9  I–JOY  Chan 26  Rwy 26.  Class IE.
ILS/DME 111.9  I–DXU  Chan 56  Rwy 34L.  Class IIIE.
ILS/DME 111.1  I–OUF  Chan 48  Rwy 34R.  Class IIIE.
ILS/DME 108.5  I–AGD  Chan 22  Rwy 35L.  Class IIIE.
ILS/DME 110.15 I–DPP  Chan 38(Y)  Rwy 35R.  Class IIIE.

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

ROCKY MOUNTAIN METRO  (B/JC)/(B/JC)  9 NW UTC–7(–6DT)  N39°54.53’  W105°07.03’

5673  B  ARFF Index—See Remarks  NOTAM FILE BJC

RWY 12L–30R: H9000X100  (ASPH–GRVD)  S–65, D–105, 2S–95,
  2D–150  PCN 31  F/D/W/T  HIRL

RWY 12L: REIL.  PAPI(P4L)—GA 3.0º  TCH 41’.  1.0% down.
RWY 30R: MALS R.  PAPI(P4L)—GA 3.0º  TCH 52’.  Rgt tcf.  1.1% up.

  PCN 18  F/D/X/T  MIRL  1.1% up NW

RWY 12R: REIL.  PAPI(P2L)—GA 3.0º  TCH 40’.  Rgt tcf.
RWY 30L: REIL.  PAPI(P2L)—GA 3.0º  TCH 41’.

RWY 03–21: H3600X75  (ASPH)  S–40, D–45, 2D–65  MIRL
  0.4% up S

RWY 03: PAPI(P2L)—GA 3.0º  TCH 30’.
RWY 21: PAPI(P2L)—GA 3.0º  TCH 40’.  Rgt tcf.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–3600  TODA–3600  ASDA–3600  LDA–3600
RWY 12L: TORA–9000  TODA–9000  ASDA–9000  LDA–9000
RWY 30R: TORA–9000  TODA–9000  ASDA–9000  LDA–9000

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

DSC:  When twr closed


AIRPORT MANAGER: (303) 271-4851

WEATHER DATA SOURCES: AWOS–3 (720) 887–8067
COMMUNICATIONS: CTA F 118.6  ATIS 126.25 303–466–8744
DENVER APP/DEP CON 125.12
METRO TOWER 118.6 (1300–0500Z‡)  GND CON 121.7  CLNC DEL 132.6
AIRSPACE: CLASS D svc 1300–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BJC.

JEFFCO (H) VOR/W/DME 115.4  BJC  Chan 101  N39°54.78’  W105°08.34’  093° 1.0 NM to fld. 5737/11E.
VOR portion unusable:
  226°–245° byd 36 NM blo 17,000’
  246°–278° byd 30 NM blo 19,000’
  279°–300° byd 34 NM blo 18,000’
DME unusable:
  246°–278° byd 30 NM
ILS 111.7 I–BJC  Rwy 30R.  Class IA. Unmonitored when ATCT closed.

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

SW, 12 AUG 2021 to 7 OCT 2021
DOVE CREEK (BV6)  1 E UTC–7(–6DT)  N37°45.89’ W108°53.32’
6975  TPA—7700(725)  NOTAM FILE DEN
RWY 01–19: 4200X50 (DIRT)  1.0% up S
RWY 01: Road.
RWY 19: Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED when snow covered. Vehicle on arpt. Rwy 01–19 soft when wet; –3 ft ditch along both sides; +4 ft bushes various locations 15 ft fm rwy edge. Rwy 01–19 rodent holes throughout. Rwy 01 +4 ft fence 0 ft fm and parallel to thr; +15 ft road 80 ft fm and parallel to thr; +30 ft trees 189 ft fm thr; apch ratis 0:1. Rwy 19 +12 ft ground 25 ft R of ctrln parallel to extdd cntrln first 500 ft.
AIRPORT MANAGER: 970-677-2282
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

DOVE CREEK  N37°48.52’ W108°55.88’  NOTAM FILE DEN.
(H) VORTACW  114.6  DVC  Chan 93  277º 20.8 NM to Monticello. 6990/14E.
RCO  122.5 (DENVER RADIO)

DURANGO

ANIMAS AIR PARK (00C)  4 S UTC–7(–6DT)  N37°12.19’ W107°52.15’
6684  NOTAM FILE DEN
RWY 01–19: H5010X50 (ASPH)  MIRL(NSTD)  1.1% up N
RWY 01: Rgt tfc.
RWY 19: Brush.
SERVICE: S4 FUEL 100LL, JET A OX 1 LGT ACTVT MIRL Rwy 01–19—122.9. Rwy 01–19 NSTD, thld lgts N end 162 ft fm pavement end.
AIRPORT REMARKS: Attended dalgt hrs. CTN: Hel hosp ops 2.4 NM NE. Rwy 01–19 –1 to –2 ft drainage ditches 35 ft W and 30 ft E alg cntrln; +4 ft fence 87 ft W alg cntrln; +10 ft road 105 ft W alg cntrln. Rwy 01, 200 ft dropoff 120 ft fm and parallel thr; +15 ft trees 1817 ft fm thr 105 ft L of cntrln.
AIRPORT MANAGER: 970-247-4632
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE DRO.
DURANGO (L) VOR/DME  116.55  DRO  Chan 112(Y)  N37°09.20’ W107°44.98’  284º 6.5 NM to fld. 6662/14E.
VOR unusable:
290º–310º byd 15 NM bio 17,000’
DME unusable:
070º–090º byd 30 NM bio 12,500’
140º–185º byd 25 NM bio 13,000’
290º–310º byd 15 NM bio 17,000’

SW, 12 AUG 2021 to 7 OCT 2021
DURANGO–LA PLATA CO (DRO)(KDRO) 10 SE UTC–7(–6DT) N37º09.09′ W107º45.23′
6689  B  Class I, ARFF Index B  NOTAM FILE DRO
RWY 03–21: H9201X150 (ASPH–GRVD) S–95, D–150, 2S–175, 2D–210 PCN 59 F/C/X/T HIRL
RWY 03: MALSR. PAPI(P4L)—GA 3.0º TCH 55’. 0.8% up.
RWY 21: REIL. VASI(V4L)—GA 3.0º TCH 51’. 0.7% down.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–9201 TODA–9201 ASDA–9201 LDA–9201
SERVICE:  S4  FUEL  100LL, JET A
OX 4  LGT ACTIVATE HIRL Rwy 03–21, PAPI Rwy 03 and VASI Rwy 21, REIL Rwy 21 and MALSR Rwy 03 —CTAF.
AIRPORT REMARKS: Attended 1100–0700Z†. For after hrs svc call 970–259–7400. ARFF coverage provided during air carrier tfc ops. For ARFF coverage outside of air carrier times, contact airport operations for 24 hr PPR, 970–759–4342. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt ops 970–759–4342. Helicopter ops on and inv of arpt. Conditions not monitored at night after the last air carrier arr til 0400 local. See NOTAMs for the most up–to–date conditions and updates.
AIRPORT MANAGER: (970) 382-6051
WEATHER DATA SOURCES: ASOS 120.625 (970) 259–3579.
COMMUNICATIONS: CTA F/UNICOM 122.8
  RCO 122.6 (DENVER RADIO)
  RCO 122.35 (DENVER RADIO)
  DENVER CENTER APP/DEP CON 118.575
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.
AIRSPACE: CLASS E svc 1300–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DRO.
(L) VOR/DME 116.55 DRO Chan 112(Y) N37º09.20′ W107º44.98′ at fld. 6662/14E.
VOR unusable:
  290º–310º byd 15 NM blo 17,000′
DME unusable:
  070º–090º byd 30 NM blo 12,500′
  140º–185º byd 25 NM blo 13,000′
  290º–310º byd 15 NM blo 17,000′
ILS 109.1 I–DRO  Rwy D3.  Class IE.

EADS MUNI (9V7)  1 W UTC–7(–6DT)  N38º28.51′ W102º48.65′
4245  NOTAM FILE DEN
RWY 17–35: H3860X60 (ASPH) MIRL
RWY 17: Road.
RWY 35: Road.
AIRPORT MANAGER: 719-438-5590
COMMUNICATIONS: CTA F 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAA.
LAMAR (H) VOR/DME 116.9 LAA Chan 116 N38º11.83′ W102º41.25′ 329º 17.7 NM to fld. 3944/12E.

COLORADO

DENVER
H–4K, L–8I, 9E
IAP

SW. 12 AUG 2021 to 7 OCT 2021
EAGLE CO RGNL  (EGE)(KEGE)  4 W  UTC–7(–6DT)  N39º38.57´ W106º54.96´
6547  B  Class I, ARFF Index C  NOTAM FILE EGE

RWY 07–25: H9000X150 (ASPH–GRVD)  S–75, D–140, 2S–175,
2D–255  PCN 45 F/B/X/U  HIRL
RWY 07: REIL. Tree. Rgt tfc. 0.9% up.
1.0% down.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–9000  TODA–9000  ASDA–9000  LDA–9000

SERVICE: S4  FUEL  100LL, JET A1, A1+, MOGAS  OX 1, 3  LGT
When ATCT CLOSED ACTVT MALS R RWY 25; REIL RWY 07; HIRL RWY
07–25—CTAF. PAPI RWY 25 0PR consly. MILITARY— FUEL A+
(1300–0400Z‡, C970–524–7700, OT $125 per hr.) (NC–100LL, A1,
A1+)  FLUID HPOX–RB

AIRPORT REMARKS: Attended Apr–Nov 1400–0200Z‡, Dec–Mar
1400–0600Z‡. Unscheduled air carrier operations with more than 30
passenger seats call arpt fire department 970–328–2688. High
unmarked terrain all quadrants. Ngt ops discouraged to pilots
unfamiliar with arpt. Mountain top 10.1 clnc 13000’ from thld, 1500´
left of rwy centerline extended. Critical act are Category D IV,
B757–200 equivalent and lower. Recommend all act departing Rwy
25 initiate a left turn as soon as alt and safety permit to avoid high terrain. Extensive military helicopter training ops sfc
to 1000’ AGL within 25 NM radius Eagle Co Arpt 1300–0500Z‡. No snow removal or rwy monitoring Nov–Apr
0600–1300Z‡. Acft should not leave or enter Twy A east of Twy C–2. Cold temperature airport. Altitude correction
required at or below –21C. For twh hrs ctc ARFF at 970–328–2688. U.S. Customs user fee arpt. regular office hrs
required. Ldg fee. Ldg fee of $2.99 per thousand lbs for GA acft greater than 12,000 lbs.

AIRPORT MANAGER: (970) 328-2680

WEATHER DATA SOURCES: AWOS–3PT 135.575 (970) 524–7386.
COMMUNICATIONS: CTAF 119.8  ATIS 135.575
RCO 122.2 (DENVER RADIO)

DENVER CENTER APP/DEP CON 128.65
TOWER 119.8  (1400–0200Z‡ hrs.)  GND CON 121.8  CLNC DEL 124.75

CLEARANCE DELIVERY PHONE: For CD ctc eagle ATCT at 970-524-0803, when ATCT clsd ctc Denver ARTCC at 303-651-4257.

AIRSPACE: CLASS D svc 1400–0200Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

SNOW (T) VOR/W/DME 109.2  SXW  Chan 29  N39º37.77´ W106º59.47´
065º 3.6 NM to fld. 8070/12E.
VOR/DME unmonitored 0600–1300Z‡.
VOR portion unusable:
310º–355º
VOR/DME unusable:
115º–135º

ILS/DME 109.75  –ESJ  Chan 34(Y)  Rwy 25.  Class IA.  LOC unusable byd 30º right of course. DME unusable byd
30º right of course; byd 30º left of centerline.
LDA/DME 108.3  –VAZ  Chan 20  Rwy 25X.  LOC unusable byd 14 NM blo 10,940´. LOC unusable byd 15º left and
right of course.

EASTON(VALLEY VIEW)  (See GREELEY on page 281)
ELLICOTT

COLORADO SPRINGS EAST (CO4) 3 NW UTC–7(–6DT) N38°52.46´ W104°24.59´

DENVER 10F

6145 NOTAM FILE COS
RWY 17L–35R: 4500X40 (GRVL–DIRT)
RWY 17L: Berm.
RWY 35R: Road.
RWY 17R–35L: H4500X42 (ASPH) S–6000 MIRL
RWY 17R: Fence.
RWY 35L: Road. Rgt tcf.
RWY 08–26: 3440X60 (GRVL–DIRT) S–60
RWY 08: Tree. Rgt tcf.
RWY 26: Road.

SERVICE: FUEL 100LL LGT
ACTVT MIRL RWY 17R–35L—CTAF.

AIRPORT REMARKS: Unattended. Fee for commercial acft ctc amgr 719–352–6965. Fuel by appt only. For fuel services ctc amgr at 719–352–6965. No twin tandem rotary helicopters allowed. Be alert: Intensive USAF student trng inv of Colorado Springs and Pueblo Colorado. Rwy 17R–35L has +4´ fences 100´ right of rwy for first 2500´. Thld marked with red/green reflectors. Rwy 35L has +4´ concrete box 100´ from thld OB. Rwy 17L has +5´ berm 50´ from thld OB; +5´ berm 150´ from thld OB. Rwy 17R has +4´ fence 125´ from cntrln north of rwy centerline, full length. Twy A is lit with LED lights.

AIRPORT MANAGER: (719) 306-3021

COMMUNICATIONS: CTAF/UNICOM 125.0

CLEARANCE DELIVERY PHONE: For CD ctc Colorado Springs Apch at 719-556-9105.

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EMPIRE

AWOS–3 134.325

ERIE MUNI (EIK)(KEIK) 3 S UTC–7(–6DT) N40°00.62´ W105°02.89´

DENVER 9E

5119 B NOTAM FILE DEN
RWY 15–33: H4700X60 (CONC) S–12.5 MIRL 0.9% up S
RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 58´. Tree. Rgt tcf.
RWY 33: PAPI(P2L)—GA 3.0º TCH 52´. Hill.

SERVICE: S4 FUEL 100LL, JET A 3, 4 LGT ACTIVATE MIRL Rwy 15–33 PAPI Rwy 15 and Rwy 33 and REIL Rwy 15 CTAF.

AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡, Sun 1500–2100Z‡. After hrs emerg ctc 303–870–5659. Self svc credit card fuel avbl 24 hrs. Rwy 15 has –2´ to –6´ ditches within 700´ of rwy end at various locations. Rwy 33 has –6´ to –12´ ditch 60´ left of centerline parallel to first 750´ of rwy. Rwy 33 has 30´ road 1350´ from thld outbound. Rwy 15–33 –2´ terrain 60´ to 70´ E of rwy centerline, full length. Twy A is lit with LED lights.

AIRPORT MANAGER: 303-664-0633

WEATHER DATA SOURCES: AWOS–3 133.825 (303) 604–4339.

COMMUNICATIONS: CTAF/UNICOM 123.0

DENVER 10F, A IAP

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FALCON

DENVER 3F, 5A, L–10G, A

N39°41.41´ W104°37.26´ NOTAM FILE DEN.

(H) VORTACW 116.3 FQF Chan 110 225º 12.8 NM to Centennial. 5780/11E.

TACAN & DME unusable:
068º–088º byd 10 NM blo 11,500´
FORT COLLINS/LOVELAND

NORTHERN COLORADO RGNL (FNL)(KFNL) 9 SE UTC–7(–6DT) N40°27.11’ W105°00.68’

5516  B  Class I, ARFF Index B  NOTAM FILE FNL
RWY 15–33: H8500X100 (ASPH–GRVD) S–50, D–65, 25–82, 2D–130
PCN 49 F/C/W/T  HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 54’. 0.5% up.
RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 52’. 0.5% down.

RWY 06–24: H2273X40 (ASPH)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–2273 TODA–2273 ASDA–2273 LDA–2273
RWY 15: TORA–8500 TODA–8500 ASDA–8500 LDA–8500
RWY 24: TORA–2273 TODA–2273 ASDA–2273 LDA–2273
RWY 33: TORA–8500 TODA–8500 ASDA–8500 LDA–8500

SERVICE: S4  FUEL  100LL, JET A
OX 1, 2  LGT Dusk–Dawn—ACTVT and incr intst MALSR Rwy 33; REIL Rwy 15; PAPI Rwy 33; HIRL Rwy 15–33; twy lights—CTAF. PAPI Rwy 15 on consly.

AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hr with credit card. 24/7 fuel and svc ctc 130.575 or 970–667–2574. 24 hr PPR for unsked acft ops with more than 30 psgr seats, call amgr 970–962–2852. Rwy 24 2 ft–4 ft ditch wi 55 ft L and R of cntrln full len of rwy, conc headwall 43 ft L and R of cntrln, 815 ft fm Rwy 06 thr. Rwy 33 preferred dep and arr rwy when winds 5 kts or less fm any drctn. Rscd unmon 0500–1300Z‡. Rwy 06–24 edge reflectors full len.


AIRPORT MANAGER: 970-962-2852

COMMUNICATIONS: CTAF/UNICOM 122.7 ATIS 135.075 (970–669–9187)

GILL (H) VORW/DME 114.2 GLL Chan 89 N40º30.23´ W104º33.18´ 249º 21.2 NM to fld. 4904/13E.

COLLN NDB (LOMW) 400 FN N40º21.79´ W104º58.28´ 332º 5.6 NM to fld. 4957/9E. NOTAM FILE FNL.

ILS 109.5 I–FNL Rwy 33. Class IE. LOM COLLN NDB. Unmonitored when arpt unattended.

COMM/NAV/WEATHER REMARKS: DEN TRACON coords thru SR2 (STLT RADAR 2).

FORT MORGAN MUNI (FMM)(KFMM) 5 N UTC–7(–6DT) N40°20.13’ W105°48.25’

4595  B  TPA–5626(1031)  NOTAM FILE DEN

RWY 14–32: H5731X75 (ASPH) S–30 MIRL  1.5% up NW
RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 28’.
RWY 32: REIL. PAPI(P2L)—GA 3.0º TCH 27’. Road.
RWY 17–35: 5216X80 (TURF–DIRT)  0.6% up N
RWY 35: Road.
RWY 08–26: 2468X100 (TURF)
RWY 26: Road.

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


AIRPORT MANAGER: 970-867-8414

COMMUNICATIONS: CTAF/UNICOM 123.05

FREMONT CO (See CANON CITY on page 263)
COLORADO

GILL  N40°30.23′ W104°33.18′ NOTAM FILE DEN.
(H) VOR/DME 114.2  GILL  Chan 89  210°  5.4 NM to Greeley–Weld Co. 4904/13E.
RCO 122.65 (DENVER RADIO)

GLENWOOD SPRINGS MUNI  (GWS)(KGWS)  S UTC–7(–6DT)  N39°30.36′ W107°18.55′
5916 NOTAM FILE DEN
RWY 14–32: H3305X50 (ASPH) S–15  0.3% up NW
RWY 14: Trees.
RWY 32: PAPI(P2L)—GA 4.0° TCH 30’. Road.
SERVICE: S4  FUEL  100LL, JET A  OX 3, 4
NOISE: Noise abatement: When wind and weather permit use Rwy 32 for arrival and Rwy 14 for departure. No touch and go
ldgs.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Fuel avbl hrs via self–serve credit card pump. Arpt Manager on call
Numerous +25’ buildings; trees; equipment; tie downs approximately 150’ from centerline–both sides of rwy full length.
Rwy 32 has 20′ hangars and +30’ antenna 200’ left of centerline at thld. Paragliding ops vicinity 1 to 2 miles northwest
of arpt up to 18,000’ MSL. Automated super unicom. Click 3 times for arpt information.
AIRPORT MANAGER: 970-445-0965
COMMUNICATIONS: CTAF/AUNICOM 123.0
RCO 122.2 (DENVER 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 DEN.
RED TABLE  (H) VOR/DME 113.0  DBL Chan 77  N39°26.36′ W106°53.68′  270° 19.7 NM to fld. 11800/12E.
COMM/NAV/WEATHER REMARKS: Automated UNICOM, 3 clicks adzy.

GRANBY–GRAND CO  (GNB)(KGNB)  1 NE UTC–7(–6DT)  N40°05.40′ W105°55.00′
8207 B NOTAM FILE DEN
RWY 09–27: H5001X75 (ASPH) S–15, D–15  LIRL  0.9% up E
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 39°.
SERVICE: FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 09 and Rwy 27;
LIRL Rwy 09–27 —CTAF.
AIRPORT REMARKS: Unattended. Fuel 24 hr self svc. Recommended tfd to E
only by experienced pilots. High ground rises quickly to the E. Rwy 27
has +525’ terrain 6000’ from thld 1400’ left of centerline, +52’
terrain 1200’ from thld on extended centerline, +40’ powerline 965’
from thld 260’ left of centerline. Rwy 09 has +563’ terrain 21277’
from thld 371’ left of cntrln.
AIRPORT MANAGER: 970-725-3347
WEATHER DATA SOURCES: AWOS–3PT 119.925 (970) 887–1803. Sponsor
contact info: 970–725–3347, lcurran@co.grand.co.us
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
KREMMLING  (H) VOR/DME 113.8  RLG Chan 85  N40°00.16′
W106°26.55′ 064° 24.8 NM to fld. 9415/14E.
DME unusable:
285°–305° byd 34 NM blo 16,300’
GRAND JUNCTION RGNL  (GJT)(KJGT)  3 NE  UTC–7(–6DT)  N39º07.35´ W108º31.61´

4861  B  Class I, ARFF Index B  NOTAM FILE GJT

RWY 11: MALS R. PAPI(P4L)—GA 3.0º TCH 51´. RVR–T 0.4% up.
RWY 29: VASI(V4L)—GA 3.0º TCH 51´. RVR–R 0.3% down.
RWY 04–22: H5501X75 (ASPH–GRVD)  S–26, D–26  MIRL 1.3% up NE
RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 41´.
RWY 22: REIL.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–5501 TODA–5501 ASDA–5501 LDA–5501
RWY 29: TORA–10503 TODA–10503 ASDA–10503 LDA–10503

SERVICE: S4  FUEL  100LL, JET A  OX  1, 3  LGT
When twr clsd ACTVT MALSR Rwy 11; VASI Rwy 29; HIRL Rwy 11–29; MIRL Rwy 04–22; twy lights—CTAF. PAPI Rwy 04 on consly durg twr oper hrs and off when twr clsd.

NOISE: Noise abatement procedures in efct, ctc arpt mgmt for details at 970–244–9100.


WEATHER DATA SOURCES: AWOS–3 118.55 (970) 245–7881.

COMMUNICATIONS: CTAF 118.1  ATIS 118.55  UNICOM 122.95
RCO 122.6 (DENVER RADIO)
DOUGLAS CREEK RCO 122.4 (DENVER RADIO)
DENVER APP/DEP CON 119.7 (1300–0500Z‡)
DENVER CENTER APP/DEP CON 134.5 (0500–1300Z‡)
TOWER 118.1 (1300–0500Z‡) GND CON 121.7
VFR ADVSY SVC ctc TOWER

CLEARANCE DELIVERY PHONE: For CD ctc Grand Junction Apch at 303-342-1916, 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 DEN.

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

GRAND MESA  N39º05.30´ W108º13.24´

RCO 122.2 (DENVER RADIO)
GREELEY (VALLEY VIEW)   (11V)    7 SE    UTC–7(–6DT)    N40°19.64´ W104°36.56´

EASTON (VALLEY VIEW)   (11V)    7 SE    UTC–7(–6DT)    N40°19.64´ W104°36.56´

4820 NOTAM FILE DEN.

RWY 08–26: 4000X25 (TURF–DIRT)

RWY 26: Road.

RWY 14–32: 2400X65 (TURF–DIRT)

RWY 14: Road.

SERVICE: FUEL 100LL, JET A

AIRPORT REMARKS: Attended dalgt hrs. Parachute jumping. Remote control acft inv of arpt. Unlimited vehicular access to rwys and twys. Ops are primarily AGRI ops. Rwy 08 +35´ trees 1200´ from thld 130´ right. Rwy 08 end rough with grass encroachment along edges for 1150´ +2´ cable 20´ east of Rwy 08–26 crossing centerline. Rwy 08–26 and Rwy 14–32 all surfaces soft when wet. Rwy 08 +35´ p–lines parallel to thld 1140´ from thld. Rwy 26 +3´ cable at and parallel to thld. Rwy 32 has 60´ ball field backstop 100´ from rwy end and 300´ right of centerline. Rwy 14–32 has 4´ fence 75´ W of rwy centerline full length. Rwy 14–32 has 5´ ditch adjacent to both edges full length. Rwy 32, 4´ fence 280´ from thld L/R of cntrln. Rwy 14 has irrigation ditch 50´ from thld L/R of cntrln. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

AIRPORT MANAGER: 970–302–3336


4697  B TPA—5497(800) NOTAM FILE GXY

RWY 17–35: H10000X100 (ASPH) S–30, D–45 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0º TCH 46´. Tree. 0.6% down.

RWY 35: REIL. PAPI(P2L)—GA 3.0º TCH 51´. Thld dsplcd 1100´. 0.4% up.

RWY 10–28: HS801X100 (ASPH) S–18, D–30 MIRL 0.3% up NW

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 43´.


AIRPORT MANAGER: (970) 336–3001

WEATHER DATA SOURCES: AWOS–3PT 135.175 (970) 352–3511.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER APP/DEP CON 134.85

CLNC DEL 126.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

GILL (H) VOR/DME 114.2 GLL Chan 89 N40º30.23´ W104º33.18´ 210º 5.4 NM to fld. 4904/13E.

ILS/DME 110.3 I–DCI Chan 40 Rwy 35. Class IB. Unmonitored.

HELIPAD H1: H20X20 (CONC)

HELIPAD H2: H20X20 (CONC)
GUNNISON–CRESTED BUTTE RGNL (GUC)(KGUC) 1 SW UTC–7(–EDT) N38º32.06´ W106º55.91´ DENVER H–3E, L–9E
7680 B Class I, ARFF Index B NOTAM FILE GUC MON Airport
PCN 40 F/A/X/T HIRL
Rwy 06: MALSF. PAPI(P4L)—GA 3.2º TCH 49’, Rgt tcf.
Rwy 24: REIL. PAPI(P4L)—GA 3.6º TCH 71’. 0.3% up.
Rwy 17–35: 2981X150 (TURF–GRVL) 0.5% up N
Rwy 17: Rgt tcf.
Rwy 35: Thld dspclcd 233’.
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 06: TORA–9400 TODA–9400 ASDA–9400 LDA–9400
Rwy 17: TORA–2981 TODA–2981 ASDA–2981 LDA–2981
Rwy 24: TORA–9400 TODA–9400 ASDA–9400 LDA–9400
Rwy 35: TORA–2981 TODA–2981 ASDA–2981 LDA–2981
SERVICE: FUEL 100LL, JET A+
OX 1, 2 LGT Rotating bcn opr
SS–0530Z‡ and 1300Z‡–SR. ACTIVATE MALSF RWY 06; PAPI RWY 06 and RWY 24—CTAF. REIL RWY 24, HIRL RWY 06–24 OPER 1300–0530Z‡. RWY 24 PAPI UNUSBLE BYD 2.5 NM; does not PRVD OBST CLNC BYD 2.5 NM from THR.
AIRPORT MANAGER: (970) 642-7388
WEATHER DATA SOURCES: AWOS–3PT 135.075 (970) 641–3240.
COMMUNICATIONS: CTAF/UNICOM 122.7
© DENVER CENTER APP/DEP CON 124.5
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
BLUE MESA (H) VOR/DME 114.9 HBU Chan 96 N38º27.13´ W107º02.38´ 032º 7.1 NM to fld. 8740/14E.
DME portion unusable:
315º–325º byd 27 NM blo 17,500’
ILS/DME 110.5 I–GUC Chan 42 Rwy 06. Class IE. Glideslope unmonitored. LOC unusable byd 20º left of course.
HAXTON MUNI (17V) 2 SE UTC–7(–EDT) N40º37.47´ W102º36.48´
4035 NOTAM FILE DEN
Rwy 08–26: H3860X40 (ASPH) LIIRL(NSTD)
Rwy 08: Road.
Rwy 26: Road.
Rwy 17–35: 1650X30 (TURF–DIRT) 0.8% up S
Rwy 17: Road.
Rwy 35: Road.
SERVICE: LGT Rwy 08–26 NSTD LIIRL. No thld lgts. Edge lgts begin 250´ of Rwy 08 end.
AIRPORT REMARKS: Unattended. Rwy 17–35 not maintained, very rough. Large animal holes throughout rwy. Gravel road parallels both rwy 45–55’ from centerlines. +20’ hangar and 25’ wind cone located 300’ east of Rwy 08 thld 75R. Rwy 08 has +3’ pole from left edge 500’ from rwy end.
AIRPORT MANAGER: 970-854-2735
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
SIDNEY (H) VOR/DME 115.9 SNY Chan 106 N41º05.80´ W102º58.98´ 136º 33.1 NM to fld. 4289/13E.
HAYDEN

YAMPA VALLEY (HDN) (KHDN) 2 SE UTC−7 (−6DT) N40°28.87´ W107°13.06´


HIRL

RWY 10: MALSF. PAP1(P4L)—GA 3.0º TCH 52´. Thld dsplcd 510´.

RWY 28: REIL. PAP1(P4L)—GA 3.5º TCH 54´. P–line. 0.3% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–10000 Toda–10000 ASDA–10000 LDA–9490


SERVICE:

FUEL 100LL, JET A

OX 3, 4

LGT ACTIVATE MALSF Rwy 10; REIL Rwy 28; PAPI Rwy 10; HIRL Rwy 10–28—CTAF. Rwy 28 PAPI does not provide obst clearance byd 4 NM from thld.

NOISE: Request all acft departing Rwy 28 make right or left turnout as soon as safety permits after tkf to avoid town of Hayden and comply with noise abatement procedures.

AIRPORT REMARKS:

Attended 1300–0300Z‡. Class I, ARFF Index C from Dec–Mar. ARFF Index B from Apr–Nov. Possible severe winter conditions from Oct–Apr. Check NOTAMS for arpt conditions. No arpt information nor snow removal guaranteed during hrs of nonattendance. CLOSED to unscheduled air carrier ops with more than 30 passenger seat except PPR; call UNICOM 970–819–1333. Large flocks of sandhill cranes around arpt in spring and fall. All acft report 10 minutes prior to tkf/ldg on 123.0—monitor frequency 24 hrs, PAEW on rwy. Between 1300–0300Z‡ ctc UNICOM prior to all tkfs and ldgs for PAEW advisories. During snow season ctc UNICOM. Ldg fee for acft 12,500 pounds and over.

AIRPORT MANAGER: 970-276-5004

WEATHER DATA SOURCES: AWOS–3PT 119.275 (970) 276–3690.

COMMUNICATIONS: CTAF/UNICOM 123.0

DENVER RCO 122.25 (DENVER RADIO)

AIRSPACE: CLASS E svc 1400–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

HAYDEN (H) VORW/DME 115.6 CHE Chan 103 N40º31.20´ W107º18.29´ 106º 4.6 NM to fld. 7271/14E.

ILS/DME 109.9 I–HDN Chan 36 Rwy 10. Class IB. ILS is unmonitored.

HOLLY (K08) 1 S UTC−7(−6DT) N38º02.11´ W102º07.00´

RWY 17–35: 4140X40 (GRVL–DIRT) LIRL(NSTD)

RWY 17: TRCL(TRIL)—GA 3.0º. Tree.

RWY 35: TRCL(TRIL)—GA 3.0º. Fence.

SERVICE:

FUEL 100LL

LGT Rwy 17–35 has NSTD edge lgts 30´ from rwy edge, lgts at varying heights. Rwy 17–35 NSTD LIRL. TRIL Rwys 17 and 35 OTS indef. ACTIVATE NSTD LIRL Rwy 17–35—CTAF.

AIRPORT REMARKS:


AIRPORT MANAGER: 719-537-6622

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
HOLYOKE (HEQ/KHEQ)  1 SE  UTC–7(–6DT)  N40°34.17´ W102°16.36´
3730  B  NOTAM FILE DEN
RWY 14–32:  H5000X75 (ASPH)  S–12.5  MIRL
RWY 14:  REIL.
RWY 32:  REIL.
SERVICE:  FUEL  100LL, JET A  LGT ACTVT REIL Rwy 14 and Rwy 32;
MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS:  Attended irregularly. For fuel call 970–854–2266 drg
nm hrs or 970–854–2735 aft hrs. Geese on and inv of rwy.
AIRPORT MANAGER:  970-854-3232
WEATHER DATA SOURCES:  AWOS–3 119.275 (970) 854–3679.
COMMUNICATIONS:  CTAF/UNICOM 122.7
DENVER CENTER APP/DEP CON
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:
SIDNEY (H) VOR/DME  115.9  SNY  Chan 106  N41°05.80´ W102°58.98´  121º 45.2 NM to fld. 4289/13E.

HOPKINS FL (See NUCLA on page 292)

HUDSON
PLATTE VALLEY AIRPARK (18V)  3 NW  UTC–7(–6DT)  N40°06.16´ W104º42.07´
4965  NOTAM FILE DEN
RWY 15–33:  H4100X40 (ASPH)  LIRL
RWY 15:  Pole.
RWY 33:  Ground.
RWY 09–27:  2500X90 (TURF–GRVL)
RWY 09:  Ground.
RWY 27:  Road.
SERVICE:  S2  FUEL  100LL  LGT ACTIVATE LIRL Rwy 15–33—CTAF.
AIRPORT REMARKS:  Attended daylight hours. 24 hr credit card svc avbl. Rwy 09–27 has –3´ ditch 45´ north of rwy edge full
length. Rwy 09 has multiple +15´ trees 175´ left of centerline. +15´ stack 100´ from thld 150´ left of centerline. +12´
windsock 30´ right of thld centerline. Rwy 27 has +20´ pole and +15´ tank 185´ from thld 90´ left of centerline. +30´
pole 30´ from thld 90´ left and right of centerline. +15´ hangar 155´ west of thld 75´ north of centerline. Twy intersects
Rwy 09–27 midfield.
AIRPORT MANAGER:  303-536-0380
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Denver Apch at 303-342-1916.
RADIO AIDS TO NAVIGATION:
MILE HIGH (H) VORTACW  114.7  DVW  Chan 94  N39°53.68´ W104º37.46´  336º 13.0 NM to fld. 5279/8E.
TACAN AZIMUTH unusable:
Byd 10 NM
Within 10 NM blo 11,500´

HUGO  N38°49.05´ W103°37.28´  NOTAM FILE DEN.
(H) VOR/DME  112.1  HGO  Chan 58  349º 27.5 NM to Limon Muni. 5233/7E.

WICHITA
IRONHORSE  N38°40.71´ W104º45.19´  NOTAM FILE DEN.
NDB (MIW)  335  IHS  at Butts AAF (Fort Carson). 5818/8E. NDB unmtnitored thanksgiving, 25 Dec & 1 jan.
NDB unusable:
210º–300º byd 20 NM blo 20,000´

JEFFCO  N39°54.78´ W105º08.34´  NOTAM FILE BJC.
(H) VOR/DME  115.4  BJU  Chan 101  O93º 1.0 NM to Rocky Mountain Metro. 5737/11E.
VOR portion unusable:
226º–245º byd 36 NM blo 17,000´
246º–278º byd 30 NM blo 19,000´
279º–300º byd 34 NM blo 18,000´
DME unusable:
246º–278º byd 30 NM
KENNEY RESERVOIR SPB  (See RANGLAY on page 294)

KIT CARSON CO  (See BURLINGTON on page 261)

KREMMLING

MC ELROY AIRFIELD  (20V)  1 E  UTC–7(–6DT)  N40º03.21´ W106º22.14´

7415  B  NOTAM FILE 20V

RWY 09–27: H5540X75 (ASPH)  S–66, D–68  MIRL  0.3% up E

RWY 09: REIL. PAPI(P2L)—GA 4.0º TCH 43º. Fence.


SERVICE: FUEL 100LL, JET A

LGT ACTVT REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27; MIRL Rwy 09–27—CTAF. Rwy 09 PAPI unusbl byd 3.5 NM.

AIRPORT REMARKS: Attended 1500–0030Z‡. 24 hr fuel svc—credit card. Mtus trrn srnds arpt. Rwy 09 has 4 ft fence 441 ft fm and parl to thld, 30 ft lgt poles at rodeo arena aprxly 900 ft fm extd cntrln. Cold temperature airport. Altitude correction required at or below –19C. Overngt tiedown fee.

AIRPORT MANAGER: 970-725-3347

WEATHER DATA SOURCES: AWOS–3 118.425 (970) 724–9659.

COMMUNICATIONS: CTAF/UNICOM 122.8

KREMMLING RCO 122.3 (DENVER RADIO)

DENVER CENTER APP/DEP CON 128.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

KREMMLING (H) VOR/DME 113.8 RLG Chan 85  N40º00.16´ W106º26.55´ 034º 4.6 NM to fld. 9415/14E.

DME unusbl:

285º–305º byd 34 NM blo 16,300´

KREMMLING  N40º00.16´ W106º26.55´ NOTAM FILE DEN.

(H) VOR/DME 113.8 RLG Chan 85  034º 4.6 NM to Mc Elroy Airfield. 9415/14E.

DME unusbl:

285º–305º byd 34 NM blo 16,300´

RCO 122.3 (DENVER RADIO)
LA JUNTA MUNI  (LHX)(KLHX)  3 N UTC–7(–6DT)  N38º03.00´ W103º30.59´
4229 B  NOTAM FILE LHX
RWY 08–26: H6849X75 (ASPH)  S–30, D–50, 2D–90  MIRL
1.1% up W
RWY 08: REIL. VASI(V4L)—GA 3.0º TCH 45’. Road.
RWY 26: REIL. PAP(P2L)—GA 3.0º TCH 43’.
RWY 12–30: H5803X60 (ASPH–CONC) S–50, D–65, 2D–100
0.5% up NW
SERVICE:  FUEL  100LL, JET A  LGT
ACTIVATE MIRL Rwy 08–26, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 08 and Rwy 26—CTAF.
AIRPORT MANAGER:  (719) 384-2698
WEATHER DATA SOURCES: ASOS 135.525 (719) 384–5961.
COMMUNICATIONS:  CTAF/UNICOM 123.0
RCD 122.6 (DENVER RADIO)
@DENVER CENTER APP/DEP CON 128.375
CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:  NOTAM FILE LAA.
ALAMOSA (H) VORTACW 113.9  ALS  Chan 116  N37º20.95´ W105º48.93´ 062º 39.9 NM to fld. 7535/13E.
VOR unusable:
025º–045º byd 25 NM bin 15,900´
150º–180º byd 35 NM bin 11,600´
TAC AZM unusable:
025º–045º byd 25 NM bin 15,900´
150º–180º byd 35 NM bin 11,600´
DME unusable:
025º–045º byd 25 NM bin 15,900´
150º–180º byd 35 NM bin 11,600´

LA VETA
CUCHARA VALLEY AT LA VETA  (Ø7V)  1 N UTC–7(–6DT)  N37º31.43´ W105º00.56´
7153 B  NOTAM FILE DEN
RWY 06–24: H5798X60 (ASPH)  MIRL(INSTD)
RWY 06: Thld dsplcd 250´.
RWY 24: Thld dsplcd 198´. Road.
SERVICE:  LGT Rwy 06–24 NSTD MIRL, Rwy 06 first 96´ unlighted, Rwy 24 first 92´ unlighted. ACTIVATE MIRL Rwy 06–24—122.7.
AIRPORT MANAGER:  (719) 742-3631
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ALA.
ALAMOSA (H) VORTACW 113.9  ALS  Chan 86  N37º20.95´ W105º48.93´ 062º 39.9 NM to fld. 7535/13E.

LA VETA PASS  VTP  N37º30.72´ W105º10.23´/10216
AWOS–3 119.925 (719) 587–3120

LAKE CO  (See LEADVILLE on page 288)

LAKE MEREDITH SPB  (See ORDWAY on page 292)
LAMAR

SOUTHEAST COLORADO RGNL (LAA)(KLAA) 3 SW UTC–7(–6DT) N38º04.18´ W102º41.31´

RWY 18–36: H6304X100 (CONC–GRVD) S–45, D–55, 2D–100
PCN 12 R/B/W/U MIRL 0.4% up S
RWY 18: REIL. VASI(V4L)—GA 3.0º TCH 45º. Road.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 45º. Hill.
RWY 08–26: H5001X60 (ASPH–PFC) S–35, D–50, 2D–95 MIRL
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 30º. Road.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 31º.

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT ACTVT and incr intst
REIL Rwy 08, Rwy 26, Rwy 18 and Rwy 36; PAPI Rwy 08, Rwy 26 and Rwy 36; VASI Rwy 18; MIRL Rwy 08–26 and Rwy 18–36; twy lghts—CTAF. All lghts preset med intst.


LAMAR (H) VOR/DME 116.9 LAA Chan 116 N38º11.83´ W102º41.25´ 168º 7.6 NM to fld. 3944/12E.

LEACH (See CENTER on page 264)
LEADVILLE

LAKE CO  (LXV)(KLXV)  2 SW  UTC–7(–6DT)  N39º13.17´ W106º18.99´

9934  B  NOTAM FILE LXV

RWY 16–34: H6400X75 (ASPH)  S–20, D–20  MIRL
RWY 16: PAPI(P2L)—GA 3.0º TCH 45´. Rgt tfc.
RWY 34: PAPI(P2L)—GA 3.0º TCH 45´.

SERVICE:  FUEL  100LL, JET A  LGT
ACTVT PAPI RWY 16 and RWY 34; MIRL RWY 16–34—CTAF.

AIRPORT REMARKS:  Attended May–Sep 1430–2330Z‡, Oct–Apr 1500–2330Z‡. PPR for svc after hrs call 719–427–0026. Rwy 34 has +50´ power lines 750´ from right of thld. Twy C and old ramp have potholes and loose aggregate. All twys and new ramp area marked with blue and white reflectors.

AIRPORT MANAGER:  719-486-0307

WEATHER DATA SOURCES:  ASOS 118.375 (719) 486–8441.
COMMUNICATIONS:  CTAF/UNICOM 122.8

DENVER CENTER  APP/DEP CON 119.85

CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DEN.

RED TABLE  (H) VOR/DME 113.0  DBL Chan 77  N39º26.36´ W106º53.68´ 104º 30.0 NM to fld. 11800/12E.

HELIPAD H1: H150X100 (ASPH–CONC)

HELIPORT REMARKS:  Rwy H1 has 6–8 inch lip all around edges, concrete has longitudinal and corner cracking. Rwy H1 has 20´ to 30´ trees 130´ east of pad.

LIMON MUNI  (LIC)(KLIC)  1 NE  UTC–7(–6DT)  N39º16.49´ W103º39.95´

5374  B  NOTAM FILE LIC

RWY 16–34: H4700X60 (CONC)  S–12.5  MIRL  0.5% up N
RWY 34: PAPI(P2L)—GA 3.0º TCH 39´. Trees.

SERVICE:  S2  FUEL  100LL  LGT
ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and RWy 34—CTAF.

AIRPORT REMARKS:  Unattended. 24 hr 100 LL avbl with credit card. Deer on and invof arpt. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Uncontrolled vehicle access to fld. Rwy 34 +18´ road 820´ from thld obstruction, +4´ fence 785´ from thld obstruction, +22´ sign 918´ from rwy end on centerline, +45´ trees 1430´ from rwy end obstruction, +51´ tank 1455´ from thld 150´ right of centerline. Rwy 16 has 3000´ twy leading into the South end. Twy marked with blue reflectors. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

AIRPORT MANAGER:  719-775-2346

WEATHER DATA SOURCES:  ASOS 121.125 (719) 775–0515.
COMMUNICATIONS:  CTAF 122.9
RCO 122.3 (DENVER 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 DEN.

HUGO (H) VOR/DME 112.1  HGO  Chan 58  N38º49.05´ W103º37.28´ 349º 27.5 NM to fld. 5233/7E.
Longmont

 Vance Brand (LOM)(KLMO) 3 SW UTC–7(–6DT)  N40°09.86’ W105°09.82’  
 5055  B  NOTAM FILE DEN  
  RWY 11–29: H4799X75 (CONC) S–30 MIRL 0.5% up NW  
  RWY 11: VASI(V2L)—GA 3.0º TCH 24’. Tree.  
  RWY 29: VASI(V2L)—GA 3.0º TCH 35’. Road.  
  SERVICE:  S4  FUEL  100LL, JET A, MOGAS  LGT ACTIVATE MIRL Rwy 11–29 and VASI Rwy 11 and Rwy 29—CTAF. Rwy 11 VASI unusable byd 3.9 NM. VASI does not provide obst clnc byd 3.9 NM from thld.  
  AIRPORT MANAGER: 303-651-8431  
  WEATHER DATA SOURCES: AWOS–3 120.0 (303) 684–7545.  
  COMMUNICATIONS: CTAF/UNICOM 122.975  
  @ DENVER APP/DEP CON 125.12  
  CLEARANCE DELIVERY PHONE: For CD ctc Denver Apch at 303-342-1916.  
  RADIO AIDS TO NAVIGATION: NOTAM FILE BJC.  

 Mc Elroy Airfield  

 Mead Lake

 Meeker Coulter Fld (EEO)(KEEO) 2 E UTC–7(–6DT)  N40°02.93’ W107°53.16’  
 6415  B  NOTAM FILE EEO  
  RWY 03–21: H6503X100 (ASPH) S–30, D–60 PCN 16 F/C/X/U MIRL 0.9% up NE  
  RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Rgt tfc.  
  RWY 21: REIL.  
  SERVICE:  S4  FUEL  100LL, JET A, MOGAS  LGT ACTIVATE MIRL Rwy 03–21, PAPI Rwy 03, and REIL Rwy 03 and Rwy 31—CTAF.  
  AIRPORT REMARKS: Attended continuously. Deer and elk and waterfowl invo arpt, wildlife fence surrounds arpt. Rwy 03 PAPI does not provide obstruction clearance byd 2.5 NM from thld. Mountains surround arpt. Cold temperature rstd arpt. Altitude correction required at or blo –25C.  
  AIRPORT MANAGER: 970-878-5045  
  WEATHER DATA SOURCES: ASOS 135.525 (970) 878–5036.  
  COMMUNICATIONS: CTAF/UNICOM 122.8  
  @ DENVER CENTER APP/DEP CON 134.5  
  RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.  

 Mile High

 Mineral Co Memel  

 (See KREMMLING on page 285)  

 (See COLORADO SPRINGS on page 266)  

 (See CREEMEDE on page 268)
MONARCH PASS  MYP  N38º29.83´ W106º19.18´/12030
AWOS–3 124.175 (719) 539–4436
MONTE VISTA MUNI  (MVI)(KMVI)  5 SE  UTC–7(–6DT)  N37º31.72´ W106º02.75´

7611  B  NOTAM FILE DEN
RWY 02–20: H5901X60 (ASPH)  S–12.5  MIRL
RWY 02: PAPI(P2L)—GA 3.0º TCH 34°.
RWY 20: PAPI(P2L)—GA 3.0º TCH 34°. P–line.
RWY 16–34: 2300X30 (DIRT)
RWY 34: Fence.
RWY 10–28: 2100X50 (DIRT)
RWY 28: Trees.
SERVICE: S2  FUEL  100LL  LGT ACTVT PAPI Rwy 02 and Rwy 20; MIRL
Rwy 02–20—CTAF.
AIRPORT MANAGER: 719-852-3241
COMMUNICATIONS: CTAF/UNICOM 122.8
©DENVER CENTER APP/DEP CON 128.375
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALS.
ALAMOSA (H) VORTACW 113.9  ALS Chan 86  N37º20.95´ W105º48.93´  301º 15.4 NM to fld. 7535/13E.
VOR unusable:
025º–045º byd 25 NM blo 15,900´
150º–180º byd 35 NM blo 11,600´
TAC AZM unusable:
025º–045º byd 25 NM blo 15,900´
150º–180º byd 35 NM blo 11,600´
DME unusable:
025º–045º byd 25 NM blo 15,900´
150º–180º byd 35 NM blo 11,600´

SW, 12 AUG 2021 to 7 OCT 2021
MONTROSE RGNL  (MTJ)(KMTJ)  1 NW UTC–7(–6DT)  N38º30.59´ W107º53.66´
5759  B  Class I, ARFF Index B  NOTAM FILE MTJ
RWY 17–35: H10000X150 (ASPH–GRVD)  S–75, D–190, 2D–265
PCN 61 F/C/X/T  HIRL
RWY 17: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. 0.5% up.
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 41´. 0.3% down.
RWY 13–31: H7510X100 (ASPH–GRVD)  S–65, D–90, 2D–150
PCN 13 F/D/X/T  HIRL  0.8 % up SE
RWY 13: REIL. VASI(V4L)—GA 3.0º TCH 43´. Tree.
RWY 31: REIL. VASI(V4L)—GA 3.0º TCH 43´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
RWY 31: TORA–7510 TODA–7510 ASDA–7510 LDA–7510
RWY 35: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

SERVICE: S4 FUEL 100LL, JET A+ OX 1, 3 LGT ACTIVATE HIRL Rwy 17–35 and Rwy 13–31, MALSR Rwy 17, and REIL Rwy 13, Rwy 31 and Rwy 35–CTAF.

AIRPORT REMARKS: Attended Apr 1–Dec 15 1230–0400Z‡, Dec 16–Mar 31 1200–0400Z‡. Migratory birds and wildlife on and invol arpt. Unscheduled air carrier ops with more than 30 pac seats rqr 24 hr PPR call arpt mgr 970–249–3433. Air carrier actf reqd to access terminal ramp via Twy C, outbd tfc Twy D. Ramp connector adjacent to T hangar climb indef. Twy E, E6 climb exc actf with wingspan less than 78´. Twy B ltd to single wheel actf max 80,000 lbs, double wheel actf max 105,000 lbs, and double tandem actf max 170,000 lbs. Preferred tdw Rwy 31 and Rwy 35 and ldg Rwy 13 and Rwy 17. Rwy 17–35 preferred rwy for actf with apch speed greater than 121 kts.

AIRPORT MANAGER: 970-249-3433
WEATHER DATA SOURCES: ASOS 135.225 (970) 249–1534.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.65 (DENVER RADIO)
DENVER CENTER APP/DEP CON 127.1
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.
AIRSPACE: CLASS E svc 1300–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:
(H) VOR/DME 117.1 MTJ Chan 118 N38º30.39´ W107º53.96´ at fld. 5713/12E. vDME unmonitored.
DME unusable:
011º–090º byd 26NM blo 15,000´
190º–250º byd 25 NM blo 15,000´
VOR unusable:
060º–090º byd 26NM blo 16,000´
190º–250º byd 25 NM blo 15,000´
ILS 111.3 I–MTJ Rwy 17. Unmonitored.

MONUMENT HILL  MNH N39º13.13´ W104º38.43´/7060
AWOS–3 134.375 (303) 648–3479

NORTH FORK VALLEY  (See PAONIA on page 293)

NORTHERN COLORADO RGNL  (See FORT COLLINS/LOVELAND on page 278)
**HOPKINS FLD**  (AIB)(KAIB) 2 SW UTC–7(–6DT) N38°14.34’ W108°33.77’

5945  B  NOTAM FILE DEN
Rwy 05–23: H5212X75 (ASPH) S–9 MIRL 0.9% up NE
Rwy 05: REIL. PAPI(P2L)—GA 3.0º TCH 41’. Road.
Rwy 23: REIL. PAPI(P2L)—GA 3.0º TCH 41’. Road.
Rwy 11–29: 4000X80 (TURF–DIRT) 0.8% up E
Rwy 11: Road.

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


**AIRPORT MANAGER:** 970-864-7111

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Denver ARTCC at 303-651-4257.

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

**DOVE CREEK (H) VORTAC**

**AIRPORT REMARKS:**

**AIRPORT MANAGER:** 719-267-4411

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Denver ARTCC at 303-651-4257.

**COMM/NAV/WEATHER REMARKS:** Arr tfc should bcst position and intentions on CTAF–122.9. Wx ASOS at LHX, 12 NM SE. Freq: 135.525. PH: 719–384–5961.
PAONIA

NORTH FORK VALLEY  (7V2)  3 SW  UTC–7(–6DT)  N38°49.88’W107°38.75’

5798  TPA–6598(800)  NOTAM FILE DEN
RWY 05–23:  H4500X60 (ASPH)  S–21  HIRL
RWY 05:  PAPI(P2L).
RWY 23:  PAPI(P2L).

SERVICE:  S4  FUEL  100LL  LGT
ACTIVATE HIRL Rwy 05–23, PAPI Rwy 05 and Rwy 23—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0100Z‡, Sat–Sun irregularly.
24 hr self serve fuel avbl. Rwy 05–23 has –50’ to 75’ terrain dropoff on both sides at various locations the entire length of rwy. Rwy 23 has –60’ drop off at thld and within 30’ of centerline at various locations.

AIRPORT MANAGER:  970-527-3345

COMMUNICATIONS:  CTAF/UNICOM

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION:

BLUE MESA  (H) VOR/W/DME  114.9  HBU  Chan 96  N38º27.13’ W107º02.38’  295º 36.4 NM to fld. 8740/14E.
DME portion unusable:
315º–325º byd 27 NM blo 17,500’

PETEY
N38°41.66’W104°42.98’  NOTAM FILE COS.

PETEY
N38º41.66´ W104º42.98´ NOTAM FILE PUB

PLATTE VALLEY AIRPARK

PUEBLO MEML  (PUB)(K PUB)  5 E  UTC–7(–6DT)  N38°17.40’ W104°29.88’

4729  B  Class I, ARFF Index A  NOTAM FILE PUB
RWY 08R–26L:  H10498X150 (ASPH–GRVD)  S–75, D–170, 2D–250
HIRL
RWY 08R:  MALSR. PAPI(P4L)—GA 3.0º TCH 63’. Rgt tfc.
RWY 26L:  REIL. PAPI(P4L)—GA 3.0º TCH 62’. 0.4 % up..
RWY 17:  REIL. PAPI(P4L)—GA 3.0º TCH 54’. 1.0% down..
RWY 35:  REIL. PAPI(P4L)—GA 3.0º TCH 48’. 0.9% up..

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy  HOLD–SHORT POINT  AVBL LDG DIST
RWY 17  08L–26R  4700
RWY 26L  17–35  8300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L:  TORA–4690  TODA–4690  ASDA–4690  LDA–4690
RWY 08R:  TORA–10496  TODA–10496  ASDA–10496  LDA–10496
RWY 17:  TORA–8308  TODA–8308  ASDA–8308  LDA–8308
RWY 26L:  TORA–10496  TODA–10496  ASDA–10496  LDA–10496
RWY 26R:  TORA–4690  TODA–4690  ASDA–4690  LDA–4690
RWY 35:  TORA–8308  TODA–8308  ASDA–8308  LDA–8308

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


CONTINUED ON NEXT PAGE

SW. 12 AUG 2021 to 7 OCT 2021
AIRPORT MANAGER: 719-553-2744
WEATHER DATA SOURCES: ASOS (719) 948–2803
COMMUNICATIONS: CTAF 119.1 ATIS 125.25 UNICOM 122.95
RCO 122.2 (DENVER RADIO)
DENVER APP/DEP CON 120.1 (1300–0500Z)
DENVER CENTER APP/DEP CON 128.375 (0500–1300Z)
TOWER 119.1 (1300–0500Z) LAND CON 121.9 CLNC DEL 120.9
CLEANSWING DELIVERY PHONE: For CD ctc Pueblo Apch at 303-342-1916, when Apch clsd ctc Denver ARTCC at 303-651-4257.
AIRSPACE: CLASS D svc 1300–0500Z; other times CLASS E.
RADIO AIDS TO NAVIGATION:
(H) VORTACW 116.7 PUB Chan 114 N38º17.66´ W104º25.77´ 257º 3.2 NM to fld. 4756/8E.
ILS 109.5 I–PUB Rwy 08R. Class IE. Unmonitored when ATCT closed.
ILS 108.3 I–TFR Rwy 26L. Class IA. Unmonitored when ATCT closed.

RANGELY
(RANGELY) 1E UTC–7(–6DT) N40º05.64´ W108º45.78´
5278 B NOTAM FILE DEN
RWY 07: REIL, PAPI(P2L)—GA 3.0º TCH 400. Road. Rgt tfl.
RWY 25: REIL. Road.
SERVICE: FUEL 100LL LGT ACTIVATE REIL Rwy 07 and Rwy 25, MIRL Rwy 07–25—CTAF. PAPI Rwy 07 opr 24 hrs.
Monitor 123.5 for trng ops at arpt. Three flashing hz signs outline obst hils east. Rwy 07–25 shoulders soft when wet. Deer periodically on and inov arpt. Rwy 07 has +8’ fence line 520’ from thld obst, +66’ trees 2500’ from thld 600’ left of cntrln. Rwy 25 has +10’ fence line 615’ from thld obst. Twp marked with blue reflectors. Cold temperature airport. Altitude correction required at or below –18C.
AIRPORT MANAGER: 970-675-2316
WEATHER DATA SOURCES: AWOS–3PT 119.025 (970) 675–2339.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.65 (DENVER 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 DEN.
MEEEKER (H) VOR/DME 115.2 EKR Chan 99 N40º04.05´ W107º55.50´ 258º 38.6 NM to fld. 7630/15E.

RANGLEY
KENNEY RESERVOIR SPB (13R) 5 NE UTC–7(–6DT) N40º06.92´ W108º42.49´
5329 NOTAM FILE DEN
WATERWAY 01W–19W: 6800X300 (WATER)
SEAPLANE REMARKS: CTN: Unatnd, use at own risk. No wake bouys may be present near shore. Smrbd by +750 ft trm and cliffs. Adz prior to arr—970–675–7055, must have performed and dcmtd aquatic nuisance spec insp. No svcs avbl. Apch sfc data not mntd.
AIRPORT MANAGER: 970-675-5055
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Rcmd Rangely Arpt CTAF 122.8 to avoid tfl conflict.

RED TABLE
N39º26.36´ W106º53.68´ NOTAM FILE DEN.
(H) VOR/DME 113.0 DBL Chan 77 163º 13.1 NM to Aspen–Pitkin Co/Sardy Fld. 11800/12E.
RIFLE GARFIELD CO (RIL)(KRIL) 3 E UTC–7(–6DT) N39º31.60´ W107º43.68´

5537 B NOTAM FILE RIL

RWY 08–26: H7000X100 (ASPH–GRVD) S–90, D–200, 2S–108, 2D–250 PCN 43 F/B/X U HIRL 1.0% up E

RWY 08: REIL, PAPI(P4L)—GA 3.0º TCH 47’.

RWY 26: ODALS. REIL. PAPI(P4L)—GA 3.6º TCH 58’. Rgt tlf.

SERVICE: FUEL 100LL, JET A OX 1, 4 LGT ACTVT ODALS Rwy 26, REIL Rwy 08 and Rwy 26, HIRL Rwy 08–26—CTAF. PAPI Rwy 08 and Rwy 26 on consly.


AIRPORT MANAGER: 970-625-1091

WEATHER DATA SOURCES: ASOS 135.275 (970) 625–2206.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 134.95

CLEARANCE DELIVERY PHONE: For Cd if un from ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIL.

(L) VOR/DME 110.6 RIL Chan 43 N39º31.70´ W107º43.18´ at fld. 5517/10E.

VOR unusable:
  140º–160º byd 21 NM blo 15,000´
  160º–175º byd 21 NM blo 17,500´
  180º–220º byd 10 NM blo 16,000´
  180º–230º byd 21 NM
  240º–335º byd 21 NM blo 15,000´
  335º–055º byd 21 NM blo 17,000´

DME unusable:
  085º–135º byd 21 NM
  135º–150º byd 21 NM blo 15,000´
  150º–230º byd 21 NM
  180º–220º byd 10 NM blo 16,000´
  230º–260º byd 21 NM blo 15,000´
  260º–295º byd 15 NM blo 15,000´
  260º–295º byd 21 NM
  295º–335º byd 21 NM blo 15,000´
  295º–335º byd 30 NM
  340º–015º byd 15NM blo 15,000´
  340º–055º byd 21 NM

ILS/DME 110.9 I–RIL Chan 46 Rwy 26. Class IB.

ROBERT N40º27.83´ W106º52.34´ NOTAM FILE DEN.

(L) VOR/DME 112.2 BQZ Chan 59 352º 3.2 NM to Steamboat Springs/Bob Adams Fld. 8252/13E.

DME unusable:
  010º–036º byd 30 NM
  037º–090º byd 20 NM
  090º–135º byd 25 NM blo 15,000´

VOR unusable:
  010º–036º byd 30 NM blo 16,000´
  037º–090º byd 30 NM blo 14,500´

ROCKY MOUNTAIN METRO (See DENVER on page 273)
SAGUACHE MUNI (O4V) 2 NW UTC–7(–6DT) N38°05.96´ W106°10.46´ DENVER
7850 NOTAM FILE O4V
RWY 11–29: 7957X55 (GRVL–DIRT) 0.8% up W
RWY 11: Road.
AIRPORT REMARKS: Unattended. Wildlife on and inv of arpt. Unlimited vehicle use on arpt. Rwy 29 has −5´ ditch 288´ from thld outbou nd and −4´ terrain 70´ left of centerline at thld. Numerous prairie dog holes on rwy edge near Rwy 29 end. Rwy 11–29 has +2´ bushes along rwy edge in various places. Rwy 11–29 soft when wet. For current arpt conditions ctc arpt manager 719–655–2554. Rwy 11–29 has rwy numbers 55´ by 75´ asph pads on each rwy end.
AIRPORT MANAGER: 719-655-2554
WEATHER DATA SOURCES: AWOS–3P 118.625 (719) 655–2229.
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

SALIDA/HARRIETT ALEXANDER FLD (ANK)(KANK) 2 W UTC–7(–6DT) N38°32.30´ W106°02.92´ DENVER
7523 B NOTAM FILE DEN
RWY 06–24: H7351X75 (ASPH) S–30, D–60 PCN 19 F/A/X/T MIRL 1.9% up W
RWY 06: PAPI(P2L)—GA 3.5º TCH 35´. Road.
RWY 24: PAPI(P2L)—GA 3.0º TCH 42´.
SERVICE: FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24—CTAF.
AIRPORT MANAGER: (719) 239-1648
WEATHER DATA SOURCES: AWOS–3 133.85 (719) 539–5268.
COMMUNICATIONS: CTAF/UNICOM 122.7
DENVER CENTER APP CON 128.375
DENVER CENTER DEP CON 119.85
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
BLUE MESA (H) VOR/DME 114.9 HBV Chan 96 N38º27.13´ W107º02.38´ 069º 47.0 NM to fld. 8740/14E.
DME portion unusable:
315º–325º byd 27 NM bio 17,500´

SOUTHEAST COLORADO RGNL (See LAMAR on page 287)

SAN LUIS VALLEY RGNL/BERGMAN FLD (See ALAMOSA on page 255)

SILVER WEST (See WESTCLIFFE on page 301)

SNOW N39º37.77´ W106º59.47´ NOTAM FILE DEN.
(T) VOR/DME 109.2 SXW Chan 29 065º 3.6 NM to Eagle Co Rgnl. 8070/12E. VOR/DME unmonitored 0600–1300Z.
VOR portion unusable:
310º–365º VOR/DME unusable:
115º–135º

SOUTHWEST COLORADO (See WALSENBURG on page 301)

SPANISH PEAKS AIRFIELD (See WALSENBURG on page 301)

SW, 12 AUG 2021 to 7 OCT 2021
**SPRINGFIELD MUNI** (8V7)  4 N  UTC–7(–6DT)  N37°27.52´ W102°37.08´

4390  B  NOTAM FILE DEN

RWY 17–35: H5000X60 (CONC) S–12.5  MIRL
RWY 17:  PAPI(P2L)—GA 3.0º TCH 30´.
RWY 35:  PAPI(P2L)—GA 3.0º TCH 30´.

**SERVICE:** FUEL 100LL  LGT

**AIRPORT REMARKS:** Unattended. PAEW in close proximity to rwy. Be alert, intensive USAF student training inovf Colorado Springs and Pueblo Colorado. Tawk with blue and yellow reflectors.

**AIRPORT MANAGER:** 719-529-9791

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Albuquerque ARTCC at 505-856-4861.

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

**LAMAR (H) VOR/DME 116.9  LAA  Chan 116  N38°11.83´ W102°41.25´  164º 44.4 NM to fld. 3944/12E.

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**STEAMBOAT SPRINGS/BOB ADAMS FLD** (SBS)(KSBS)  3 NW  UTC–7(–6DT)  N40°30.98´ W106°51.98´

6882  B  NOTAM FILE SBS

RWY 14–32: H4452X100 (ASPH–GRVD) S–50, D–60  HIRL
RWY 14:  Rgt ttc.
RWY 32:  REIL. PAPI(P2L)—GA 4.0º TCH 40´. Thld dspcd 600´.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14:  TORA–4452  TODA–4452  ASDA–3852  LDA–3852
RWY 32:  TORA–4452  TODA–4452  ASDA–4452  LDA–3852

**SERVICE:** S2  FUEL 100LL, JET A  OX 1, 2, 3, 4  LGT

**AIRPORT REMARKS:** Attended Nov–Apr 1400–0000Z‡, May–Oct


**AIRPORT MANAGER:** (970) 879-9042

**WEATHER DATA SOURCES:** AWOS–3 118.325 (970) 879–7794.

**COMMUNICATIONS:** CTAF/UNICOM 122.8 (UNICOM avbl 1400–0000Z‡)

**RCO 122.2 (DENVER RADIO)

**DENVER CENTER APP/DEP CON 120.475

**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 DEN.

**ROBERT (L) VOR/DME 112.2  BQZ  Chan 59  N40°27.83´ W106°52.34´  352º 3.2 NM to fld. 8252/13E.

DME unusable:
- 010º–036º byd 30 NM
- 037º–090º byd 20 NM
- 090º–135º byd 25 NM blo 15,000´

VOR unusable:
- 010º–036º byd 30 NM blo 16,000´
- 037º–090º byd 30 NM blo 14,500´

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**COLORADO**

SW, 12 AUG 2021 to 7 OCT 2021
STERLING MUNI (STK/KSTK) 3 W UTC–7 (–6DT) N40°36.86′ W103°15.86′

4038 B NOTAM FILE DEN

RWY 15–33: H5201X75 (ASPH) S–30 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 44′. Road.

RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 44′.

RWY 04–22: 2809X150 (TURF–GRVL)

RWY 04: Road.

RWY 22: Tree.

SERVICE: FUEL 100LL, JET A LGT When ATCT CLSD ACTVT REIL RWY 15 and RWY 33; MIRL RWY 15–33—CTAF. PAPI RWY 15 and RWY 33 OPR consly. INCR MIRL INTST—CTAF.


AIRPORT MANAGER: 970-522-0417

WEATHER DATA SOURCES: AWOS–3 118.525 (970) 526–3009.

COMMUNICATIONS: CTAF/UNICOM

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE AKO.

AKRON (H) VOR/DME 114.4 AKO Chan 91 N40°09.33′ W103°10.78′ 339° 27.8 NM to fld. 4623/13E.

STEVE S FLD (See PAGOSA SPRINGS on page 292)

SUNLIGHT MOUNTAIN 5SM N39°25.53′ W107°22.75′/10603

AWOS–3 126.075 (970) 384–3380 AWOS visibility unreliable indef.

DENVER

CHEYENNE H–5A, L–10G IAP

SW, 12 AUG 2021 to 7 OCT 2021
TELLURIDE RGNL (TEX) (KTEX) 5 W UTC–7 (–6 DT) N37º57.23´ W107º54.53´
9070 0.4% up E
RWY 09–27: H7111X100 (ASPH–GRVD) S–45, D–89 PCN 35 F/D/X/T
HIRL 0.4% up E
RWY 27: REIL. PAPI(P4L)—GA 4.0º TCH 40´. Thld dsplcd 200´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–7111 TODA–7111 ASDA–7111 LDA–6911
ARRESTING GEAR/SYSTEM
RWY 09: EMAS
RWY 27: EMAS
SERVICE: FUEL 100LL, JET A 0X 1, 2, 3, 4 LGT
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–7111 TODA–7111 ASDA–7111 LDA–6911
SERVICE: FUEL 100LL, JET A
RWY 27: LGT
LGT Rwy 27 PAPI lgts unusable byd 2.5 NM due to terrain. ACTIVATE HIRL Rwy 09–27, PAPI Rwy 09, and Rwy 27, REIL Rwy 09 and Rwy 27—CTAF. Arpt lighting system emerg use only 0400–1300Z‡.
NOISE: Noise abatement procedures in effect. For more information ctc TEX customer svc 970–728–8600.
AIRPORT REMARKS: Attended Apr–Oct 1400–0400Z‡, Nov–Mar 1400–0100Z‡. Arpt CLOSED 2100–0600 (local). Rising terrain all quadrants. Arpt on 1000´ mesa, strong vertical turbulence in area of mesa edge. Rwy 09–27 recommended tdk Rwy 27, land Rwy 09 and avoid populated areas. Rwy 09–27 grade –.08 on rwy ends, –1.3 to approximately midpoint then +.75. Glider, hang glider and helicopter ops on and invof arpt. ARFF Index rstd to FAR 139 design groups AI–CIII. Cold temperature airport. Altitude correction required at or below –18C. Air carrier ops during unattended hrs must notify TEX customer svc at 970–728–8603 24 hrs in advance for provision of adequate ARFF personnel. Ldg fee.
AIRPORT MANAGER: (970) 728-8601
WEATHER DATA SOURCES: AWOS–3 118.325 (970) 728–1534.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.15 (DENVER RADIO)
DENVER CENTER APP/DEP CON 125.35
CLEARANCE DELIVERY PHONE: For CD contact Denver ARTCC at 303-651-4814. If una to ctc Denver ARTCC, ctc Denver radio.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
CONES (L) VOR/DME 110.2 ETL Chan 39 N38º02.42´ W108º15.51´ 095º 17.4 NM to fld. 8460/12E.
VOR/DME unmonitored.
VOR/DME unusable:
078º–090º byd 30 NM
115º–125º byd 25 NM
145º–175º byd 25 NM
350º–360º byd 35 NM
LDA/DME 109.3 I–TEX Chan 30 Rwy 09. LOC unusable byd 20º either side of course centerline; within 0.9 NM, 1.0 DME, from thld. DME unusable 20º left and right of course.
THURMAN N39º41.90´ W103º12.90´ NOTAM FILE DEN.
(L) VORTAC 112.9 TXC Chan 76 208º 32.9 NM to Limon Muni. 4890/12E.
WICHITA H–5A, L–10G
TOBE N37º15.52´ W103º36.00´ NOTAM FILE DEN.
(H) VORTAC 114.05 TBE Chan 87(Y) 258º 35.5 NM to Perry Stokes. 5730/12E.
WICHITA H–5A, L–15A
SW, 12 AUG 2021 to 7 OCT 2021
TRINIDAD

PERRY STOKES (TAD)(KTAD) 10 NE UTC–7(–6DT) N37°15.55’ W104°20.45’
DENVER

5762 B NOTAM FILE TAD

RWY 03–21: H5500X100 (ASPH) S–37, D–50 MIRL 0.4% up SW
RWY 03: REIL PAPI(P2L)—GA 3.0º TCH 40’. Trees. Rgt tfc.

RWY 09–27: 5500X100 (TURF–GRVL)

RWY 09: Trees.
Service: FUEL 100LL, JET A

LGT ACTIVATE REIL Rwy 03 and Rwy 21; PAPI Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF, PPR.


Airport Manager: (719) 859-4414

Weather Data Sources: ASOS 119.025 (719) 845–1156.

Communications: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 128.375

Clearance Delivery Phone: For CD if una to ctc on FSS freq, ctc Denver ARTCC at 303-651-4257.

Airport Remarks:

Airspace: CLASS E

Radio Aids to Navigation:

NOTAM FILE TAD

TOBE (H) VORW/DME 114.05 TBE Chan 87(Y) N37°15.52’ W103º36.00’ 258º 35.5 NM to fld. 5730/12E.

DME unusable: 150º–180º byd 30 NM blo 11,000’

USAF ACADEMY AFLD (AFF)(KAFF) 10 N UTC–7(–6DT) N38º58.40’ W104º49.20’

DENVER

Airport Remarks: Afld opr hrs and Class D services avbl SR or 1245Z‡ (whichever is later) to SS Mon–Fri, 1430Z‡ to 2130Z‡ Sat, excluding Sun & hol. Afld official bus only. See Special Notices—U.S. Air Force Academy.

Airspace: CLASS D airspace SR–SS; other times CLASS G

VANCE BRAND (See LONGMONT on page 289)

WALDEN–JACKSON CO (33V) 1 NE UTC–7(–6DT) N40º45.02’ W106º16.29’

CHEYENNE

8154 B NOTAM FILE DEN

RWY 04–22: H5900X75 (ASPH) S–25 MIRL
RWY 04: PAPI(P4L)—GA 3.0º TCH 35’
RWY 22: PAPI(P4L)—GA 3.0º TCH 35’
RWY 17–35: 4020X100 (TURF) 0.4% up S
RWY 17: Fence.
RWY 35: Road.

Service: FUEL 100LL, JET A

LGT ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04 and Rwy 22 CTAF.

Airport Remarks: Attended on call. Phone 970–723–4660 or 970–723–4481 or 970–846–6971. Rwy 04 +20’ p–line 660’ from rwy end 750’ left of extended centerline. Rwy 04 has –50’ dropoff 450’ from thld. Radio controlled model acft opr on arpt at SE corner. Occasional deer and antelope on rws. Rwy 35 +4’ fence at thld OB, yellow paint at tops of fence posts extremely worn, faded and difficult to detect. Rwy 17–35 marked with inoperable rwy edge lghts and orange cones; Rwy 22 number located 125’ from pavement end. Rwy 17 has 6’ metal pole 100’ from thld, 10’ left of rwy edge. Rwy 35 public road 24’ from thld, trees 300’ from thld 38’, 154’ right of apch. Restrooms avbl May–Sep on arpt.

Airport Manager: 970-723-4660

Weather Data Sources: AWOS–3 118.625 (970) 723–4513.

Communications: CTAF 122.9

DENVER CENTER APP/DEP CON 126.5

Clearance Delivery Phone: For CD ctc Denver ARTCC at 303-651-4257.

Radio Aids to Navigation: NOTAM FILE DEN.

KREMMLING (H) VORW/DME 113.8 RLG Chan 85 N40º00.16’ W106º26.55’ 356º 45.5 NM to fld. 9415/14E.

DME unusable: 285º–305º byd 34 NM blo 16,300’

300 COLORADO

SW, 12 AUG 2021 to 7 OCT 2021
WALSENBURG

SPANISH PEAKS AIRFIELD (AVV)  5 N  UTC–7(–6DT)  N37°41.80´ W104°47.09´

RWY 09–27: H4712X75 (ASPH)  S–17, D–17 PCN 5 F/C/Y/T MIRL
0.6% up W
RWY 09: PAPI(P2L)—GA 3.0º TCH 45´. Thld dsplcd 210´.
RWY 27: PAPI(P2L)—GA 3.0º TCH 45´.
RWY 02–20: 2012X40 (TURF–DIRT)  1.0% up SW
RWY 02: Fence.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–4502 TODA–4502 ASDA–4502 LDA–4502
SERVICE: FUEL  100LL, JET A
LGT ACTIVATE PAPI Rwy 09 and Rwy 27; MIRL Rwy 09–27—CTAF.


AIRPORT MANAGER: 719-989-0376
WEATHER DATA SOURCES: AWOS–3 123.6 (719) 738–1053.

COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 128.375
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE PUB.

PUEBLO (H) VORTACW 116.7  PUB Chan 114  N38°17.66´ W104°25.77´ 197º 39.6 NM to fld. 4756/8E.

WESTCLEFTE

SILVER WEST  (C08)  9 SE  UTC–7(–6DT)  N38°00.80´ W105°22.46´

RWY 13–31: H6954X55 (ASPH)
RWY 13: Rgt tfc.
RWY 31: Ground.
SERVICE: FUEL  100LL

AIRPORT MANAGER: 719-783-2286
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALS.

ALAMOSA (H) VORTACW 113.9  ALS Chan 86  N37°20.95´ W105°48.93´  015º 45.0 NM to fld. 7535/13E.

VOR unusable:
025º–045º byd 25 NM blos 15,900´
150º–180º byd 35 NM blos 11,600´
TAC AZM unusable:
025º–045º byd 25 NM blos 15,900´
150º–180º byd 35 NM blos 11,600´
DME unusable:
025º–045º byd 25 NM blos 15,900´
150º–180º byd 35 NM blos 11,600´

WESTWINDS (See DELTA on page 270)
WILKERSON PASS  4BM  N39º03.02´ W105º30.87´/11279
AWOS–3 132.3 (303) 512-4418

WOLF CREEK PASS  CPW  N37º27.87´ W106º48.27´/11760
AWOS–3 121.125 (970) 264–2180

WRAY MUNI  (2V5)  2 NW  UTC–7(–6DT)  N40º06.02´ W102º14.47´
3678 B  NOTAM FILE DEN
RWY 17–35:  H5399X75 (ASPH)  S–16 PCN 15 F/A/Z/T  MIRL  0.7% up N
RWY 17:  REIL. PAPI(P2L)—GA 3.0º TCH 45 ´.
RWY 35:  REIL. PAPI(P2L)—GA 3.0º TCH 43 ´. Tree.
SERVICE:  FUEL  100LL  LGT-ACTVT REIL Rwy 17 and Rwy 35; PAPI Rwy 17 and Rwy 35; MIRL Rwy 17–35—CTAF.
AIRPORT MANAGER:  970-332-4656

YAMPA VALLEY  (See HAYDEN on page 283)

YUMA MUNI  (2V6)  1 SE  UTC–7(–6DT)  N40º06.34´ W102º42.87´
4138 B  NOTAM FILE DEN
RWY 16–34:  H4201X75 (ASPH)  S–12.5  MIRL
RWY 16:  REIL. PAPI(P2L)—GA 3.0º TCH 39 ´. Tree.
RWY 34:  REIL. PAPI(P2L)—GA 3.0º TCH 39 ´. Rgt tfc.
RWY 12–30:  H3277X60 (ASPH–GRVL)  0.6% up NW
RWY 12:  Road. Rgt tfc.
RWY 30:  Road.
SERVICE:  S4  FUEL  100LL  LGT MIRL Rwy 16–34 preset med ints dusk–dawn. ACTVT REIL Rwy 16 and Rwy 34—CTAF. PCL not available for PAPI sys. Rwy 16 PAPI unusbl byd 8 deg right of cntrln.
AIRPORT MANAGER:  970-848-3878

SW, 12 AUG 2021 to 7 OCT 2021
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| ALAMO | N37º21.74´ W115º11.58´ | NOTAM FILE LMX. |
| | (H) DME 113.65 | LMX Channel 83(Y) | at Alamo Landing Fld. 3712/0E. |
| DME unusable: | 025º–035º byd 20 NM blo 14,000´ |
| | 036º–054º |
| | 055º–087º byd 20 NM blo 16,000´ |
| | 088º–136º byd 20 NM blo 14,000´ |
| | 163º–187º byd 20 NM blo 16,000´ |
| | 188º–305º |
| | 306º–331º byd 20 NM |

| AUSTIN (TMT)(KTMT) | 4 SW | UTC–8(–7DT) | N39º28.08´ W117º11.85´ |
| 5735 B | NOTAM FILE RNO |
| RWY 01–19: | H5999X75 (ASPH) | S–30 | MIRL |
| RWY 01: | REIL. Fence. |
| RWY 19: | REIL. |
| SERVICE: | FUEL 100LL, JET A |
| AIRPORT MANAGER: | 775-455-6860 |
| WEATHER DATA SOURCES: | AWOS–3PT 132.925 (775) 964–1144. |
| COMMUNICATIONS: | CTAF 122.9 |
| CLEARANCE DELIVERY PHONE: | For CD ctc Salt Lake ARTCC at 801-320-2568. |
| RADIO AIDS TO NAVIGATION: | NOTAM FILE RNO. |
| MINA (H) VORTAC 115.1 | MVA Channel 98 | N38º33.92´ W118º01.97´ | 019º 66.7 NM to fld. 7860/17E. |
| VOR/DME & TACAN AZIMUTH unusable: | 130º–160º byd 28 NM blo 10,700´ |

SW, 12 AUG 2021 to 7 OCT 2021
BATTLE MOUNTAIN (BAM)/(KBAM) 3 SE UTC–8 (–7DT) N40º35.94’ W116º52.46’
4536  B NOTAM FILE RNO
RWY 04–22: H7300X150 (ASPH) S–30, D–125 MIRL
  RWY 04: VASI(V2R)—GA 3.0º TCH 26’.
  RWY 22: PAPI(P4L)—GA 3.0º TCH 45’.
RWY 13–31: H7299X100 (ASPH) S–30, D–104 MIRL
SERVICE: S4  FUEL 100LL, JET A  LGT ACTIVATE PAPI Rwy 22; MIRL Rwy 04–22 and Rwy 13–31; perimeter lgts H1—CTAF.
AIRPORT MANAGER: 775-635-2885
WEATHER DATA SOURCES: AWOS–3 119.45 (775) 635–8419.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.65 (RENO RADIO)
SALT LAKE CENTER APP/DEP CON 132.25
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 RNO.
(H) VORTACW 112.2  B Amp Chan 59  N40º34.14’
  W116º55.34’ 038º 2.8 NM to fld. 4544/13E.
VOR unusable:
  055º–065º byd 30 NM bio 12,000’
  120º–170º byd 15 NM bio 12,000’
  260º–295º byd 15 NM bio 12,000’
TACAN AZIMUTH unusable:
  055º–065º byd 30 NM bio 12,000’
  120º–170º byd 15 NM bio 12,000’
  260º–295º byd 15 NM bio 12,000’
DME unusable:
  055º–065º byd 30 NM bio 12,000’
  120º–170º byd 15 NM bio 12,000’
  251º–260º byd 34 NM bio 14,000’
  260º–295º byd 15 NM bio 12,000’
HELPAD H1: H60X60 (CONC)  PERIMETER LGTS
HELPAD H2: H60X60 (CONC)
HELIPORT REMARKS: Rwy H1 perimeter lgts. ACTIVATE PAPI Rwy 22; MIRL Rwy 04–22 and Rwy 13–31; perimeter lgts H1—CTAF.

BEATTY (BTY)/(KBTY) 3 SW UTC–8 (–7DT) N36º51.67’ W116º47.18’
3169  B NOTAM FILE RNO
RWY 16–34: H5615X60 (ASPH) S–15, D–30 MIRL  1.3% up N
SERVICE: FUEL 100LL  LGT ACTIVATE MIRL RWY 16–34—CTAF.
AIRPORT REMARKS: Unattended. Low flying MIL ACFT INVOF ARPT. Terrain rises at constant rate of approximately 35–1 for 2 miles to base of mountain.
AIRPORT MANAGER: (775) 751-6262
COMMUNICATIONS: CTAF 122.9
RCO 122.1R 114.7T (RENO RADIO)
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
(H) VORTAC 114.7  B Amp Chan 46  N36º48.04’
  W116º44.86’ 317º 4.1 NM to fld. 2928/16E.
VORTAC unusable:
  195º–210º byd 33 NM bio 10,500’
  265º–305º byd 30 NM bio 10,200’
  305º–325º byd 28 NM bio 9,000’
  325º–089º byd 9 NM
  360º–060º byd 12 NM

SW, 12 AUG 2021 to 7 OCT 2021
BOULDER CITY MUNI (BVU)(KBVU) 1 SW UTC–8(–7DT) N35º56.84´ W114º51.67´

2203  B  NOTAM FILE RNO

RWY 09–27: H5103X75 (ASPH)  S–12.5  MIRL  0.6% up E
RWY 09: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Rgt tfc.
RWY 15–33: H3852X75 (ASPH)  S–12.5  MIRL  2.7% up NW
RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 44´.

SERVICE:  4  FUEL  100LL, JET A
   LGT ACTIVATE MIRL Rwy 09–27 and Rwy 15–33—CTAF.

AIRPORT REMARKS: Attended 1600–0100Z‡. Self service fuel avbl continuously. Ctc arpt ops for rwy condition report, 702–293–9405, or when the arpt is unattended. Parachute Jumping. Skydive drop zone adjacent arpt north east side. Ultralight activity on and invof arpt. Arpt is residential airpark. Be alert to automobile tfc on Rwy 15–33. +70´ twr 350´ left of centerline Rwy 15 and adjacent to the thld. Use W twr at your own risk, not maintained by the arpt and has large scattered rocks. Rwy sfc about 5100´ in len, with unmarked 500´ displacements. Rwy 15–33 is mainly packed sand and some gravel; Rwy edges and ends are frequently soft sand in dry cond; Rwy edges burned with sharp soil edges; varies from 4´ to 12´. Brush in the rwy safety area and up to the rwy edges exceeds 5´ in height. Act in TFC PAT use ctn: 80 ft unlgtd unmarked pole 500 ft east of Rwy 33 thld penetrates the transitional 7:1 ocs to the rwy alg the hwy.

AIRPORT MANAGER: (702) 271-2146
COMMUNICATIONS: CTAF

BULLION N40º45.58´ W115º45.68´  NOTAM FILE EKO.

(L) VOR/DME 114.5  BQU  Ch 79  324º 4.1 NM to Elko Rgnl. 6467/17E.
VOR unusable:  088º–110º byd 20 NM bnd 9,000´, 111º–130º byd 32 NM
DME unusable:  088º–110º byd 20 NM, 111º–130º byd 32 NM

CAL NEV ARI

KIDWELL  (1L4)  0 S UTC–8(–7DT) N35º18.33´ W114º52.97´

2605  NOTAM FILE RNO

RWY 15–33: 4140X65 (SAND–NONE)  LIRL(NSTD)
RWY 15: Fence.
RWY 33: Road.

SERVICE: LGT Rwy 15–33 NSTD LIRL thld lgts 6 green lgts.

AIRPORT REMARKS: Attended continuously. Ultralight activity on and involv arpt. Arpt is residential airpark. Be alert to automobile tfc on Rwy 15–33. +70´ twr 350´ left of centerline Rwy 15 and adjacent to the thld. Use W twr at your own risk, not maintained by the arpt and has large scattered rocks. Rwy sfc about 5100´ in len, with unmarked 500´ displacements. Rwy 15–33 is mainly packed sand and some gravel; Rwy edges and ends are frequently soft sand in dry cond; Rwy edges burned with sharp soil edges; varies from 4´ to 12´. Brush in the rwy safety area and up to the rwy edges exceeds 5´ in height. Act in TFC PAT use ctn: 80 ft unlgtd unmarked pole 500 ft east of Rwy 33 thld penetrates the transitional 7:1 ocs to the rwy alg the hwy.

AIRPORT MANAGER: (702) 271-2146
COMMUNICATIONS: CTAF

CALVADA MEADOWS (See PAHRUMP on page 325)
CARSON CITY (CXP)(KCXP)  NE UTC–8(–7DT) N39º11.54´ W119º43.96´ 4705 B NOTAM FILE CXP
  Rwy 09: TDZL. REIL. PAPI(P2L)—GA 4.0º TCH 56’. Hill. Rgt tcf.
  Rwy 27: TDZL. REIL. PAPI(P2L)—GA 3.0º TCH 41’.
Service: S4 FUEL 100LL, JET A OX 1, 3 LGT PCL ACTIVATE on
123.0 SS–SR only, 3 click to ACTIVATE REIL Rwy 09 and Rwy 27;
TDZ Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27; MIRL Rwy
09–27. Rwy 09 VGSJ unusbl byd 2 NM fm rwy thr; byd 3 degs left
and right of cntrln; at ngt. Rwy 27 VGSJ unusbl byd 1.3 NM.
Airport Remarks: Attended 1400–0400Z‡. For callout aft hours ctc
530–582–1717. Ultra–light act on and invof arpt. UAS act wi an area
defined as 1/2 NMR of the CXXP O68 BRG at 2.7 NM bw 4000’.
Rwy 09 and Rwy 27 numbers faded.
Airport Manager: 775-443-7288
Weather Data Sources: AWOS–3PT 119.925 (775) 884–4708.
Communications: CTAF/UNICOM 123.0
® NORCAL APP/DEP CON 119.2
Clearance Delivery Phone: For CD ctc Oakland ARTCC at 916-361-6874
or 119.2 mhz.
Radio Aids to Navigation: NOTAM FILE RNO.
Mustang (H) VORACW 117.9 FMG Chan 126 N39º31.88´ W119º39.36´ 174º 20.6 NM to fld. 5950/16E.
VORAC unusable:
  200º–230º byd 30 NM bld 13,000’
CoaldaLE N38º00.20´ W117º46.23´ NOTAM FILE RNO.
(H) VORAC 117.7 QAL Chan 124 067º 32.6 NM to tonopah. 4800/17E.
Tacan Azimuth unusable:
  060º–075º byd 15 NM
  150º–180º byd 15 NM bld 15,500’
  305º–015º byd 25 NM bld 15,500’
VOR unusable:
  060º–075º byd 15 NM bld 16,000’
  150º–180º byd 15 NM bld 15,500’
  305º–015º byd 25 NM bld 15,500’
DME unusable:
  060º–075º byd 15 NM bld 16,000’
  150º–180º byd 15 NM bld 15,000’
  305º–015º byd 25 NM bld 15,500’
Rco 122.1R 117.7T (RENO RADIO)
Creech AFB (INS)(KINS) AF 1 N UTC–8(–7DT) N36º35.18´ W115º40.64´
Airspace: CLASS D svc 0630Z‡ Mon–1615Z‡ Sat, clsd wkend and hol; other times CLASS G.
Crescent Valley (U74) 1 E UTC–8(–7DT) N40º24.96´ W116º33.81´
SALT LAKE CITY
4791 NOTAM FILE RNO
Rwy 05–23: 5424X60 (DIRT–NONE) 0.8% up SW
Rwy 05: Road.
Rwy 23: Road.
Rwy 14–32: 4650X75 (DIRT–NONE) 0.6% up NW
Rwy 14: Tree.
Airport Remarks: Unattended. Cattle on and INVOF RWYS. Rwy 05–23 first 1600 FT of Rwy rough SFC. Uncontrolled
vehicle ACES all RWYS. Rwy 14–32 –2 FT earth ridges ALG Rwy edges and 3 FT berm ALG both sides of Rwy. Rwy
05–23 –1 FT drainage ditch both sides of Rwy and 2 FT earth ridges ALG Rwy edges. Rwy 05–23 first 3000 FT of
Rwy 23 soft with lateral rivulet/ditches 6–10 inches deep. Rwy 14–32 south 1/2 of the Rwy used as an ACES road to
ranch and contains potholes 6–12 inches deep.
Airport Manager: (775) 237-5372
Communications: CTA 122.9
Clearance Delivery Phone: For CD ctc Salt Lake ARTCC at 801-320-2568.
NEVADA 307

CURRANT RANCH (9U7)  1 SW  UTC–8(–7DT)  N38°44.16´ W115°28.82´  LAS VEGAS
5181  NOTAM FILE RNO
RWY 03–21: 5100X80 (TURF–DIRT–NONE)
RWY 21: Road.
AIRPORT REMARKS: Unattended. Rwy 03–21 has unlimited vehicle access to acft movement area. Space for tiedown, but no ropes or chains. SW 400 ft section of rwy end soft depending on wx conds.
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

CURRANT  N38°40.10´ W115°35.93´  NOTAM FILE CNT.  LAS VEGAS
(H) DME 114.95  CNT  Chan 96(Y)  054º 6.9 NM to Currant Ranch. 4805/0E.
RCO 122.3 (RENO RADIO)

DAYTON VALLEY AIRPARK (See DAYTON/CARSON CITY on page 307)

DAYTON/CARSON CITY

DAYTON VALLEY AIRPARK (A34)  2 E  UTC–8(–7DT)  N39°14.31´ W119º33.33´  SAN FRANCISCO
4414  NOTAM FILE RNO
RWY 05–23: H5343X75 (ASPH)  S–30, D–70  0.8% up SW
RWY 05: Thld dsplcd 991´. Tower. Rgt tfc.
NOISE: Small acft 0.75 NM south at 5414 ft MSL/1000 ft AGL; jets and large acft 1.75 NM south at 6414 ft MSL/2000 ft AGL; extd tfcs byd schools and residential areas.
AIRPORT MANAGER: (818) 519-7133
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0596.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG  (H) VORTACW  117.9  FMG  Chan 126  N39°31.88´ W119º39.36´  149º 18.2 NM to fld. 5950/16E.
VORTAC unusable: 200º–230º byd 30 NM blo 13,000´

DENIO JUNCTION (EB5)  3 SE  UTC–8(–7DT)  N41º57.24´ W118º37.86´  Klamath Falls
4202  NOTAM FILE RNO
RWY 13–31: 3430X90 (DIRT)
RWY 31: Trees.
RWY 02–20: 3320X42 (DIRT)
RWY 02: Hill.
RWY 20: P–line.
RWY 07–25: 3100X100 (DIRT–NONE)
RWY 25: P–line.
SERVICE: FUEL  MOGAS
AIRPORT MANAGER: 775-623-6416
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

DERBY FLD (See LOVELOCK on page 319)

DUCKWATER (Ø1U)  6 SE  UTC–8(–7DT)  N38º51.20´ W115º38.08´  LAS VEGAS
5133  NOTAM FILE RNO
RWY 15–33: 3400X80 (DIRT–NONE)  0.7% up NW
RWY 33: Road.
RWY 03–21: 2700X75 (DIRT–NONE)  0.7% up NE
RWY 21: Road.
AIRPORT REMARKS: Unattended. Watch, for livestock on rwy. Rwy 03–21 + 1´ berm full length north side, – 2´ ditch full length south side. Rwy 15 33 + 1´ berm both sides of rwy. Rwy 03, 2 stakes N edge of rwy, 135´ from rwy end, + 4´ high. Rwy 33 P line 1500´ from rwy end + 35´ both sides of centerline, marked with orange ball, 42:1 slope.
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
DYER (Q9) 6 SE UTC–8(–7DT) N37°36.58’ W118°00.39’
4899  NOTAM FILE RNO
RWY 12–30: 2870X50 (DIRT–NONE)
  RWY 12: Pole.
  RWY 30: Trees.
AIRPORT REMARKS: Unattended. Rwy 12 p–line marked with orange balls. Rwy 12–30 +4´ berms both sides of rwy. Rwy
12–30 thld marked by white tires. NW end Rwy 12–30 width varies due to weeds. Rwy 12–30 is a soft sfc and unusbl
for acft with small or narrow tires. Minimally maintained, poorly fenced, open range, unlighted, dirt airstrip. Partially
fenced open range that may have cattle or horses may be on the rwy.
AIRPORT MANAGER: 775-572-3059
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

ECHO BAY (See OVERTON on page 324)

ELKO RGNL (EKO)(KEKO) 1 W UTC–8(–7DT) N40°49.50’ W115°47.48’
5140  B  Class I, ARFF Index A  NOTAM FILE EKO
  PCN 63 F/B/X/T  MIRL  0.3% up NE
  RWY 06: PAPI(P4L)—GA 3.0º TCH 44’. Road. Rgt tlf.
  RWY 24: MALSR. PAPI(P4L)—GA 3.25º TCH 51’. Thld dsplcd 1036’.
  Pole.
RWY 12–30: H3015X60 (ASPH) S–12 PCN 4 F/B/Y/T  2.0% up NW
  RWY 30: Thld dsplcd 143’. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 06: TORA–7217 TODA–7217 ASDA–7217 LDA–7217
  RWY 12: TORA–3012 TODA–3012 ASDA–3012 LDA–2106
  RWY 30: TORA–3012 TODA–3012 ASDA–3012 LDA–2871
SERVICE:  S4  FUEL  100LL, JET A  OX 1, 2  LGT ACTVT MALSR Rwy 24,
  MIRL Rwy 06–24—CTAF. PAPI Rwy 06 and Rwy 24 oprs consly. PAPI
  Rwy 24 does not provide obstruction clearance byd 6.5 NM from thld.
AIRPORT REMARKS: Attended 1300–0300Z‡. Sfc conditions not monitored
0500–1200Z‡. Fuel 100LL, A avbl 24/7. Tkf only on Rwy 12. Land
only on Rwy 30. No touch and go landing Rwy 12–30. Rwy 24
designated calm wind rwy. Steep slope/gradient Rwy 30 upward. Rwy
12–30 not avbl for scheduled acr opns with more than 9 psgr seats or unscheduled acr opns with at least 31 psgr seats.
PPR for all acft operations over 100,000 pounds call 775–777–7190.
AIRPORT MANAGER: 775-777-7194
WEATHER DATA SOURCES: ASOS 119.275 (775) 778–9639.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (RENO RADIO)
SALT LAKE CENTER APP/DEP CON 132.25
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 EKO.
BULLION (L) VOR/DME 114.5 BQU Channel 92 N40°45.58’ W115°45.68’ 324° 4.1 NM to fld. 6467/17E.
VOR unusable:
  088º–110º byd 20 NM blo 12,900’
  111º–130º byd 32 NM blo 12,900’
DME unusable:
  088º–110º byd 20 NM
  111º–130º byd 32 NM
LDA/DME 108.5 I–EKO Channel 22 Rwy 24.  LDA offset angle 5º 58 min. DME unusable byd 13 NM blw 9,000’.
ELY/YELLAND FLD (ELY/KELY) 3 NE UTC–8(–7DT) N39º17.98´ W114º50.51´

6260 B NOTAM FILE ELY

RWY 18–36: H6O17X150 (ASPH–GRVD) S–70, D–85, 2D–130
HIRL 0.6% up S
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 50´.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 50´.
RWY 12–30: H4825X60 (ASPH) S–15 MIRL 0.4% up SE
RWY 12: PAPI(P4R)—GA 3.0º TCH 40´.
RWY 30: Pole.

SERVICE: FUEL 100LL, JET A 0X 3 LGT ACTVT REIL RWY 18 and RWY 36; PAPI RWY 12, RWY 18 and RWY 36; HIRL RWY 18–36; MIRL RWY 12–30—CTAF.


AIRPORT MANAGER: 775-293-2561

WEATHER DATA SOURCES: ASOS 120.625 (775) 289–4466.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (RENO RADIO)

SALT LAKE CENTER APP/DEP CON 133.45
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 ELY.

VOR unusable:

008º–142º byd 10 NM blo 17,500´
008º–142º byd 20 NM
142º–163º byd 20 NM blo 11,500´
163º–293º byd 16 NM
293º–343º blo 13,000´
293º–343º byd 22 NM blo 14,000´
293º–343º byd 26 NM
343º–008º byd 21 NM blo 12,000´

DME unusable:

008º–142º byd 10 NM blo 17,500´
008º–142º byd 20 NM
142º–163º byd 20 NM blo 11,500´
163º–293º byd 16 NM
293º–343º blo 13,000´
293º–343º byd 22 NM blo 14,000´
293º–343º byd 26 NM
343º–008º byd 21 NM blo 12,000´

LAS VEGAS H–3D, L–9B IAP AD
EUREKA (QSU) 6 NW UTC–8(–7DT) N39º36.23´ W116º00.22´ 5958 B NOTAM FILE RNO Rwy 18–36: H7300X60 (ASPH–AFSC) S–30 HIRL 0.3% up S
Rwy 18: REIL. PAPI(P2L)—GA 3.0º TCH 45˚.
Rwy 36: REIL. PAPI(P2L)—GA 3.0º TCH 40˚. P–line.
SERVICE: S4 FUELS 100LL, JET A, A+ LGT REIL Rwy 18 and Rwy 36; PAPI Rwy 18 and Rwy 36; HIRL Rwy 18–36 preset low ints dusk–dawn, to increase ints ACTIVATE—CTAF.
AIRPORT REMARKS: Attended 1600–0100Z‡. After hrs call out 775–237–6100. Cold temperature airport. Altitude correction required at or below –17C.
AIRPORT MANAGER: 775-237-5372
WEATHER DATA SOURCES: AWOS–3 128.325 (775) 237–6133.
COMMUNICATIONS: CTAF 122.9
RCO 122.3 (RENO RADIO)
SALT LAKE CENTER APP/DEP CON 132.25 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 EKO.
BULLION (L) VOR/DME 114.5 BQU Chan 92 N40º45.58´ W115º45.68´ 172º 70.2 NM to fld. 6467/17E.
VOR unusable:
088º–110º byd 20 NM bio 12,900´
111º–130º byd 32 NM bio 12,900´
DME unusable:
088º–110º byd 20 NM
111º–130º byd 32 NM
FALLON MUNI (FLX)(KFLX) 2 NE UTC–8(–7DT) N39º29.95´ W118º44.93´ 3966 B TPA—4766(800) NOTAM FILE RNO Rwy 03–21: H5705X75 (ASPH) S–17 MIRL
Rwy 03: PAPI(P2L)—GA 3.0º TCH 40˚. Thld dsplcd 102´. Road.
Rwy 21: PAPI(P2L)—GA 3.0º TCH 40˚. Trees.
Rwy 13–31: 3581X60 (DIRT–NONE)
Rwy 13: Trees.
Rwy 31: Road.
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 03: TORA–5703 TODA–5703
Rwy 21: TORA–5703 TODA–5703
SERVICE: S4 FUELS 100LL, JET A OX 4
AIRPORT REMARKS: Attended 1600–0100Z‡. Ovhd jet and ultralight act invof arpt. Line of sight btn Rwy 03 and Rwy 13 end blocked; tmt all arr and dep.
AIRPORT MANAGER: 775-217-5990
WEATHER DATA SOURCES: AWOS–AV 118.25 (775) 423–2201.
COMMUNICATIONS: CTAF/UNICOM 122.8
HAZEN RCO 122.1R 114.1T (RENO RADIO)
NAVY FALLON APP/DEP CON 120.85 (1515–0645Z‡ Mon–Fri, 1800–0200Z‡ Sat, 2000–0200Z‡ Sun, clsd holidays, other times by NOTAM). Other times ctc
OAKLAND CENTER APP/DEP CON 128.8 285.5 CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
HAZEN (L) VORTAC 114.1 HZN Chan 88 N39º30.98´ W118º59.86´ 078º 11.6 NM to fld. 4086/17E.
VOR portion unusable:
300º–320º byd 30 NM bio 9,500´
FALLON NAS (VAN VOORHIS FLD)  (NFL)  NAS  3 NE  UTC–8(–7DT)  N39º25.07´ H–3C, L–9A

W118º41.92´

3935  B TPA—See Remarks  NOTAM FILE NFL  Not insp.

RWY 13R–31L: H14004X200 (ASPH)  PCN 59 R/C/W/T  HIRL

RWY 13R: PAPI(P4L)—GA 3.0º TCH 46´.

RWY 31L: PAPI(P4L)—GA 3.5º TCH 56´.

RWY 13L–31R: H11078X200 (CONC)  PCN 61 R/C/W/T  HIRL

RWY 13L: PAPI(P4R)—GA 3.0º TCH 50´.

RWY 31R: PAPI(P4L)—GA 3.5º TCH 59´.

RWY 07–25: H7003X152 (ASPH)  PCN 56 R/D/W/T  HIRL

ARRESTING GEAR/SYSTEM

RWY 13R HOOK E28(B) (1804 FT).

RWY 13L HOOK E28(B) (952 FT).

RWY 07 HOOK E28(B) (1300 FT).

SERVICE:  OX 1, 2  LGT PAPI Rwy 13R unusable byd 5º each side of centerline. PAPI Rwy 31L unusable byd 5º each side of centerline. MILITARY— A–GEAR  E–28(B) apch end on parallel rwyrs normal derigged, Sat 1800–0200Z†, Sun 2000–0200Z†.

MILITARY REMARKS: Opr Mon–Fri 1530–0700Z, Sat 1800–0200Z†, Sun 2000–0200Z†, clsd hol, OT by NOTAM. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR 24 hr in advance for tran svc exc MEDEVAC, Search and Rescue, deployed squadrons/ CVW or scheduled logistics flt. PPR valid only 4 hr byd estimated time of arr unless rescheduled, DSN 890–3508/9

CAUTION Radar Dome 1.1 NM SW of ctl twr 126’ AGL. Twy C, South apron to AER 25 varies in width tapering to 50´ wide East of Rwy 13R–31L. Extv bird activity within aprxy 15 NM of arpt from sfc to aprx 3000´ AGL. General aviation acft opr from Fallon Muni arpt 5 NM NNW. Extremely heavy mil training opr all times. TFC PAT All acft activate ldg/taxi lgt while on apch. Reduced rwy separation std in effect for USN/USMC acft. TPA—Initial all rwyrs 7600(3665), overheat break 5500(1565) no overheat for Rwy 07 pattern altitude 5000(1065).

TRAN ALERT No tran maint/hgr space or de–ice avbl.

NOISE: When dep Rwy 31L/R VFR turn rgt, heading 040º, over dep end. Deselect afterburner at EOR and climb as quickly as possible.

COMMUNICATIONS: SFA ATIS 370.925 (Mon–Fri 1530–0700Z, Sat 1800–0200Z†, Sun 2000–0200Z†, clsd hol, OT by NOTAM)

NAVY FALLON APP/DEP CON 120.85 360.2 (Mon–Fri 1530–0700Z, Sat 1800–0200Z†, Sun 2000–0200Z†, clsd hol, OT by NOTAM)

OAKLAND CENTER APP/DEP CON 128.8 285.5

NAVY FALLON TOWER 119.25 340.2 (Mon–Fri 1530–0700Z, Sat 1800–0200Z†, Sun 2000–0200Z†, clsd hol, OT by NOTAM)

GND CON 251.15 CLNC DEL 353.55

PMSV METRO 327.4 BASE OPS 238.0 DESERT CON 126.2 322.35 (Acft tran, using Fallon Range check in and out–call Desert Ctl)

AIRSPACE: CLASS D svc 1530–0700Z† Mon–Fri, 1800–0200Z† Sat, 2000–0200Z† Sun, clsd hol; other times by NOTAM; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

Hazen (L) VORTAC 114.1  HZN Chan 88  N39º30.98´ W118º59.86´ 096º 15.1 NM to fld. 4086/17E.

H TACAN Chan 82  NFL (113.5) N39º25.01´ W118º42.30´ at fld. 3929/14E.  NOTAM FILE NFL.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
SAMSARG FLD  (N58)  3 S  UTC–8(–7DT)  N39°33.59´ W119°14.56´  SAN FRANCISCO
4346  B  NOTAM FILE RNO
RWY 15–33: H3974X40 (ASPH)
RWY 15: Rgt tcf.
RWY 33: Hill.
RWY 05–23: 2750X30 (GRVL–DIRT–NONE)
RWY 05: Road.
RWY 23: Hill.
AIRPORT REMARKS: Unattended. Horse and cattle frqly on and invof rwys and twys. Rwy 05–23 eff gradient 4 percent W; dep Rwy 05 and arr Rwy 23 due to slope. Rwy 15–33 2–4´ ditches in the pri sfc and rwy safety area parallel to Rwy 10 ft from rwy edge. Rwy 15–33 eff gradient 2 percent S. Rwy 05–23 mnt wet sx rwy conds—amgr. 1740´ ovrn NW of Rwy 15 end not arpt property; may be mistaken for dsplcd thr. Arpt frqly clsd for model acft; remote acft ops on and invof arpt, rdo use encouraged. Hel trg rstrd to paved rwy ends; limit taxi and hover prac to ramp areas.
AIRPORT MANAGER: (775) 240-3481
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0596.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
HAZEN  (L) VORTAC 114.1  HZN  Chan 88  N39º30.98´ W118º59.86´  266º 11.7 NM to fld. 4086/17E.
VOR portion unusable: 300º–320º byd 30 NM blo 9,500´

GABBBS (GAB)(KGAB)  4 NW  UTC–8(–7DT)  N38º55.34´ W117º57.51´  LAS VEGAS
4699  NOTAM FILE RNO
RWY 09–27: 5950X65 (DIRT)  0.9% up W
RWY 16–34: 2650X75 (DIRT)  0.9% up N
SERVICE: LGT Arpt unlgtd; bcn lgt OTS indefly.
AIRPORT MANAGER: (775) 751-6262
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

GOLDFIELD
LIDA JUNCTION  (BL4)  14 S  UTC–8(–7DT)  N37º29.51´ W117º11.31´  LAS VEGAS
4684  NOTAM FILE RNO
RWY 18: 6100X80 (DIRT–NONE)  0.9% up N
RWY 18: Tree.
AIRPORT REMARKS: Unattended. CTN: Uncontrolled vehicle, lrg animals and wild horses may be on the rwy; Minimal mntnd open range unlgtd dirt airstrip. 30 ft unlgtd pole 408 ft fm Rwy 18 thr on extdd cntrln. Rwy 18–36 thr, tdz, and edges mkd with tires. Rwy 18–36, portions of rwy may be rough, soft, and unusable.
AIRPORT MANAGER: (775) 485-3406
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc nellis Apch at 702-652-4172.

GOODSPRINGS
N35°53.66´ W115º29.77´ NOTAM FILE RNO.
(H) DME 112.05  GOG  Chan 57(Y)  056º 20.1 NM to Harry Reid Intl. 6202/0W.
DME unusable:
255t–295t byd 10 NM blo 14,000´
320t–020t byd 10 NM blo 17,000´
320t–020t byd 20 nm. conversion to magnetic uses magvar 15e

HARRY REID INTL  (See LAS VEGAS on page 315)
HAWTHORNE INDUSTRIAL (HTH)(KHTH) 1 N UTC–B(–7DT) N38°32.70′ W118°37.94′

RWY 10–28: H6000X100 (ASPH) S–53, D–93, 2D–160 MIRL 0.8% up E
RWY 10: REIL.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 49′.
RWY 15–33: 3250X130 (DIRT) 1.4% up SE
RWY 15: Railroad.

SERVICE: FUEL 100LL, JET A LGT

ACTIVATE REIL Rwy 10 and Rwy 28; MIRL Rwy 10–28—CTAF. PAPI Rwy 28 opr continuously. Rwy 28 PAPI unusbl byd 7° rgt of cntrl. Does not provide obstruction clearance byd 6.0 NM from thld.


AIRPORT MANAGER: (775) 312-0243

WEATHER DATA SOURCES: AWOS–3 120.225 (775) 945–0727.

COMMUNICATIONS: CTAF/UNICOM 122.8

HAZEN RCO 122.1R 114.1T (RENO RADIO)

OAKLAND CENTER APP/DEP CON 125.75

CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION:

NOTAM FILE RNO.

MINA (H) VORTAC 115.1 MVA Chan 98 N38°33.92′ W118°01.97′ 251° 28.2 NM to fld. 7860/17E.

VOR/DME & TACAN AZIMUTH unusable:

130°–160° byd 28 NM blo 10,700′

Hazen N39°30.98′ W118°59.86′ NOTAM FILE RNO.

(L) VORTAC 114.1 HZN Chan 88 078° 11.6 NM to Fallon Muni. 4086/17E.

VOR port unusable:

300°–320° byd 30 NM blo 9,500′

RCO 122.1R 114.1T (RENO RADIO)

HENDERSON EXEC (See LAS VEGAS on page 317)

JACKPOT/HAYDEN FLD (Ø6U) 0 E UTC–7(–6DT) N41°58.55′ W114°39.48′

5224 B NOTAM FILE RNO

RWY 15–33: H6183X60 (ASPH) S–12.5 MIRL 0.8% up NW
RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Hill.

SERVICE: LGT SS–SR. Bcn vis ltd fm west. ACTVT REIL Rwy 15 and Rwy 33; PAPI Rwy 15 and Rwy 33; MIRL Rwy 15–33—CTAF.


AIRPORT MANAGER: 775–755–2447

WEATHER DATA SOURCES: AWOS–AV 120.00 (775) 755–2297.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (RENO RADIO)

RADIO AIDS TO NAVIGATION:

NOTAM FILE TWF.

TWIN FALLS (H) VORTACW 113.1 TWF Chan 78 N42°28.79′ W114°29.37′ 176° 31.1 NM to fld. 4140/18E.

VOR port 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′

SAN FRANCISCO H–3C, L–9A

IAP

SW, 12 AUG 2021 to 7 OCT 2021
JEAN (Q7L) 1 S UTC–8(–7DT) N35º46.10´ W115º19.78´
2835 B TPA—3635(800) NOTAM FILE RNO
RWY 02L–20R: H4600X75 (ASPH) S–12.5 MIRL 0.4% up N
   RWY 02L: Pole.
   RWY 20R: Road. Rgt tcf.
RWY 02R–20L: H3700X60 (ASPH) S–12.5 0.4% up N
   RWY 02R: Rgt tcf.
   RWY 20L: Pole.
SERVICE: FUEL 100LL, JET A
LGT ACTIVATE MIRL Rwy 02L–20R—CTAF.
AIRPORT MANAGER: 702-261-4802
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Las Vegas Apch at 725-200-4432.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.
   LAS VEGAS (H) VORTAC W 116.9 LAS Chan 116 N36º04.78´ W115º09.59´ 189º 20.4 NM to fld. 2136/15E.
   No NOTAM MP: 1600–1800Z‡ Sat
   VOR unusable:
      025º–160º byd 20 NM blo 6,000´
      160º–200º byd 20 NM blo 9,000´
      200º–250º byd 25 NM blo 11,000´
      200º–220º byd 15 NM blo 9,000´
      250º–245º byd 35 NM blo 15,000´
      245º–260º byd 35 NM blo 14,000´
      250º–275º byd 35 NM blo 14,000´
      260º–275º byd 35 NM blo 16,500´
   TACAN AZIMUTH unusable:
      025º–160º byd 20 NM blo 6,000´
      160º–200º byd 20 NM blo 9,000´
      200º–250º byd 25 NM blo 11,000´
      200º–220º byd 15 NM blo 9,000´
      250º–245º byd 35 NM blo 15,000´
      245º–260º byd 35 NM blo 14,000´
      250º–275º byd 35 NM blo 14,000´
      275º–310º byd 35 NM blo 16,500´
   DME unusable:
      025º–160º byd 20 NM blo 6,000´
      160º–200º byd 20 NM blo 9,000´
      200º–250º byd 25 NM blo 11,000´
      200º–220º byd 15 NM blo 9,000´
      220º–245º byd 35 NM blo 15,000´
      245º–260º byd 35 NM blo 14,000´
      250º–275º byd 35 NM blo 14,000´
      275º–310º byd 35 NM blo 16,500´

KIDWELL (See CAL NEV ARI on page 305)

KINGSTON (N15) 2 E UTC–8(–7DT) N39º12.16´ W117º04.14´
6075 B NOTAM FILE RNO
RWY 07–25: 3700X80 (GRVL–DIRT) 3.1% up W
RWY 16–34: 3072X60 (GRVL–DIRT)
   RWY 16: P–line.
   RWY 34: P–line. Rgt tcf.
SERVICE: LGT H1 oper SS–SR
AIRPORT MANAGER: 530–615–1346
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
   Heliport H1: H30X30 (CONC) PERIMETER LGTS
   Heliport H1: Hngr.
HELIPORT REMARKS: Helipad for priority EMS oprs lctd on arpt. Helipad parking on helipad preferred for dust control. Helipad tkof mkd by amber reflectors.
LAS VEGAS

HARRY REID INTL (LAS)(KLAS)  S  UTC–8(–7DT)  N36°04.80´ W115º09.13´

RWY 08L–26R: H1451.5X150 (CONC–GRVD)  S–100, D–250,  2D–504, 2D/2D2–1014  PCN 77 R/B/W/T  HIRL

RWY 08L: PAPI(P4L)—GA 3.0º TCH 76’. Thld dsplcd 2139’. Hangar, 1.1% down.

RWY 26R: MALS. PAPI(P4L)—GA 3.0º TCH 84’. Thld dsplcd 1399’. 0.9% up.

RWY 08R–26L: H10526X150 (CONC–GRVD)  S–120, D–250,  2D–633, 2D/2D2–1120  PCN 100R/B/W/T  HIRL

RWY 08R: REIL. PAPI(P4L)—GA 3.0º TCH 61’. Pole. 1.2% down.

RWY 26L: MALSF. PAPI(P4L)—GA 3.0º TCH 84’. 0.9% up.

RWY 01R–19L: H9771X150 (CONC–GRVD)  S–120, D–250, 2S–175,  2D–550, 2D/2D2–1120  PCN 100R/B/W/T  HIRL

RWY 01R: REIL. PAPI(P4L)—GA 3.0º TCH 76’. Thld dsplcd 491’. Railroad. Rgt tlf. 1.1% down.

RWY 19L: REIL. PAPI(P4L)—GA 3.0º TCH 75’. Thld dsplcd 878’. Pole. 0.9% up.

RWY 01L–19R: H8988X150 (CONC–GRVD)  S–120, D–250,  2S–175, 2D–550, 2D/2D2–1120  PCN 100R/B/W/T  HIRL

RWY 01L: MALSF. PAPI(P4L)—GA 3.4º TCH 63’. Thld dsplcd 587’. Railroad. 1.1% down.

RWY 19R: REIL. PAPI(P4L)—GA 3.04º TCH 80’. Fence. Rgt tlf. 1.0% up.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01L:TORA–8988 TODA–8988 ASDA–8988 LDA–8401

RWY 01R:TORA–9771 TODA–10168 ASDA–9276 LDA–8785

RWY 08L:TORA–14515 TODA–15099 ASDA–14099 LDA–11960

RWY 08R:TORA–10526 TODA–10526 ASDA–10526 LDA–10526

RWY 19L:TORA–9771 TODA–10171 ASDA–9686 LDA–8808

RWY 19R:TORA–8988 TODA–9400 ASDA–8417 LDA–8417

RWY 26L:TORA–10526 TODA–10526 ASDA–10526 LDA–10526

RWY 26R:TORA–14515 TODA–15037 ASDA–14037 LDA–12638

SERVICE:  S4  FUEL  100, 100LL, JET A1+  OK 1, 2, 3

AIRPORT REMARKS: Attended continuously. Large number of birds and bats involv arpt btt SS and SR. Lgtd golf range 1400´ S of Rwy 01L–19R and Rwy 01R–19L. Exhv glider/soaring ops wknds and hol, SR–SS, LAS R187/020, alts up to but not including FL180. Gliders remain clear of the TCA but otherwise opr within the entire SW quadrant of the TCA Veil. Acft may experience reflection of sun from glass hotels lctd NW of arpt. Reflection may occur at various alts, hdgs and distances from arpt. PLA audz btt 1000–1400Z. Turboprop aircrafts op at wksite of arpt. Acft using full length dep on Rwy 08L use minimal power til passing the pwr–up point on rwy. Pwr–up point is 348´ east of blast pad and marked with sign and std markts for beginning of rwy. Turbojet deps not permitted on Rwy 01R–19L or Rwy 01L–19R 0400–1600Z. Exception for wx or opr necessity. All non–std rwy ops PPR from Dept of Avn. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Acft taxiing westbound on Twy B near Twy Y use caution not to enter the rwy on Twy Y, actx taxiing westbound on Twy W near Twy E use care not to enter the rwy on Twy U. Actx with wingspan greater than 135 ft PPR from Dept of Avn. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Acft taxiing westbound on Twy B near Twy E use caution not to enter the rwy on Twy Y, actx taxiing westbound on Twy W near Twy E use caution not to enter the rwy on Twy U. Actx with wingspan greater than 135 ft PPR from Dept of Avn to use Twy H. All acft ctc ramp ctl on freq 124.4 for ops at A, B, C gates, ctc ramp ctl on freq 127.9 for ops at D and E gates and cargo ramp prior to entering ramp or pushing back from gate or parking spot. Actx opr near the int of Twys S, D, G and the N end of Twy Z should be alert as there are closely aligned twy cntrlns and radius turns. Acft that dep full length of Rwy 01L and Rwy 08L must hold at the same hold line, as there is no room to hold btt the rwy ends and such acft should verify that they are on the correct rwy. Acft dep Rwy 19R use minimal power passing the rwy thld. Rwy 19R thld has std rwy markts and is 780´ S of the blast pad. Ldg Rights Arpt: (LRA), Ldg rights arpt. Customs avbl to general aviation acft Mon–Sat 1600–0700Z‡, Sun 1600–2000Z‡ and 0100–0700Z‡. General aviation CBP reservations are required to be submitted a minimum of 12 hrs in advance (other conditions apply). Reservations must be made online at www.mccarran.com/gacbp. Questions can be directed to CBP559@mccarran.com. General aviation acft using the west side customs facility must ctc ramp ctl 124.4. General aviation parking very ltd. For parking availability ctc either FBO 702–736–1830 or 702–739–1100. Rwy status lghts are in ops. Tiedown fee. General aviation customs and immigration lctd west side of afld btt FBO’s. Flight Notification Service (ADUCS) avbl.

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: (702) 261-4525
WEATHER DATA SOURCES: ASOS (725) 600–7124 TDWR.
COMMUNICATIONS: D-ATIS 132.4 702–736–0950 UNICOM 122.95
LAS VEGAS APP CON 125.025 (West) 125.6 (East)
LAS VEGAS DEP CON 125.9 133.95
LAS VEGAS TOWER 119.9 (Rwy 08L–26R and Rwy 08R–26L) 118.75 (Rwy 01L–19R and Rwy 01R–19L)
GND CON 121.9 (West of Rwy 01R–19L) 121.1 (East of Rwy 01R–19L) RAMP CON 124.4 (A, B, C Gates and GA, Customs) 127.9 (D, E Gates and Cargo) 130.0
CLNC DEL 118.0
CPDLC (LOGON KUSA)

RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.

SW, 12 AUG 2021 to 7 OCT 2021
HENDERSON  EXEC  (HND)(KHND)  11 S UTC—8(–7DT)  N35°58.37’ W115°08.07’
2492  B  NOTAM  FILE  HND
RWY 17R–35L:  H6501X100 (ASPH)  S–30, D–60  MIRL  1.4% up S
RWY 17R:  REIL. PAPI(P4L)—GA 3.0º TCH 40’.  Road.
RWY 35L:  REIL. PAPI(P4L)—GA 4.3º TCH 52’.  Road.
RWY 17L–35R:  H5001X75 (ASPH)  S–30, D–30  MIRL  1.4% up S
RWY 17L:  REIL. PAPI(P4L)—GA 3.0º TCH 40’.  Road.
RWY 35R:  REIL. PAPI(P4L)—GA 4.3º TCH 52’.
SERVICE:  S2  FUEL  100LL, JET A
OX 1, 2  LGT ACTVT REIL Rwy 17R and 35L, Rwy 17L and 35R; PAPI Rwy 17R and Rwy 35L, Rwy 17L and Rwy 35R; MIRL Rwy 17R–35L, Rwy 17L–35R—CTAF. PAPI Rwy 35R unusbl byd 3.5 NM fm rwy thld. PAPI Rwy 35L unusbl byd 3.3 NM fm rwy thld.
AIRPORT REMARKS:  Attended 1300—0600Z‡. Self-svc fuel 100LL 24 hrs. Xtsv coml air tour tfc arr from SE at various times dur dalgt hrs. Ctn: acft dep Rwy 17R or Rwy 35L must verify psn on rwy not on parl twy. Rwy 17L–35R ops dly 0300–1500Z‡.
AIRPORT MANAGER:  702-261-4802
WEATHER DATA SOURCES:  AWOS–3PT 120.775 (702) 614–4537. Wx sensor type: includes type z – freezing rain sensor Services: metar, speci
COMMUNICATIONS:  CTAF 125.1  ATIS 120.775
MOUNT POTOSI RCO 122.6 (RENO RADIO)

LA S VEGAS APP/DEP CON 118.4
TOWER 125.1 (1400–0400Z‡)  GND CON 127.8  CLNC DEL 135.35 125.9
CLEARANCE DELIVERY PHONE:  For CD when ATCT clsd ctc las Apch on 125.9 or ph 725-200-4432.
AIRSPACE:  CLASS D svc 1400–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RNO.

BOULDER CITY (H) VORTAC 116.7  BLD Chan 114  N35º59.75´ W114º51.81´ 249º 13.3 NM to fld. 3642/15E.
Unusable:
155º–180º byd 30 NM blo 9,000’

NORTH LAS VEGAS (VGT)(KVGT)  3 NW UTC—8(–7DT)  N36º12.64´ W115º11.67´
2205  B  TPA—3005(800)  NOTAM FILE VGT
RWY 07–25:  H5005X75 (ASPH)  S–30 PCN 58 F/C/X/T  MIRL 0.6% up W
RWY 07:  REIL. PAPI(P4L)—GA 3.0º TCH 37’. Pole.
RWY 25:  REIL. PAPI(P4L)—GA 3.0º TCH 36’.
RWY 12R–30L:  H5000X75 (ASPH)  S–30 PCN 48 F/C/X/T  MIRL 0.8% up NW
RWY 12R:  REIL. PAPI(P4L)—GA 3.0º TCH 25’. Bldg.
RWY 30L:  REIL. PAPI(P4L)—GA 3.0º TCH 40’.
RWY 12L–30R:  H4199X75 (ASPH)  S–30 PCN 15 F/C/X/T  MIRL 1.0% up NW
RWY 12L:  REIL. PAPI(P4L)—GA 3.2º TCH 48’. Bldg.
RWY 30R:  REIL. PAPI(P4L)—GA 3.0º TCH 40’. Thld dsplcd 199’.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07:  TORA–5005 TODA–5005 ASDA–5005 LDA–5005
RWY 12L: TORA–4203 TODA–4203 ASDA–4203 LDA–4203
RWY 25: TORA–5005 TODA–5005 ASDA–5005 LDA–5005
RWY 30L: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 30R: TORA–4203 TODA–4203 ASDA–4203 LDA–4203
SERVICE:  S4  FUEL  100LL, JET A
OX 1  LGT When ATCT clsd ACTVT
AIRPORT REMARKS:  Attended 1400–0630Z‡. Aiming point mkd at 1000 ft on all rwys. Rwy guard lgts at all intxns.
AIRPORT MANAGER:  (702) 261-3804
WEATHER DATA SOURCES:  ASOS 118.05 (702) 648–6633. LAWRS.
COMMUNICATIONS:  CTAF 125.7  ATIS 118.05 (702–631–7125)
NELLIS APP CON 118.125 (Reno Radio)

LA S VEGAS APP/DEP CON 119.4
TOWER 125.7 119.15 (Oct–Mar 1400–0400Z‡, Apr–Sep 1400–0500Z‡)  GND CON 121.7  CLNC DEL 124.0
CLEARANCE DELIVERY PHONE:  For CD when ATCT is clsd las Apch at 725-200-4432.
AIRSPACE:  CLASS D svc 1400–0400Z‡ Oct–Mar, 1400–0500Z‡ Apr–Sep; other times CLASS G.

CONTINUED ON NEXT PAGE
LAS VEGAS (H) VORTACW 116.9 LAS Chan 116 at Harry Reid Intl. 2136/15E.

No NOTAM MP: 1600–1800Z‡ Sat

VOR unusable:
- 025°–160° byd 20 NM blo 6,000’
- 160°–200° byd 20 NM blo 9,000’
- 200°–205° byd 25 NM blo 11,000’
- 200°–220° byd 15 NM blo 9,000’
- 220°–245° byd 35 NM blo 15,000’
- 245°–260° byd 35 NM blo 14,000’
- 260°–275° byd 35 NM blo 14,000’
- 275°–310° byd 35 NM blo 16,500’

TACAN AZIMUTH unusable:
- 025°–160° byd 20 NM blo 6,000’
- 160°–200° byd 20 NM blo 9,000’
- 200°–205° byd 25 NM blo 11,000’
- 200°–220° byd 15 NM blo 9,000’
- 220°–245° byd 35 NM blo 15,000’
- 245°–260° byd 35 NM blo 14,000’
- 260°–275° byd 35 NM blo 14,000’
- 275°–310° byd 35 NM blo 16,500’

DME unusable:
- 025°–160° byd 20 NM blo 6,000’
- 160°–200° byd 20 NM blo 9,000’
- 200°–205° byd 25 NM blo 11,000’
- 200°–220° byd 15 NM blo 9,000’
- 220°–245° byd 35 NM blo 15,000’
- 245°–260° byd 35 NM blo 14,000’
- 260°–275° byd 35 NM blo 14,000’
- 275°–310° byd 35 NM blo 16,500’

ILS/DME 110.7 I–HWG Chan 44 Rwy 12L. Class IT. Unmonitored when ATCT clsd.

COMM/NAV/WEATHER REMARKS: VGT twr frequency 119.5 may be used for RWT 12L/30R ops. All IFR visual apch go-arounds expect clsd tfc at VGT.
LOVELOCK (LOL) (KLOL) 8 SW UTC–8(–7DT) N40º03.99´ W118º33.91´

**NOTAM FILE LOL**

**RWY 02–20:** H5529X75 (ASPH) S–30´ MIRL

**RWY 02:** REIL, PAPI(P2L)—GA 3.0º TCH 44´. Fence.

**RWY 20:** REIL, PAPI(P2L)—GA 3.0º TCH 45´. Fence.

**RWY 08–26:** H4931X75 (ASPH) S–17

**RWY 26:** Thld dspcld 120´. Fence.

**SERVICE:**

- **FUEL** 100LL
- **LGT** ACTVT REIL Rwy 02 and Rwy 20, MIRL
- Rwy 02–20—CTAF.

**AIRPORT REMARKS:**

- Unattended. Fuel 24 hr self svc. Rwy 02–20 no line of sight btm rwys.
- Airport Manager: (775) 273-2342
- Weather Data Sources: ASOS 120.675 (775) 273–0427.

**COMMUNICATIONS:**

- CTAF/UNICOM 122.8
- LoveLock RCO 122.4 (RENO RADIO)
- Oakland Center APP/DEP CON 128.8

**RADIO AIDS TO NAVIGATION:**

- NOTAM FILE LOL.
- LoveLock (L) VORTAC 116.5 LLC Chan 112 N40º07.52´ W118º34.66´ 155º 3.6 NM to fld. 4790/16E.

**LOVELOCK (L) VORTAC 116.5 LLC Chan 112**

**VOR unusable:**

- 225º–235º byd 25 NM blo 9,600´
- 235º–260º byd 15 NM blo 15,500´
- 260º–305º byd 25 NM blo 13,000´
- 340º–360º byd 25 NM blo 10,500´

**TACAN AZIMUTH unusable:**

- 225º–235º byd 25 NM blo 9,600´
- 235º–260º byd 15 NM blo 15,500´
- 260º–305º byd 25 NM blo 13,000´
- 340º–360º byd 25 NM blo 10,500´

**DME unusable:**

- 225º–235º byd 25 NM blo 9,600´
- 235º–260º byd 15 NM blo 15,500´
- 260º–305º byd 25 NM blo 13,000´
- 340º–360º byd 25 NM blo 10,500´

**RCO 122.4 (RENO RADIO)**

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**SW, 12 AUG 2021 to 7 OCT 2021**
MESQUITE  (67L)  2 N UTC–8(–7DT)  N36º49.99´ W114º03.35´
1978  B  NOTAM FILE RNO
RWY 02–20:  H5121X75 (ASPH) S–30 MIRL  2.0% up NE
RWY 02:  REIL. PAPI(P2L)—GA 3.0º TCH 40º. Hill,
SERVICE:  FUEL  100LL, JET A LGT ACTIVATE MIRL Rwy 02–20—CTAF, click microphone 7 times.
NOISE:  Noise abatement procedure avoid flying over downtown Mesquite located 2NM SW of arpt.
AIRPORT REMARKS:  Attended 1500–0100Z‡. Credit card fuel avbl.
Parachute Jumping. Rwy 02–20 severe drop off –20º 90º right and parallel to centerline. Golf courses and driving ranges within 1000´ of rwy centerline. Due to rwy slope, in no wind conds recommended tkof Rwy 20 and land Rwy 02.
AIRPORT MANAGER:  702-346-5237
WEATHER DATA SOURCES: AWOS–2 118.525 (702) 345–7634.
COMMUNICATIONS: CTAF/UNICOM 122.8
® L.A. CENTER APP/DEP CON 124.2
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RNO.
MORMON MESA  (L) VORTAC 114.3  MMM Chan 90  N36º46.16´ W114º16.65´
W114º16.65´ 054º 11.3 NM to fld. 2106/16E.
VORTAC unusable:
060º–075º byd 27 NM blo 9,500´
075º–110º byd 32 NM blo 9,600´
110º–135º blo 11,500´
110º–135º byd 15 NM
280º–335º byd 22 NM blo 9,000´

HELIPAD H1:  H20X20 (CONC)
HELIPORT REMARKS:  Rwy H1 has 15´ building 50´ SW of pad.

MINA  (3Q8)  O SE UTC–8(–7DT)  N38º22.79´ W118º05.81´
4557  NOTAM FILE RNO
RWY 13–31:  4600X165 (DIRT)  0.3% up SE
AIRPORT REMARKS:  Unattended. Wild horses, burros, and big horn sheep in arpt environment. Remote controlled acft invof arpt. Rwy 13–31 has uncontrolled vehicle access. Ultralights on and invof arpt. Mountains 1 mile E of fld. Rwy 13 and Rwy 31 thld marked with white tires. Rwy 13–31 has 2´ berms on both sides full length of rwy. Tway to off rwy parking area blocked by 3 ft high cattle guard rails that could damage low wing acft.
AIRPORT MANAGER:  775-573-2214
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

MINA  N38º33.92´ W118º01.97´ NOTAM FILE RNO.
(H) VORTAC 115.1 MVA Chan 98 251º 28.2 NM to Hawthorne Industrial. 7860/17E.
VOR/DME & TACAN AZIMUTH unusable:
130º–160º byd 28 NM blo 10,700´
RCO 122.1R 115.1T (RENO RADIO)
MINDEN–TAHOE (MEV)  4 N UTC–8(–7DT)  N39º00.03´ W119º45.07´

RWY 16–34: H7399X100 (ASPH) S–50, D–75  HIRL
RWY 16: VASI(V4R)—GA 3.0º TCH 40´. Rgt tfc.
RWY 34: VASI(V4L)—GA 3.0º TCH 31´.
RWY 12–30: H5299X75 (ASPH) S–50, D–75  0.4% up SE
RWY 12: Tree. Rgt tfc.
RWY 12G–30G: 2050X60 (DIRT)  0.6% up SE
SERVICE:  FUEL 100LL, JET A
OX 3
LGT ACTIVATE VASI Rwy 16 and Rwy 34; HIRL Rwy 16–34—CTAF.
NOISE: Noise abatement procedures in effect, for information ctc 775–782–9871.
AIRPORT REMARKS: Attended 1600–0000Z‡. Deer and migratory birds on and in vicinity of arpt. Mowing activities adjacent to all arpt sfc year round. Rwy 12G–30G thld marked with orange and white panels. Ultralight and balloon activity on and inflvd arpt. Glider activity on and inflvd arpt. For emergencies after 0000Z‡ hrs ctc 775–782–5126. Trees 1,440’ from apch end Rwy 12. Ditch in obstacle free zone adjacent SW end Twy C. Men and equipment occasionally on rwys and twys. Sailplane tfc pattern Rwy 30 and Rwy 34 rgt tfc. Skydiving act on and inflvd arpt. Snow removal during daight hours only. Rwy 30G ldgs only; no tkf or ldg Rwy 12G.  NOTE: See Special Notices—Glider/Soaring Activities Around the Reno–Tahoe International Airport.
AIRPORT MANAGER: 775-782-9871
WEATHER DATA SOURCES: AWOS–3PT 119.325 (775) 782–6264.
COMMUNICATIONS: CTAF/UNICOM 123.05
CLNC DEL 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) VORTAC 117.9 FMG Chan 126  N39º31.88´ W119º39.36´  172º 32.1 NM to fld. 5950/16E.
VORTAC unusable:
200º–230º byd 30 NM blo 13,000´

MORMON MESA  N36º46.16´ W114º16.65´  NOTAM FILE RNO.
(L) VORTAC 114.3 MMM Chan 90  198º 14.5 NM to Perkins Fld. 2106/16E.
VORTAC unusable:
060º–075º byd 27 NM blo 9,500´
075º–110º byd 32 NM blo 9,600´
110º–135º blo 11,500´
110º–135º byd 15 NM
280º–335º byd 22 NM blo 9,000´
RCD 122.1R 114.3T (RENO RADIO)

MOUNT POTOSI  N35º56.65´ W115º29.87´
RCD 122.6 (RENO RADIO)

MUSTANG  N39º31.88´ W119º39.36´  NOTAM FILE RNO.
(H) VORTAC 117.9 FMG Chan 126  234º 5.5 NM to Reno/Tahoe Intl. 5950/16E.
VORTAC unusable:
200º–230º byd 30 NM blo 13,000´
NELLIS AFB  
(LSV)(KLSV) AF  7 NE  UTC–L–7DT  N36º14.17´ W115º02.06´  LAS VEGAS  
1869  B  NOTAM FILE LSV  Not insp.  
RWY 03L–21R: H10120X200 (CONC)  PCN 46 R/C/W/T  HIRL  
RWY 03L: PAPI(P4L)—GA 3.0º TCH 52´.  
RWY 21R: PAPI(P4L)—GA 3.0º TCH 50´. Rgt tcf.  
RWY 03R–21L: H10051X150 (CONC)  PCN 51 R/C/W/T  HIRL  
RWY 03R: ALSF1. PAPI(P4L)—GA 3.0º TCH 53´. RVR–T  
RWY 21L: ALSF1. PAPI(P4L)—GA 3.0º TCH 54´. RVR–R Rgt tcf.  

ARRESTING GEAR/SYSTEM  
RWY 03L  HOOK BAK–12B(B)(41´OVN) HOOK BAK–12B(B)(1211).  
HOOK BAK–12B(B)(1451) HOOK BAK–12B(B)(41´ OVRN).  
RWY 21R  
RWY 03R  HOOK BAK–12B(B)(41´OVN) HOOK BAK–14 HOOK BAK–12B(B)(1226).  

SERVICE:  S4 FUEL  
JET  A+++, B+  
OX 1, 2  
LGT Rwy thr lgts gated. Rwy 21L PAPI RRP and ILS RPI not coincidental. Rwy 03R and 21L ALSF–1 apch lgts NTE step 3 inst. Twy edge lgts adj to main apn prkg rows 1 and 2 misg.  

MILITARY— A–GEAR  
All BAK–12 extn and raised, 15 min PPR for removal. Dep end BAK–14 raised for tail–hook act, lowered for non–tail hook act. Dep end BAK–14 lowered, dep end raised. Slow to 20 kts or less prior to dep end cable, and taxi to far edge of cold side of rwy, taxi btk rwy edge and outermost BAK–14 bumper.  

JASU No starter unit for F4B, F4J, no starter probe for USN acft; 2(MA–1A) FUEL A++. Fuel will not be ordered til acft is prpr. Fluid W–Exp 2–3 hr delay, SP PRESAIR LHOX LOX. OIL 0–123–128–133–148–156 SOAP  

NOISE:  NS ABTMT quiet hrs in effect 0630–1400Z‡. Dep climb above 3000´ NA until DER.  

MILITARY REMARKS:  See FLIP AP/1 Supplementary Arpt Remarks. First 1320´ Rwy 21R and 920´ Rwy 03L grooved concrete, mid 7879´ cntr 80´ conc rmng asph. Rwy 03R–21L steep rising trrn S and E of cntrln, LWR friction/reduced braking capability durg wet wx ops in brkg area 2500´–7000´ fm Rwy 21L thr. Rwy 21L 9000´–10000´ dist rmng mkr E side NA RSTD All acft rqr PPR. 7 day–48 hr PPR for sked acft, lcl pat tcf 4 hr PPR. PPR for exc DV code 7 or abv and emerg AIREVAC, 1430–0630Z1. RON req good for one ngt. Adhere to PPR arr block +/- 30 min of sked ldg. Extv Large Force Exercise (LFE) act. PPR arr NA dur red flag or LFE launch/recovery period, ck NOTAM for date/time. No PPR arr ngt RF/LFE ops. Mult apch NA dur RF/LFE or aft offl SS unless apvd by 57 WG SOF. 3 day PPR for addn acft fm a base max of four. Pdx/Cargo and DV arr 30 min PPR—381.300 Raymond 22. Ftr/DV PPR—AM OPS D682–4600. C702–652–4600 opt 2, exer and deployment C130 and lgr PPR Nellis Support Center D682–5250/5353  

1530–0030Z‡ Mon–Fri. Sun and hol tcf exp arr frm N, dep frm N winds perm, tcf pat twds E. Actf with code 7 or hi ctc PTD 100 NM out. Bird Watch cond moderate, ops rstd, tfk or ldg pdsn only when dep and arr avoid bird act, lcl IFR/VFR tcf pat activity NA. Bird watch cond severe, tfk and ldg NA wo OG/CC apvl. Hot Cargo Pad unlt, rstd to daylight/VFR ops. Forward firing munitions in revetments 12, 13 and 25 NA. CAUTION Incr during BASH Phase II (Apr–May and Aug–Oct). Parachute Jumping. Rwy CC not rprtd. Rwy 03R–21L steep rising trrn S and E of cntrln; Rwy 03R–21L provids btr BA than Rwy 03L–21R when wet. Use ctln for hydroplaning. Taxi on Twy D btk Twy F and Rwy 21R, 5´ high dist mrrg mkr lctd 125´ N Twy D cntrln. Ref AP/1 on jet blast haz. Sked hvy acft eng run pmtd on rwy—Afld ops D682–4600. 4–eng acft taxi with outboard eng at idle or shtdn due to FOD. Jolly and tsnt heli missing hold psn signs. Twa A east TACAN ck point sign rstd. TFC PAT Rect tcf pat 3000(1131), overhead tcf pat 3500(1631). MISC East side 9000´–10000´ distance remaining majors Rwy 21L not avbl. Tnst cont with ATC on UHF due to hvy VFR pat tcf. RSTRS applied to base actf IAW NAFBI 11–250. Wx support H24—DSN 682–4744, C702–652–4642. Msn support wx pm per wing and exc skyd typically 1300Z1 Mon thru 0530Z1 Fri, clsd weekend and hol, tnst wx ath hr via Davis Monthan 25 OWS—D228–6598/6598, C520–228–6598/6599. Wx obs view of AER 03R/L rstd 190°–330° by flightline blds and fac and at ngt due to ramp lgt. Bldg night flood lgts block the wx obsn view of the AER 03L–03R. No classified mtrl storage avbl at AM ops. Classified must be stored in command post. CSTMS and AG—Nellis Support Center; C–130 and lgr DSN 682–5250, all other 24 hr PPR—Base Ops D682–4600.  

AIRPORT MANAGER: 702-652-1110

CONTINUED ON NEXT PAGE
COMMUNICATIONS: SFA ATIS 270.1 PTD 139.3 372.2 (Unreliable 085°–155° byd 35 NM at FL200, 315°–005° byd 40 NM at FL200, 230°–290° byd 55 NM at FL200.)

APP CON 118.125 124.95 273.55 291.725

TOWER 132.55 327.0 GND CON 121.8 275.8

DEP CON 135.1 385.4 CLNC DEL 120.9 289.4 (Opr 1400–0600Z‡. Full svc avbl dur Nellis flying.)

ACC COMD POST (RAYMOND 22) 320.0 381.3 (381.3 Have quick timing avbl.) ALCE AMC 257.35 259.95 (Opr only dur Red Flag deployment/change over/redeployment and other exercises.) PMSV METRO 323.9 (Full svc avbl during wx ops hrs. PMGV unrel 085–155 deg byd 35 NM at or blw FL 200, 315–005 deg byd 40 NM at or blw FL 200, 230–290 deg byd 55 NM at or blw FL 200.) SOF (BULLSEYE SOF) 305.6

RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.

LAS VEGAS (H) VORTACW 116.9 LAS Chan 116 N36º04.78´ W115º09.59´ 018º 11.2 NM to fld. 2136/15E.

No NOTAM MP: 1600–1800Z‡ Sat

VOR unusable:
- 025°–160° byd 20 NM blo 6,000’
- 160°–200° byd 20 NM blo 9,000’
- 200°–025° byd 25 NM blo 11,000’
- 200°–220° byd 15 NM blo 9,000’
- 220°–245° byd 35 NM blo 15,000’
- 245°–260° byd 35 NM blo 14,000’
- 260°–275° byd 35 NM blo 14,000’
- 275°–310° byd 35 NM blo 16,500’

TACAN AZIMUTH unusable:
- 025°–160° byd 20 NM blo 6,000’
- 160°–200° byd 20 NM blo 9,000’
- 200°–025° byd 25 NM blo 11,000’
- 200°–220° byd 15 NM blo 9,000’
- 220°–245° byd 35 NM blo 15,000’
- 245°–260° byd 35 NM blo 14,000’
- 260°–275° byd 35 NM blo 14,000’
- 275°–310° byd 35 NM blo 16,500’

DME unusable:
- 025°–160° byd 20 NM blo 6,000’
- 160°–200° byd 20 NM blo 9,000’
- 200°–025° byd 25 NM blo 11,000’
- 200°–220° byd 15 NM blo 9,000’
- 220°–245° byd 35 NM blo 15,000’
- 245°–260° byd 35 NM blo 14,000’
- 260°–275° byd 35 NM blo 14,000’
- 275°–310° byd 35 NM blo 16,500’

ILS 109.1 I–DIQ Rwy 21L. Class IE. ILS 21L DME from LSV TACAN and LAS VORTAC. No NOTAM MP: ILS 1100–1500Z‡ Thu.
NORTH FORK

STEVENS–CROSBY (Ø8U) 3 NW UTC–8(–7DT) N41º30.95´ W115º51.60´

SALT LAKE CITY

6397 NOTAM FILE RNO

RWY 01–19: 3600X50 (DIRT) 0.1% up N

RWY 18: Fence.

AIRPORT REMARKS: Unattended. First 800’ of Rwy 01 rough, uneven and rutted. Rwy 01 terrain drops off 150’ end of rwy.

AIRPORT MANAGER: 775-758-6409

COMMUNICATIONS: CTAF 122.9

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

NORTH FORK

6397 NOTAM FILE RNO

RWY 01–19: 3600X50 (DIRT) 0.1% up N

RWY 18: Fence.

AIRPORT REMARKS: Unattended. First 800’ of Rwy 01 rough, uneven and rutted. Rwy 01 terrain drops off 150’ end of rwy.

AIRPORT MANAGER: 775-758-6409

COMMUNICATIONS: CTAF 122.9

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

OVERTON

ECHOBAY (ØL9) 14 S UTC–8(–7DT) N36º18.66´ W114º27.83´

L–7E

1535 NOTAM FILE RNO

RWY 06–24: H3400X50 (ASPH) S–12.5

RWY 06: Fence.


AIRPORT REMARKS: Attended on call. Rwy 06–24 rwy ends lips and edges exceed 6’ drop offs. Abrupt pavement edge lips exceed 8’ on both sides of the rwy. Monitor unicom 122.8 for taxi svc to resort area. Livestock on and in vicinity of arpt. Parallel rwy rough and infrequently used.

AIRPORT MANAGER: (702) 293-8971

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

BOULDER CITY (H) VORTAC 116.7 BLD Chan 114 N35º59.75´ W114º51.81´ 031º 27.1 NM to fld. 3642/15E.

Unusable:

155º–180º byd 30 NM blo 9,000’

PERKINS FLD (UØ8) 2 N UTC–8(–7DT) N36º34.09´ W114º26.60´

LAS VEGAS

1366 B TPA—2166(800) NOTAM FILE RNO

RWY 13–31: H4811X75 (ASPH) S–30 MIRL 0.4% up NW

RWY 13: Fence.

RWY 31: Road. Rgt tfc.

SERVICE: FUEL 100 LGT ACTIVATE MIRL Rwy 13–31—CTAF.


AIRPORT MANAGER: 702-261-3804

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

MORMON MESA (L) VORTAC 114.3 MMM Chan 90 N36º46.16´ W114º16.65´ 198º 14.5 NM to fld. 2106/16E.

VORTAC unusable:

060º–075º byd 27 NM blo 9,500’

075º–110º byd 32 NM blo 9,600’

110º–135º blo 11,500’

110º–135º byd 15 NM

280º–335º byd 22 NM blo 9,000’
OWYHEE  (1OU)  4 W UTC–8(–7DT)  N41°57.22′ W116°10.92′
5377  B  NOTAM FILE RNO
RWY 05–23: H4700X60 (ASPH)  MIRL
   RWY 05: REIL. PAPI(P2L)—GA 3.0º TCH 44′.
   RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 44′.
SERVICE:  LGT ACTVT REIL Rwy 05 and Rwy 23; PAPI Rwy 05 and Rwy 23; MIRL Rwy 05–23—CTAF.
AIRPORT MANAGER: 208-759-3100
WEATHER DATA SOURCES: AWOS–3 118.525 (208) 258–0383.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CENTER APP/DEP CON 118.05
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
BATTLE MOUNTAIN (H) VORTACW 112.2  BAM  Chan 59  N40°34.14′ W116º55.34′ 009º 89.5 NM to fld.
   4544/13E.
   VOR unusable:
   055º–065º byd 30 NM blo 12,000′
   120º–170º byd 15 NM blo 12,000′
   260º–295º byd 15 NM blo 12,000′
   TACAN AZIMUTH unusable:
   055º–065º byd 30 NM blo 12,000′
   120º–170º byd 15 NM blo 12,000′
   260º–295º byd 15 NM blo 12,000′
   DME unusable:
   055º–065º byd 30 NM blo 12,000′
   120º–170º byd 15 NM blo 12,000′
   251º–260º byd 34 NM blo 14,000′
   260º–295º byd 15 NM blo 12,000′

PAHRUMP
CALVADA MEADOWS  (74P)  5 N UTC–8(–7DT)  N36°16.32′ W115º59.72′
2726  NOTAM FILE RNO
RWY 15–33: H4081X48 (ASPH–GRVL–AFSC)  LIRL  1.0% up SE
   RWY 15: Thld dsplcd 200′. P–line.
   RWY 33: Bldg.
SERVICE:  FUEL  100LL  LGT ACTIVATE LIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Unattended. PPR for acft ops over 12500 lbs., coml ops, and for gldr, pwrd prcht, banner towing, parachuting, flt trng, UAS, or jet ops. Tsnt acft parking off NW parl twy at trml. Acft wingspans exceeding Group I (49 ft) rstrd NW parl twy and all taxilanes.
AIRPORT MANAGER: 888-540-0250
COMMUNICATIONS: CTAF/UNICOM 122.8
CONTINUED ON NEXT PAGE
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.

LAS VEGAS (H) VORTAC 116.9 LAS Chan 116 N36°04.78’ W115°09.59’ 271° 42.2 NM to fld. 2136/15E.

No NOTAM MP: 1600–1800Z‡ Sat

VOR unusable:
- 025º–160º byd 20 NM blo 6,000’
- 160º–200º byd 20 NM blo 9,000’
- 200º–255º byd 25 NM blo 11,000’
- 200º–220º byd 15 NM blo 9,000’
- 220º–245º byd 35 NM blo 15,000’
- 245º–260º byd 35 NM blo 14,000’
- 260º–275º byd 35 NM blo 14,000’
- 275º–310º byd 35 NM blo 16,500’

TACAN AZIMUTH unusable:
- 025º–160º byd 20 NM blo 6,000’
- 160º–200º byd 20 NM blo 9,000’
- 200º–255º byd 25 NM blo 11,000’
- 200º–220º byd 15 NM blo 9,000’
- 220º–245º byd 35 NM blo 15,000’
- 245º–260º byd 35 NM blo 14,000’
- 260º–275º byd 35 NM blo 14,000’
- 275º–310º byd 35 NM blo 16,500’

DME unusable:
- 025º–160º byd 20 NM blo 6,000’
- 160º–200º byd 20 NM blo 9,000’
- 200º–255º byd 25 NM blo 11,000’
- 200º–220º byd 15 NM blo 9,000’
- 220º–245º byd 35 NM blo 15,000’
- 245º–260º byd 35 NM blo 14,000’
- 260º–275º byd 35 NM blo 14,000’
- 275º–310º byd 35 NM blo 16,500’

**HELIPAD H1:** H20X20 (CONC)

PANACA

LINCOLN CO  (L1) 2 W UTC—8(—7DT) N37°47.25’ W114°25.19’
4831 B TPA—5631(800) NOTAM FILE RNO

RWY 17–35: H4606X60 (ASPH) S–12.5 MIRL 0.7% up N

RWY 17: Hill.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 17–35—CTAF. Arpt bcn OTS.

AIRPORT REMARKS: Attended continuously.

AIRPORT MANAGER: (702) 449-2418

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc nellis app at 702-652-4172.

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

WILSON CREEK (H) VORTAC 116.3 ILC Chan 110 N38°15.01’

W114°23.65’ 167°27.8 NM to fld. 9318/16E.

**PERKINS FLD** (See OVERTON on page 324)
RENO/STEAD (RTS)(KRTS)  P (ARNG)  10 NW UTC–8(–7DT)  N39º40.09´ W119º52.59´
5050  B  TPA—See Remarks NOTAM FILE RTS MON Airport
RWY 14–32: H9000X150 (ASPH–GRVD)  PCN 64 R/B/X/T  HIRL
RWY 08–26: H7608X150 (ASPH–GRVD)  PCN 64 R/B/X/T  HIRL 0.8% up E
RWY 08: REIL. PAPI(P4L)—GA 4.0º TCH 45º.
RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 46º. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–6956 TODA–6956
RWY 26: LDA–7294
RWY 32: LDA–7800
SERVICE: S4  FUEL  100LL, JET A  OX 1, 3  LGT 0100–1700Z ACTVT
HIRL Rw 08–26 and Rw 14–32—CTAF. Rw 08 PAPI unusbl byd 5 degs right of cntrl. Rw 14 PAPI OTS indefly.
MILITARY— JASU 1(MD–3M) 2(A–1) FUEL J4 (Mil) A (avlbl 1600–0030Z† Mon–Fri, C775–972–5540. OT fee $50. Emerg svc C775–530–8743.) (NC–100LL) FLUID HPOX
AIRPORT REMARKS: Attended Mon–Fri 1500–0030Z†. FBO attendant on call 24 hrs 775–530–7164 and frequency 122.775 for fuel.
Parachute Jumping. Extv army guard helicopter ops invof arpt. Be alert for balloon tfc northwest quadrant of arpt. Extv tanker and fire attack ops dur fire season. TPA—6246(1200) heavy/high performance acft. Avoid overflt of housing areas east and west of afld. Cold temperature airport. Altitude correction required at or blo –16C.
AIRPORT MANAGER: 775-328-6573
WEATHER DATA SOURCES: AWOS–3 135.175 (775) 677–0589.
COMMUNICATIONS: CTAF/UNICOM 122.7
© NORCAL APP/DEP CON 126.3 (916–361–6874)
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0596.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39º31.88´ W119º39.36´ 293º 13.1 NM to fld. 5950/16E.
VORTAC unusable:
200º–230º byd 30 NM blo 13,000´
ILS/DME 111.9 I–RTS Chan 56 Rw 32. Class IT.

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SW, 12 AUG 2021 to 7 OCT 2021
RENO/TAHOE INTL  (RNO)(KRNO)  (ANG)  3 SE  UTC–8(–7DT)  N39°29.95’ W119°46.09’


RWS 34L: MALS R, PAPI(P4L)—GA 3.54º TCH 72’. RVR–R Thld dsplcd 990’.


RWS 16L: REIL, PAPI(P4L)—GA 3.0º TCH 75’. Tree.

RWS 34R: REIL, PAPI(P4L)—GA 3.35º TCH 75’.


RWS 07: REIL, PAPI(P4L)—GA 3.2º TCH 48’. Pole.

RWS 25: REIL, PAPI(P4L)—GA 3.0º TCH 45’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWS 07: TORA–5854 TODA–5854 ASDA–6102 LDA–5854

RWS 16L: TORA–9000 TODA–9000 ASDA–9000 LDA–9000

RWS 16R: TORA–11001 TODA–11001 ASDA–11001 LDA–10001

RWS 25: TORA–6102 TODA–6102 ASDA–6102 LDA–6102

RWS 34L: TORA–11001 TODA–11001 ASDA–11001 LDA–10011

RWS 34R: TORA–9000 TODA–9000 ASDA–9000 LDA–9000

SERVICE: S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 MILITARY— FUEL A, A+ (C775–858–7300.) (NC–100LL, A1+)

NOISE: Noise sensitive area all quadrants. All coml acft ctc gnd ctl for advisories prior to push back on the terminal ramp. Pilots of turbojet acft use recommended NS ABTMT procedures, avbl on req. Pilots of non–turbojet acft use best abatement procedures and settings. Avoid as much as feasible flying over populated areas.

AIRPORT REMARKS:


AIRPORT MANAGER: 775-328-6550

WEATHER DATA SOURCES: ASOS 135.8 (775) 324–6659.

COMMUNICATIONS: D–ATIS 135.8 775–348–1550 UNICOM

USC 122.2 122.5 (RENO RADIO)

CPDLC (LOGON KUSA)

RADIO AIDS TO NAVIGATION:

NOTAM FILE RNO.

MUSTANG  (H) VORTAC 117.9 FMG Chan 126 N39º31.88’ W119º39.36’ 234º 5.5 NM to fld. 5950/16E.

VORTAC unusable: 200º–230º byd 30 NM blo 13,000’.

ILS/DME 110.9 I–RNO Chan 46 Rwy 16R. Class ID. Localizer backcourse unusable byd 20º left of course; byd 30º right of course.

ILS/DME 109.9 I–AGY Chan 36 Rwy 34L. Class IE. LOC unusable abv 6,400’ at thld; within 3.6 NM abv 8,500’.

SPANISH SPRINGS  (N86)  10 N  UTC–8(–7DT)  N39º40.27’ W119º43.51’


AIRPORT MANAGER: 775-328-6550

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0596.

SW, 12 AUG 2021 to 7 OCT 2021
SANDY VALLEY

SKY RANCH  (3L2)  2 SW  UTC–8(–7DT)  N35º47.58´ W115º37.59´  

2599  NOTAM FILE RNO  

RWY 03–21:  H3340X45 (ASPH)  RWY LGTS(NSTD)  

RWY 03:  Rgt tfc.  

RWY 21:  Thld dspldc 180´. Road.  

RWY 12–30:  3300X105 (DIRT)  

RWY 12:  Rgt tfc.  

SERVICE:  LGT  Rwys 03–21 rwy lgts NSTD.  Rwy 03–21 thld lgts only.  

NOISE:  Avoid noise sensitive residential area 1.5 miles NW of arpt.  

AIRPORT REMARKS:  Attended irregularly. Low flying military acft in area. Ultralight activity on and invof arpt. Occasional livestock on and in vicinity of act movement areas. Rwy 03–21 obstacle free area ltd to 96´ either side of centerline. Unmarked and unlighted power poles/lines NW/SE of Rwy 03–21. No line of sight between rwy ends. Arpt is a residential airpark, auto tfc is on and across rwys and twys. Rwy 21 dspldc thld marked with 8´ white lines. RWY 03–21 RTHL only. RWY edges marked with reflectors. Rwy 12–30 thld not marked.  

AIRPORT MANAGER:  702-420-3559  

COMMUNICATIONS:  CTAF/UNICOM  123.0  

CLEARANCE DELIVERY PHONE:  For CD ctc Las Vegas Apch at 725-200-4432.  

RADIO AIDS TO NAVIGATION:  NOTAM FILE LAS.  

LAS VEGAS (H) VORTACW  116.9  LAS  Chan 116  N36º04.78´ W115º09.59´  218º 28.5 NM to fld. 2136/15E.  

No NOTAM MP:  1600–1800Z‡ Sat  

VOR unusable:  

025º–160º byd 20 NM blo 6,000´  
160º–200º byd 20 NM blo 9,000´  
200º–205º byd 25 NM blo 11,000´  
205º–220º byd 15 NM blo 9,000´  
220º–245º byd 35 NM blo 15,000´  
245º–260º byd 35 NM blo 14,000´  
260º–275º byd 35 NM blo 14,000´  
275º–310º byd 35 NM blo 16,500´  

TACAN AZIMUTH unusable:  

025º–160º byd 20 NM blo 6,000´  
160º–200º byd 20 NM blo 9,000´  
200º–205º byd 25 NM blo 11,000´  
205º–220º byd 15 NM blo 9,000´  
220º–245º byd 35 NM blo 15,000´  
245º–260º byd 35 NM blo 14,000´  
260º–275º byd 35 NM blo 14,000´  
275º–310º byd 35 NM blo 16,500´  

DME unusable:  

025º–160º byd 20 NM blo 6,000´  
160º–200º byd 20 NM blo 9,000´  
200º–205º byd 25 NM blo 11,000´  
205º–220º byd 15 NM blo 9,000´  
220º–245º byd 35 NM blo 15,000´  
245º–260º byd 35 NM blo 14,000´  
260º–275º byd 35 NM blo 14,000´  
275º–310º byd 35 NM blo 16,500´  

SW, 12 AUG 2021 to 7 OCT 2021
SEARCHLIGHT  (1L3)  1 SSE  UTC–8(–7DT)  N35º26.67´ W114º54.56´

RWY 16–34:  H5040X70 (ASPH)  2.2% up N
RWY 16:  Fence.
RWY 34:  Brush.

AIRPORT REMARKS:  Arpt unattended.  Afd condition not monitored.  Ground rises at constant rate north of arpt for approximately 2 miles.  Unlighted 165´ p–line located approximately 3.2 miles south of rwy blo thld.  Lgtd 3481´ mountain southwest.  UAS/UAV/Experimental acft traffic using arpt and operating in arpt traffic area by NOTAM.  Procedures require the use of two–way radios due to the presence of unmanned acft tfc.  Manned and UAS NA in the same tfc pat.  Arriving manned acft may flw UAS on FNA.  Rwy 16–34 tall brush adjacent to paved runway surface northeastern edge of pavement.  Ldg fee.

AIRPORT MANAGER:  (702) 586-1160

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION:  NOTAM FILE RNO.

GOFFS (L) VORTAC 114.4  GFS  Chan 91  N35º07.87´ W115º10.59´  020º 22.9 NM to fld. 4000/15E.

VOR unusable:
035º–045º byd 5 NM blo 17,500´
200º–235º byd 30 NM blo 8,700´
235º–260º byd 25 NM blo 7,400´
260º–290º byd 25 NM blo 8,000´
290º–320º byd 20 NM blo 12,000´
290º–320º byd 31 NM blo 15,000´
320º–010º byd 30 NM blo 8,500´

DME unusable:
200º–235º byd 30 NM blo 8,700´
235º–260º byd 25 NM blo 7,400´
260º–290º byd 25 NM blo 8,000´
290º–320º byd 20 NM blo 9,500´
320º–010º byd 30 NM blo 8,500´

TACAN AZIMUTH unusable:
200º–235º byd 30 NM blo 8,700´
235º–260º byd 25 NM blo 7,400´
260º–290º byd 25 NM blo 8,000´
290º–320º byd 20 NM blo 12,000´
290º–320º byd 31 NM blo 15,000´
320º–010º byd 30 NM blo 8,500´

SILVER SPRINGS  (SPZ)(KSPZ)  2 SW  UTC–8(–7DT)  N39º24.18´ W119º15.07´

RWY 06–24:  H6001X75 (ASPH)  S–30  MIRL  0.8% up SW
RWY 06:  REIL.  PAPI(P2L)—GA 3.0º TCH 40’.
RWY 24:  REIL.  PAPI(P2L)—GA 3.0º TCH 40’. Rgt tfc.

SERVICE:  FUEL  100LL, JET A

AIRPORT REMARKS:  Attended 1500–0300Z‡.  Fuel, self svc avbl 24 hrs.  Jet A avbl by callout, prior arngmts, or by staff when on site.

AIRPORT MANAGER:  775-230-1877

WEATHER DATA SOURCES:  AWOS–2 120.475 (775) 577–2624.

COMMUNICATIONS:  CTAF 122.9

NAVY FALLON APP/DEP CON 120.85 (1515–0645Z‡ Mon–Fri, 1800–0200Z‡ Sat, 2000–0200Z‡ Sun, clsd holidays, other times by NOTAM).  Other times ctc

OAKLAND CENTER APP/DEP CON 128.80

CLEARANCE DELIVERY PHONE:  For CD ctc NorCal Apch at 916-361-0596.

RADIO AIDS TO NAVIGATION:  NOTAM FILE RNO.

HAZEN (L) VORTAC 114.1  HZN  Chan 88  N39º30.98´ W118º59.86´  223º 13.6 NM to fld. 4086/17E.

VOR portion unusable:
300º–320º byd 30 NM blo 9,500´
SILVERBOW  N37°47.42´ W116°46.76´  NOTAM FILE PRC.
(T) VORTAC  113.0  TQQ  Chan 77 at tonopah Test Range. 5542/16E.
VOR unusable:
  175º–235º byd 10 NM
  245º–255º byd 10 NM blo 12,000´
  245º–255º byd 20 NM blo 15,000´
  355º–020º
TACAN AZIMUTH unusable:
  180º–244º byd 20 NM blo 12,000´
  245º–255º byd 10 NM blo 12,000´
  245º–255º byd 20 NM blo 15,000´
  256º–275º byd 20 NM blo 12,000´
VOR No NOTAM MP: 1700–2000Z‡ Wed. TACAN No NOTAM MP: 1700–2000Z‡ Thu
DME unusable:
  180º–244º byd 20 NM blo 12,000´
  245º–255º byd 10 NM blo 12,000´
  245º–255º byd 20 NM blo 15,000´
  256º–275º byd 20 NM blo 12,000´

SKY RANCH  (See SANDY VALLEY on page 329)

SMITH

ROSASCHI AIR PARK  (N59)  2 N  UTC–8(–7DT)  N38°50.36´ W119º20.29´  SAN FRANCISCO
RWY 07–25: H4800X32 (ASPH)
RWY 17–35: 3700X64 (DIRT–NONE)
RWY 35: Bldg.
AIRPORT REMARKS: Unattended. RWY 07–25 CLSD indefly for RPRS. SEV lateral cracks in excess of 6 IN, unraveling SFC, and potholes. 3 FT sage brush growing in cracks first 500 FT of pavement at RWY 07 THR. Call ARPT OPS for cons 775–742–9725. Faded white X at RWY 07 THR. Faded white X at RWY 25 THR.
AIRPORT MANAGER: 775-465-2417
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADAR AIDS TO NAVIGATION: NOTAM FILE RNO.
HAZEN  (L) VORTAC  114.1  HZN  Chan 88  N39°30.98´ W118º59.86´  184º 43.6 NM to fld. 4086/17E.
VOR portion unusable:
  300º–320º byd 30 NM blo 9,500´

SOD HOUSE  N41°24.42´ W118º02.08´  NOTAM FILE RNO.
(H) VORTAC  111.45  SDO  Chan 51(Y)  143º 32.3 NM to Winnemucca Muni. 4161/18E.
VOR unusable:
  030º–160º byd 20 NM blo 15,000´
  220º–245º byd 20 NM blo 15,000´
  300º–345º byd 20 NM blo 13,000´
TACAN AZIMUTH unusable:
  030º–160º byd 20 NM blo 15,000´
  220º–245º byd 20 NM blo 15,000´
  300º–345º byd 20 NM blo 13,000´
DME unusable:
  030º–054º byd 20 NM blo 15,000´
  055º–065º byd 20 NM blo 16,000´
  066º–160º byd 20 NM blo 15,000´
  220º–245º byd 20 NM blo 15,000´
  300º–045º byd 20 NM blo 13,000´
RCO  122.6 (RENO RADIO)

SPANISCH SPRINGS  (See RENO on page 328)

STEVEN–CROSBY  (See NORTH FORK on page 324)
TONOPAH (TPH)(KTPH) 7 E UTC–8(–7DT) N38°03.59′ W117°05.20′  
5430 B NOTAM FILE TPH MON Airport  
RWY 15–33: H7160X75 (ASPH) S–30 MIRL 0.5% up NW  
RWY 15: PAPI(P2L)—GA 3.0′ TCH 41 ′.  
RWY 11–29: H5660X50 (ASPH) S–30, D–66, 2S–84, 2D–77 MIRL 0.3% up NW  
SERVICE: S4 FUEL 100LL, JET A OX 4 LGT ACTVT PAPI Rwy 15; MIRL Rwy 15–33 and Rwy 11–29—CTAF.  
AIRPORT MANAGER: (775) 751-6262  
WEATHER DATA SOURCES: ASOS 118.875 (775) 482–3441.  
COMMUNICATIONS: CTAF/UNICOM 123.0  
RCO 122.5 (RENO RADIO)  
NELLS APP/DEP CON 119.35  
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.  
AIRSPACE: CLASS E.  
RADIO AIDS TO NAVIGATION: NOTAM FILE TPH.  
(H) VOR/TACW 116.0 TPH Chan 107 N38°01.84′  
W117°02.01′ 288° 3.1 NM to fld. 5345/17E.  
VOR unusable:  
015°–050° byd 35 NM bly 10,800′  
050°–060° byd 30 NM bly 9,500′  
240°–260° byd 30 NM bly 10,600′  
270°–315° byd 20 NM bly 8,600′  
360°–015° byd 30 NM bly 10,800′  
TACAN AZIMUTH unusable:  
015°–050° byd 35 NM bly 10,800′  
050°–060° byd 30 NM bly 9,500′  
240°–260° byd 30 NM bly 10,600′  
270°–315° byd 20 NM bly 8,600′  
360°–015° byd 30 NM bly 10,800′  
DME unusable:  
015°–050° byd 35 NM bly 10,800′  
050°–060° byd 30 NM bly 9,500′  
240°–260° byd 30 NM bly 10,600′  
270°–315° byd 20 NM bly 8,600′  
360°–015° byd 30 NM bly 10,800′  

HELIPAD H1: H48X48 (ASPH–AFSC)  
HELIPORT REMARKS: Final Approach and Take Off (FATO) and "H" marked in yellow.
TONOPAH TEST RANGE (TNX)(KTNX) AF 27 SE UTC–8(–7DT) N37º47.93´W116º46.85´

5550 TPA—See Remarks NOTAM FILE RNO Not insp.

RWY 14–32: H12001X150 (CONC) PCN 48 R/C/W/T HIRL

RWY 14: ALSF1. PAPI(P4L)—GA 2.75º TCH 51´.

RWY 32: ALSF1. PAPI(P4L)—GA 2.75º TCH 39´.

ARRESTING GEAR/SYSTEM

RWY 14 BAK–14 BAK–12B(B) (1500 FT).

SERVICE: FUEL JET A++

MILITARY—JASU 3(AM32A–60A)

TRAN ALERT 1300–0300Z‡ wkday, clsd wkend and hol. Fleet svc and maint unavbl.

MILITARY REMARKS:


MISS Twy B clsd. Twy E VOR rcvr ck point unusbl; no classified mtrl storage. Ad ver tkof/ldg NA.

AIRPORT MANAGER: 702-295-8313

COMMUNICATIONS: SFA PTD 119.45 233.95

SILVERBOW TOWER 124.75 257.95 (Opr H24 from 1300Z‡ Mon thru 0305Z‡ Fri, clsd weekends and holidays; other times by NOTAM)

RADIO AIDS TO NAVIGATION:

NOTAM FILE TPH.

ILS 110.3 I–RVP Rwy 14. Class IT. No NOTAM MP 1700–2000Z‡ Mon and Tues

ILS 111.7 I–UVV Rwy 32. Class IT. No NOTAM MP 1700–2000Z‡ Mon and Tues

COMM/NAV/WEATHER REMARKS:

Wx brief aft ops hrs—25 OWS Davis Monthan AFB, D228–6598/6599, C520–228–6598/6599.

AIRPORT MANAGER: 775-752-3355

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 114.2T (RENO RADIO)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE EKO.

BULLION (L) VOR/DME 114.5 BQU Chan 92 N40º45.58´W115º45.68´ 043º 43.8 NM to fld. 6467/17E.

VOR usable:

088º–110º byd 20 NM blo 12,900´

111º–130º byd 32 NM blo 12,900´

DME usable:

088º–110º byd 20 NM

111º–130º byd 32 NM

(L) VOR/DME 114.2 LWL Chan 89 N41º08.69´W114º58.65´ 106º 3.0 NM to fld. 5888/17E. NOTAM FILE RNO.

VOR usable:

005º–030º byd 10 NM

059º–095º byd 30 NM

175º–217º byd 10 NM

330º–338º byd 15 NM blo 13,000´

338º–348º byd 30 NM

348º–005º byd 23 NM blo 13,000´

DME usable:

055º–095º byd 30 NM

109º–138º byd 15 NM blo 16,000´

175º–217º byd 10 NM

330º–055º byd 10 NM
WILSON CREEK  N38°15.01´ W114°23.65´ NOTAM FILE RNO.
(H) VORTAC 116.3 ILC Chan 110 167° 27.8 NM to Lincoln Co. 9318/16E.
RCO 122.6 (RENO RADIO)
RCO 122.1R 116.3T (RENO RADIO)

WINNEMUCCA MUNI  (WMC)(KWMC)  5 SW UTC–8(–7DT)  N40º53.80´ W117º48.35´
4308  B  TPA—5108(800)  NOTAM FILE WMC
RWY 14–32: H7000X100 (ASPH) S–75, D–125, 2S–159, 2D–200
MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 40´. P-line.
RWY 32: REIL. PAPI(P2L)—GA 3.0º TCH 40´.
RWY 02–20: H4800X75 (ASPH) S–28 MIRL
RWY 20: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Road.
SERVICE: S2 FUEL 100LL, JET A  OX 3, 4 LGT MIRL Rwy 14–32
preset low intns, to increase intns ACTIVATE—CTAF.
AIRPORT REMARKS: Attended Nov–May 1600–0100Z‡, Jun–Oct Mon–Fri
1500–0200Z‡. After hrs call 775–304–5885. Call fbo for current rwy
conditions in winter months. Mountains in SW quadrant. Full strength
pavement areas include N 1000´ of parallel twy (Rwy 14–32 to Twy
A), W 1000´ of Twy A, 600´ of N/S twy (from Twy A).
AIRPORT MANAGER: 775-623-6333
WEATHER DATA SOURCES: ASOS 120.175 (775) 625–2200.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (RENO RADIO)
® SALT LAKE CENTER APP/DEP CON 132.25
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 WMC.
(T) VOR/DME 108.2 INA Chan 19  N40º53.96´ W117º48.73´ at fld. 4302/16E. VOR/DME unmonitored.
VOR/DME unusable: 050º–110º byd 15 NM blo 11,300´,
110º–130º byd 20 NM blo 10,800´,
150º–190º byd 15 NM blo 10,200´,
190º–210º byd 20 NM blo 11,800´
HELIPAD H1: H25X25 (CONC–NONE)
HELIPAD H2: H25X25 (CONC–NONE)
HELIPORT REMARKS: H1 adjacent to apron parking and Twy A. H2 adjacent to apron parking and Twy A.

YERINGTON MUNI  (O43)  1 N UTC–8(–7DT)  N39º00.33´ W119º09.39´
4382  B  TPA—5182(800)  NOTAM FILE RNO
RWY 02–20: H8514X75 (ASPH) S–24, D–32 MIRL
RWY 02: PAPI(P2L)—GA 3.0º TCH 40´. Antenna.
RWY 20: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
SERVICE: FUEL 100LL LGT Rwy 20 REIL OTS indef. ACTVT MIRL Rwy
02–20—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1500–0200Z‡, Sat–Sun irregularly.
AIRPORT MANAGER: 775-431-4534
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
HAZEN (L) VORTAC 114.1 HZN Chan 88  N39º30.98´ W118º59.86´
17º 31.5 NM to fld. 4086/17E.
VOR portion unusable: 300º–320º byd 30 NM blo 9,500´
ALAMOGORDO

ALAMOGORDO–WHITE SANDS RGNL (ALM)(KALM) 4 SW UTC–7(–6DT) N32°50.37’

4200 B NOTAM FILE ALM


PCN 48 F/B/X/T MIRL

RWY 04: REIL. PAPI(P4R)—GA 3.0º TCH 55’. Rgt tfc. 0.8% up.

RWY 22: REIL. VASI(V2L)—GA 3.0º TCH 40’. 0.8% down.

RWY 17–35: 3257X190 (DIRT) MIRL 0.6% up N

RWY 17: Brush.

RWY 35: Brush. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–9207 TODA–9207 ASDA–9207 LDA–9207


SERVICE: S4 FUEL 100LL, JET A1+ 5X 1 LGT MIRL Rwy 04–22 preset med ints. Incr ints and ACTIVATE PAPI Rwy 04, VASI Rwy 22—CTAF.


AIRPORT MANAGER: 575-439-4110


COMMUNICATIONS: CTAF/UNICOM 122.8

® HOLLOMAN APP CON 120.6 (Mon 0900Z‡ thru Fri 0100Z‡, Clsd Sat, Sun and holidays)

® HOLLOMAN DEP CON 128.1 (Mon 0900Z‡ thru Fri 0100Z‡, Clsd Sat, Sun and holidays)

® ALBUQUERQUE CENTER APP/DEP CON 132.65 257.6 (When Hollloman apch control clsd) 24 hrs Sat, Sun and Holidays.

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALM.

BOLES (L) DME 109.6 BWS Chan 33 N32º49.28´ W106º00.79´ 046º 1.6 NM to fld. 4106/0E.

DME unusable:

068º–103º byd 15 NM

TIMBERON (EØ2) 21 SE UTC–7(–6DT) N32º38.04’ W105º41.25’

6963 NOTAM FILE ABQ. Not insp.

RWY 13–31: H4860X50 (ASPH)

RWY 13: Rgt tfc.


AIRPORT MANAGER: 817-886-6686

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.

PINON (L) VOR/DME 110.4 PIO Chan 41 N32º31.75’ W105º18.31’ 276º 20.4 NM to fld. 6578/12E.

COMM/NV/WEATHER REMARKS: VFR use only.

HELIPAD H1: H65X35 (CONC)
ALBUQUERQUE INTL SUNPORT (ABQ)(KABQ) P (AF ANG DOE USFS) 3 SE UTC–7 (–6DT) ALBUQUERQUE

N35º02.34´ W106º36.50´

5355  B LRA ARFF Index—See Remarks NOTAM FILE ABQ MON Airport

RWY 08–26: H13793X150 (CONC–GRVD) S–100, D–210, 2S–175, 2D–360, 2D/2D–720 PCN 71 R/B/W T HIRL CL

RWY 08: MALS RTS. TDZL. VASI(V6L)—GA 2.95º TCH 55`. RVR–T Thld dstdcld 1000`. Rgt tcf.

RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 83`. RVR–R 0.5% down.

RWY 03–21: H10000X150 (CONC–GRVD) S–100, D–210, 2S–175, 2D–360, 2D/2D–720 PCN 78 R/B/W/T HIRL CL

RWY 03: MALS RTS. TDZL. PAPI(P4L)—GA 3.0º TCH 59`. RVR–TR Rgt tcf.

RWY 21: REIL. PAPI(P4L)—GA 3.0º TCH 74`. RVR–TR


RWY 12: RVR–R Rgt tcf.

RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 46`. RVR–T

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

RWY 08: TORA–13793 TODA–13793 ASDA–13793 LDA–12793

RWY 12: TORA–6000 TODA–6000 ASDA–6000 LDA–6000


RWY 26: TORA–13793 TODA–13793 ASDA–13793 LDA–13793

RWY 30: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

SERVICE: S4 FUEL 100LL, JET A, A1, A1+ OX 1, 2, 3, 4 LGT PAPI Rwy 26 does not provide obstacle clearance beyond 3.5 NM from thld, unusable beyond 3.5 NM.


AIRPORT MANAGER: 505-244-7700

WEATHER DATA SOURCES: ASOS (505) 242–4044 LLWAS. WSP.

COMMUNICATIONS: D–ATIS 118.0 505–856–4928 UNICOM 122.95

RCO 122.55 (ALBUQUERQUE RADIO)

WEST MESA RCO 122.5 (ALBUQUERQUE RADIO)

APP CON 123.9 (S of V12) 127.4 (on or N of V12) 126.3

RCO 123.9 (S of V12) 127.4 (on or N of V12) 123.9 (S of V12)

TOWER 120.3 123.775 GND CON 121.9 CLNC DEL 119.2

CPDLC (LOGON KUSA)

AIRSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.

H VORTACW 113.2 ABQ Chan 79 N35º02.63´ W106º48.98´ 079º 10.3 NM to fld. 5749/13E.

TACAN AZIMUTH unusable:

040º–055º byd 30 NM blo 15,000´.

ILS 111.5 I–BZY Rwy 03. Class IE.

ILS/DME 111.9 I–SPT Chan 56 Rwy 08. Class IE.

ASR

COMM/NAV/WEATHER REMARKS: PMSV OTS UFN (ltd blw 10000 ft 010–070). PTD OTS UFN.
NEW MEXICO 337

DOUBLE EAGLE II

(AEG)(KAEG)
N35º08.69´ W106º47.71´

5837 B NOTAM FILE AEG

RWY 04–22: H7398X100 (ASPH–PFC) S–30 PCN 16 F/C/X/T MIRL 0.4% up SW

RWY 04: PAPI(P4L)—GA 3.0º TCH 52´.

RWY 22: MALSR. Rgt tcf.

RWY 17–35: H5983X100 (ASPH–PFC) S–30 PCN 11 F/D/X/T MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 52´.

RWY 35: REIL. Rgt tcf.

SERVICE: S4 FUEL 100LL, JET A1 GX 1, 3 LGT When twr clsd
ACTIVATE MALSR Rwy 22, REIL Rwy 17 and Rwy 35, PAPI Rwy 04 and Rwy 17, MIRL Rwy 04–22 and Rwy 17–35—CTAF.


AIRPORT MANAGER: 505-244-7888

AIRPORT REMARKS: Attended 1500–2330Z‡. Fuel 24 hr. Self serve 100LL, Jet A+ with major credit card. Arpt located in mountain valley, rising terrain in all directions. Strong gusty crosswinds possible. High density altitude probable. 6–8 inch drop off at thld of Rwy 17. Avoid overflight of Taos Pueblo World Heritage site west of arpt. Cold temperature airport. Altitude correction required at or below –30C.


COMMUNICATIONS: CTAF 120.15
ALBUQUERQUE APP/DEP CON 127.4
TOWER 120.15 (1300–0500Z‡) GND CON 121.625
CLNC DEL 124.8 (when twr clsd)
AIRSPACE: CLASS D svc 1300–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

NOTAM FILE ABQ.

ALBUQUERQUE (H) VORTAC 113.2  ABQ Chan 79 N35º02.63´ W106º48.98´ 357º 6.1 NM to fld. 5749/13E.

TACAN AZIMUTH unusable:

040º–055º byd 30 NM blo 15,000´

DUDLE NDB (LOMW) 351 AE N35º13.04´ W106º42.77´ 212º 5.9 NM to fld. 5455/11E. NOTAM FILE AEG.

ILS 110.1 I–AEG Rwy 22. Class IT. LOM DUDLE NDB. LOM unmonitored. Unmonitored.

WEATHER DATA SOURCES: AWOS–3 118.025 (575) 377–0526.

COMMUNICATIONS: CTAF 122.8
ALBUQUERQUE CENTER APP/DEP CON 132.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION:

NOTAM FILE SKX.

TAOS (L) VORTAC 117.6 TAS Chan 123 N35º36.53´ W105º54.38´ 097º 31.8 NM to fld. 7860/13E.

DME portion unusable:

020º–100º byd 30 NM blo 18,000´

260º–330º byd 30 NM blo 17,000´

ANTON CHICO

N35º06.70´ W105º02.40´ NOTAM FILE ABQ.

IAP 122.1R 117.8 106º 22.2 NM to Santa Rosa Route 66. 5450/12E.
APACHE CREEK
JEWETT MESA (13Q) 10 N UTC–(–6DT) N34º00.26´ W108º40.79´
7681 NOTAM FILE ABQ
RWY 06–24: 5200X45 (DIRT) 1.2% up NE
RWY 06: P–line.
RWY 24: Fence.
AIRPORT REMARKS: Unattended. Arpt open May–Sep; other times CLOSED. Arpt CLOSED during winter months; confirm rwy condition prior to ldg call 1–800–538–1644 (dispatch office). Wildlife and livestock on rwy. Rwy 06–24 recommend visual inspection before using, infrequent maintenance and poor condition. Rwy 06–24 very large rocks 30´ to 45´ from rwy centerline both sides entire length. Rwy 06 marked with tires on +4 ft posts 28 ft left and 33 ft right of centerline. Rwy 24 marked with single tires 30 ft left and right of centerline. Rwy 06–24 southern most 1,000 ft of rwy is rough. Rwy 06–24 farm access road crosses rwy near entrance road.
AIRPORT MANAGER: (575) 740-4067
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

ARTEMIS MUNI (ATS)(KATS) 3 W UTC–(–6DT) N32º51.12´ W104º28.06´
3545 B NOTAM FILE ATS
RWY 04: Thld dsplcd 499´.
RWY 22: PVASI(PSIL)—GA 3.0º TCH 25´.
RWY 13–31: H6132X100 (ASPH–PFC) S–40, D–57 PCN 17 F/C/Y/T MIRL
RWY 13: PAPI(P4L)—GA 3.0º TCH 40´. Brush.
RWY 31: PAPI(P4L)—GA 3.0º TCH 40´.
SERVICE: FUEL 100LL, JET A1
LG T ACTIVATE MIRL Rwy 04–22 and Rwy 13–31—CTAF. Rwy 22 PSIL out of service indefinitely.
AIRPORT MANAGER: 575-748-3206
WEATHER DATA SOURCES: AWOS–3 126.725 (575) 748–2103.
COMMUNICATIONS: CTAF/UNICOM 123.075
ALBUQUERQUE CENTER APP/DEP CON 132.65 (0400–1300Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE ROW.

AZTEC MUNI (N19) 2 NW UTC–(–6DT) N36º50.22´ W104º28.07´
5882 B NOTAM FILE ABQ
RWY 08–26: H4314X60 (ASPH) S–10 PCN 4 F/C/Y/T 0.4% up NE
RWY 08: ODALS (NSTD) REIL. APAPI(PNIL)—GA 3.5º TCH 30´. Thld dsplcd 226´.
RWY 26: ODALS (NSTD) REIL. PVASI(PSIL)—GA 3.0º TCH 20´. Thld dsplcd 277´.
SERVICE: FUEL 100LL
LG T Rwy 08 NSTD ODALS, one on each side. Rwy 26 NSTD ODALS–2 omni strobes on each side, 1 omni strobe on centerline 15´ from end of rwy. Rotating bcn oprs dusk–0700Z‡. Rwy 08–26 ACTIVATE ODALS Rwy 08 and REIL Rwy 26—CTAF.
AIRPORT MANAGER: (505) 334-7688
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADAR AIDS TO NAVIGATION: NOTAM FILE FMN.
RATTLESNAKE (H) VORTACW 115.3 RSK Chan 100 N36º44.90´ W108º05.93´ 019º 6.3 NM to fld. 5821/14E.
BELEN RGNL (BRG)(KBRG) 3 W UTC–7/(−6DT) N34°38.75´ W106°50.18´

RWY 03–21: H6601X60 (ASPH) S–12.5 PCN 10 F/D/X/T MIRL
0.3% up SW

RWY 21: PVASI(PSIL)—GA 3.0º TCH 42´. Rgt tcf.

RWY 13–31: H5280X75 (ASPH) PCN 28 F/A/X/T 0.4% up NW

RWY 13: Rgt tcf.

SERVICE: S4 FUEL 100LL, JET A1+ LGT ACTVTPVASI Rwy 21; MIRL Rwy 03–21—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Parachute Jumping.
For full serve Jet A fuel aft hrs call 505–966–2650. 100LL and Jet A self serve 24 hrs with major credit card. Rwy 13–31, 4 to 8 inch drop-off along north edge of pavement. Rwy 13–31 clsd to acft more than 160,000 lbs. Frequent military training conducted day and night. Acft radio required.

AIRPORT MANAGER: (505) 966-2650

WEATHER DATA SOURCES: AWOS–3PT 118.55 (505) 864–4375.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION:

SOCORRO (H) VORTAC 116.8 ONM Chan 115 N34°20.33´ W106°49.23´ 345º 18.4 NM to fld. 4910/13E.

VOR unusable:
070º–079º byd 34 NM blo 14,000´
080º–170º byd 8 NM
270º–285º byd 36 NM blo 14,000´

TAC AZM unusable:
070º–080º byd 8 NM
270º–285º byd 22 NM

DME unusable:
070º–080º byd 27 NM blo 14,000´
080º–170º byd 8 NM
270º–285º byd 22 NM

(H) DME 114.75 BRG Chan 94(Y) N34°38.98´ W106°49.98´ at fld. 5190/0W. NOTAM FILE BRG.

BOLES N32°49.28´ W106°00.79´ NOTAM FILE ALM.

(L) DME 109.6 BWS Chan 33 046º 1.6 NM to Alamogordo–White Sands Rgnl. 4106/0E.

DME unusable:
068º–103º byd 15 NM
NEW MEXICO

CANNON AFB (CVS)(KCVS) AF  5 W UTC–7(–6DT)  N34°22.97′ W103°19.33′  ALBUQUERQUE
4295  B  TPA—See Remarks  NOTAM FILE CVS  Not insp.

Rwy 04–22: H10003X150 (CONC)  PCN 54 R/CW/T HIRL
Rwy 04: ALSF1. REIL. PAPI(P4L)—GA 2.5′ TCH 41′.  RVR–T
Rwy 22: ALSF1. REIL. PAPI(P4L)—GA 3.0′ TCH 38′.  RVR–T
Rwy 13–31: H8196X150 (PEM)  PCN 50 R/B/W/T HIRL
Rwy 13: SSSLR. REIL. PAPI(P4L)—GA 3.0′ TCH 37′.
Rwy 31: SSSLR. REIL. PAPI(P4L)—GA 3.0′ TCH 41′.


MILITARY REMARKS:  Attended continuously. Aerodrome official business first Fri of the month.  RSTD No less than 24 hr prior and no more than 15 days prior, ctc DSN 681–2801, CS 758–2801.  All acft must adhere to PPR +/– 30 min or PPR is invalid. Departing acft rstd to 5300′ until passing departure end of rwy. All holding apron taxi lines rstd to acft with wheel base of more than 14 ft. Twy B rstd to C130 with wgt of 147,000 lbs or less. Twy F, Twy D btw Rwy 04–22 and Twy R rstd to acft with ACN 31 or greater. Twy R btw Twy D and Twy F rstd to acft with ACN 31 or greater. All arr/dep acft must be able to perform 180 deg turn on Rwy 04–22 and Rwy 13–31.  CAUTION Clovis Rgnl 13 NM NE. Portales Muni 14 NM SW. Bird haz sewage lagoon and lake lctd 1/2 NM southeast of Rwy 22 apch end.  BASH Phase II in effect 15 Aug–31 Oct and 1 Apr–31 May. Mil NVD ops may be conducted inv of afld anytime btw SS and SR. Vehicle tcf on road (15′ AGL), aprx 1200′ from AER 13. Aprx 20′ AGL AG irrigation eqpt lctd aprx 2000′ from Rwy 13–31 apch ends. Equipment exists for hydropaving on Rwy 13–31 asphalt interior portion. UAS acft within 6 NM of Cannon AFB 9000′ and blo, within Class D airspace and between Class D airspace and R5104. For all rwy exp 30–45 min rwy suspension due to Foreign Object Damage on rwy. Twy edge lgt4′ from marked, stressed pavement on Twy D at int of Twy R. Reduced wingtip cnc for C130 acft in parking row Delta–India (24′) and parking rows Lima–Papa (15′). Warning, loaded acft parked in proximity of AER 31. Affld blackout ops every Mon 0200–0400Z‡. North–2 apron rstd to NVD pers/veh.

AIRPORT MANAGER: 575–784–2801

COMMUNICATIONS:  SFA ATIS 119.1 269.9 (Mon–Thu 1600–0800Z‡, Fri–Sat 1600–0001Z‡, clsd Sun and hol) PTD 139.3 372.2

RADIO AIDS TO NAVIGATION:  NOTAM FILE CVS.

(L) TACAN  Chan 53  CVS (111.6)  N34°22.84′ W103°19.35′† at fld. 4305/7E. TACAN unmonitored outside of published opr hrs & when radar facility is not manned.

No NOTAM MP: 0900–1330Z‡ Tue

TAC AZM unusable:  070°–125° byd 10 NM blo 9,000′  070°–125° byd 30 NM
150°–180° byd 15 NM
150°–180° byd 9 NM blo 6,000′  305°–050° byd 17 NM blo 7,000′

ILS 108.5  I–GLO  Rwy 04.  No NOTAM MP: 0900–1330Z‡ Wed.  LOC unusable byd 26° right of course


COMM/NAV/WEATHER REMARKS:  DASR No–NOTAM MP Mon–Fri 0900–1330Z‡.
CARLSBAD

CAVERN CITY AIR TRML (CNM)(KCNM) 5 SW UTC–7(–6DT) N32º20.25´ W104º15.80´

3295 B Class II, ARFF Index A NOTAM FILE CNM MON Airport

RWY 03–21: H7854X150 (ASPH–PFC) S–62, D–88, 2S–112,
2D–140 PCN 20 F/D/X/T MIRL 0.6% up SW
RWY 03: MALSR. Road.
RWY 21: VASI(V4L)—GA 3.0º TCH 58´. Road.
RWY 14–32L: HS837X100 (ASPH) S–30, D–45 PCN 9 F/D/X/T MIRL
RWY 14: PAPI(P4L)—GA 3.0º TCH 56´. Rtg tlc.
RWY 32L: PAPI(P4L)—GA 3.0º TCH 59´. Thld dsplcd 385´. Road.
RWY 08–26: HS344X75 (ASPH) S–19 PCN 9 F/C/Y/T MIRL
0.6% up W
RWY 08: Road.
RWY 26: Fence.
RWY 14L–32R: H4616X150 (ASPH) S–8, D–12.5 PCN 4 F/D/Y/T
RWY 32R: Thld dsplcd 615´. Road. Rgt tlc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7854 TODA–7854 ASDA–7854 LDA–7854
RWY 08: TORA–5334 TODA–5334 ASDA–5334 LDA–5334
RWY 14L: TORA–4615 TODA–4615 ASDA–4615 LDA–4615
RWY 14R: TORA–5837 TODA–5837 ASDA–5837 LDA–5837
RWY 26: TORA–5334 TODA–5334 ASDA–5334 LDA–5334
RWY 32L: TORA–5837 TODA–5837 ASDA–5837 LDA–5452
RWY 32R: TORA–4615 TODA–4615 ASDA–4615 LDA–3999

SERVICE: FUEL
100LL, JET A1+ LGT
To incr ints and ACTVT MALSR Rwy 03; Dusk–Dawn, ACTVT MIRL Rwy 03–21,
Rwy 08–26 and Rwy 14R–32L preset low ints—CTAF.

AIRPORT REMARKS: Attended Mon–Sun 1200–0000Z‡. For fuel after hrs, Sat and Sun call 575–887–1500. 24 hrs PPR for
air carrier ops with more than 30 passenger seats ctc arpt manager 575–887–3060. Rwy 14L–32R not avbl for air carrier
ops. Oil derricks invof arpt. NOTE: See Special Notices—Natural Gas Flare.

AIRPORT MANAGER: 575-887-3060
WEATHER DATA SOURCES: ASOS
118.375 (575) 887–6858.
COMMUNICATIONS: CTAF/UNICOM 123.0
CARLSBAD RCO 122.65 (ALBUQUERQUE RADIO)
® ALBUQUERQUE CENTER APP/DEP CON 135.875

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CNM.

CARLSBAD (L) VORTACW 116.3 CNM Chan 110 N32º15.40´ W104º13.56´
327º 5.2 NM to fld. 3257/12E.
TACAN AZIMUTH & DME unusable:
300º–325º byd 9 NM blo 6,500´
CARLZ NDB (LOMW) 402 CV N32º16.01´ W104º20.31´ 032º 5.7 NM to fld. 3831/10E.
ILS 111.9 I–CVD Rwy 03. Class IE. LOM CARLZ NDB. Unmonitored. LOM unmonitored.

CARLSBAD  N32º15.40´ W104º13.56´ NOTAM FILE CNM.
(L) VORTACW 116.3 CNM Chan 110 327º 5.2 NM to Cavern City Air Trml. 3257/12E.
TACAN AZIMUTH & DME unusable:
300º–325º byd 9 NM blo 6,500´
RCO 122.65 (ALBUQUERQUE RADIO)
CARRIZOZO MUNI (F37)  1 NW  UTC–7(–6DT)  N33º38.93´ W105º53.77´  ALBUQUERQUE  L–6F
5373  B  NOTAM FILE ABQ
RWY 06–24:  H4944X75 (ASPH)  S–12 PCN 5 F/C/Y/T  MIRL
   RWY 06:  REIL. PAPI(P2L)—GA 3.0º TCH 37º.
   RWY 24:  REIL. PAPI(P2L)—GA 3.0º TCH 37º.
RWY 15–33:  2500X90 (DIRT)  1.2% up SE
RWY 15:  Brush.
SERVICE:  S2  FUEL  100LL  LGT
ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24, and REIL Rwy 06 and Rwy 24—CTAF. Rwy 06 and Rwy 24 PAPI out of service indefinitely.
AIRPORT REMARKS:  Attended continuously. Wildlife on and inv of arpt. Rwy 15–33 +2´ metal thld markers 45´ left and right, 2–3´ brush inside markers. Rwy 15 3´ pole 120´ from thld, 45´ left of centerline, +2´ brush from markers to fence left and right of centerline. Rwy 33 +2´ brush from markers to 200´ left and right of centerline. Rwy 15–33 boundary markers 72´ left and right from centerline.
AIRPORT MANAGER:  575-648-5380
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ABQ.
SOCORRO (H) VORTAC 116.8  ONM  Chan 115  N34º20.33´ W106º49.23´  119º 61.9 NM to fld. 4910/13E.
   VOR unusable:
       070º–079º byd 34 NM bio 14,000´
       080º–170º byd 8 NM
       270º–285º byd 36 NM bio 14,000´
   TAC AZM unusable:
       070º–080º byd 8 NM
       270º–285º byd 22 NM
   DME unusable:
       070º–080º byd 27 NM bio 14,000´
       080º–170º byd 8 NM
       270º–285º byd 22 NM

CATRON CO HELIPORT  (See QUEMADO on page 358)

CAVERNS CITY AIR TRML  (See CARLSBAD on page 341)

CHISUM  N33º20.25´ W104º37.27´  NOTAM FILE ROW.  ALBUQUERQUE  H–6F, L–6G
   (H) VORTACW 116.1  CME  Chan 108  104º 5.1 NM to Roswell Air Center. 3772/12E.
   AIRPORT MANAGER:  575-376-2232
   COMMUNICATIONS:  CTAF/UNICOM 122.8
   CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.

CIMARRON HELIPORT (C12)  0 N  UTC–7(–6DT)  N36º30.76´ W104º55.48´  DENVER  H–4L, 6F–L–15A
   HLPAD H1:  H65X65 (CONC)  S–20  PERIMETER LGTS
   HELIPORT REMARKS:  Unattended. Elk on and inv of heliport. Perform visual check of fenced area before ldg. 30´ p–lines 240´ west of H1 pad. +8´ fence 200´ northeast of pad and +38´ tree 870´ southwest of helipad. Heliport located west of high school track. Power lines run east west along North side of hwy aerial marker balls attached to power lines. H1 perimeter lghts.
   AIRPORT MANAGER:  575-376-2232
   COMMUNICATIONS:  CTAF/UNICOM 122.8
   CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.

CIMARRON  N36º29.48´ W104º52.32´  NOTAM FILE RTN.  DENVER
   (H) VORTAC 116.4  CIM  Chan 111  037º 23.4 NM to Raton Muni/Crews Fld. 6550/13E.
   VORTAC unusable:
       230º–290º byd 20 NM bio 18,000´
       340º–010º byd 34 NM bio 11,000´
   RCO 122.1R 116.4T (ALBUQUERQUE RADIO)
NEW MEXICO 343

CLAYTON MUNI AIRPARK (CAO)(KCAO) 2 E UTC–7(–6DT) N36º26.78´ W103º09.00´

4970 B NOTAM FILE CAO

RWY 02–20: H6307X75 (ASPH) S–16.5 PCN 6 F/C/Y/T MIRL

RWY 02: PAPI(P2L)—GA 3.05º TCH 49´. Thld dsplcd 380´.

RWY 20: PAPI(P2L)—GA 3.05º TCH 49´.

RWY 12–30: H4106X60 (ASPH) PCN 5 F/D/Y/T MIRL 0.5% up NW

SERVICE: FUEL

100LL, JET A

LGT

ACTIVATE PAPI Rwy 02 and Rwy 20, MIRL Rwy 02–20, Rwy 12–30—CTAF.

AIRPORT REMARKS: Attended Jun–Aug 1500–0200Z‡, Sep–May 1500–0000Z‡. Reflectors on all twys.

AIRPORT MANAGER: 575-374-9873

WEATHER DATA SOURCES: ASOS 120.625 (575) 374–2565.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALBUQUERQUE CENTER APP/DEP CON 127.85

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.

DALHART (L) VORTACW 112.0 DHT Chan 57 N36º05.49´ W102º32.68´ 294º 36.3 NM to fld. 4020/12E.

TACAZ unusable:

240º–255º byd 15 NM

320º–350º byd 15 NM

CLINES CORNERS CQC N35º00.00´ W105º40.00´/7102 ASOS (575) 472–4551

CLINES CORNERS N35º00.20´ W105º39.73´ RCO 122.3 (ALBUQUERQUE RADIO) ALBUQUERQUE H–6G, L–6H IAP

CLOVIS RGNL (CVN)(KCVN) 6 E UTC–7(–6DT) N34º25.60´ W103º04.65´

4216 B TPA—5016(800) Class III, ARFF Index A NOTAM FILE CVN

RWY 04–22: H7200X150 (ASPH–AFSC) S–45, D–57 PCN 17 F/C/X/T

MIRL 0.3% up NE

RWY 04: MALSR. PAPI(P4L)—GA 3.0º TCH 53´. Road.

RWY 22: PAPI(P4L)—GA 3.0º TCH 47´. Road.

RWY 12–30: H5697X150 (ASPH) S–42, D–50 MIRL 0.5% up NW

RWY 12: REIL. Road.

RWY 30: REIL. PVASI(PSIL)—GA 3.0º TCH 75´. Road.

RWY 08–26: 2442X75 (TURF) PCN 3 F/D/X/T

RWY 08: P–line.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 04; PAPI Rwy 04; MIRL Rwy 04–22 and Rwy 12–30—CTAF.


AIRPORT MANAGER: 575-763-9618


COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (ALBUQUERQUE RADIO)

® CANNON APP/DEP CON 118.425

CLINC DEL 119.0

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

TEXICO (H) VORTACW 112.2 TXO Chan 59 N34º29.71´ W102º50.38´ 240º 12.5 NM to fld. 4060/11E.

TACAN AZIMUTH unusable:

130º–160º byd 10 NM bly 6,500´

HISAN NDB (LOMW) 335 CV N34º21.04´ W103º10.46´ 038º 6.6 NM to fld. 4157/9E. NOTAM FILE ZAB.

ILS 108.9 I–CVN Rwy 04. Class IE. LOM HISAN NDB. ILS and LOM unmonitored.

ULTRALIGHT Rwy 2442 X 75

COLUMBUS N31º49.15´ W107º34.47´ NOTAM FILE ABQ.

(L) VOR/DME 111.2 CUS Chan 49 333º 27.5 NM to Deming Muni. 4008/12E. VOR/DME unmonitored.

VOR portion unusable:

335º–342º bly 30 NM bly 10,500´
CONCHAS DAM

CONCHAS LAKE (E89)  1 SW UTC–7(–6DT)  N35º22.07´ W104º10.83´
4232  B  NOTAM FILE ABQ
RWY 09–27:  H4800X60 (ASPH)  S–13 PCN 5 F/D/Y/T  RWY
LGTS(NSTD)  0.9% up W
RWY 09:  ODALS (NSTD)
RWY 27:  ODALS (NSTD)

SERVICE:  LGT Rwy 09 NSTD ODALS. Rwy 27 NSTD ODALS 1 flashing lgt
on rwy centerline and 2 flashing lgts at rwy edges. ACTIVATE ODALS
Rwy 09 and Rwy 27—CTAF.

AIRPORT REMARKS:  Unattended. Wildlife on and inv of arpt. Gate lock
combination is set to field elevation (4230). Rwy 09–27 retro reflective
markers. Twys have retro reflective markers. USCGS survey marker 275
ft from thld of Rwy 27, 55 ft left of cntrl.

AIRPORT MANAGER:  505-417-8368

COMMUNICATIONS:  CTAF
RCO 122.6 (ALBUQUERQUE RADIO)

CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at
505-856-4861.

RADIO AIDS TO NAVIGATION:

CONCHAS LAKE SPB (H) VORTAC
113.6  TCC  Chan 83  N35º10.93’
W103º35.91´  279º 30.7 NM to fld. 4035/12E.

CONCHAS LAKE SPB (E61)  2 SW UTC–7(–6DT)  N35º23.05´ W104º12.98´
4201  NOTAM FILE ABQ

WATERWAY ALL–WAY:  21120X1320 (WATER)

SEAPLANE REMARKS:  Unattended. Small boat tfc heavy in ldg area May–Oct. Lake level fluctuates from 4153´ to 4201´ MSL.
Ldg area becomes hazardous due to exposed snags and land masses at levels below 4175´. Seaplane operations are
prohibited on that portion of the lake north of the dam. Wind warning lgts located on dam and at North Marina and at
south dock. Dam 5000´ northeast of sealane. Most winds out of SW. Recommend ldg and tkf ops to the west. Wind
warning lgts located west of dam, at lodge to the south. Lgts flash if winds are greater than 20 MPH. Monitor lake level

AIRPORT MANAGER:  575-868-2221
COMMUNICATIONS:  CTAF
CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.

CONCHAS LAKE SPB (See CONCHAS DAM on page 344)

CONCHAS LAKE (See CONCHAS DAM on page 344)

CORONA  N34º22.02´ W105º40.68´ NOTAM FILE ABQ.
(H) VORTAC 115.5  CNX  Chan 102  046º 28.0 NM to Vaughn Mun. 6412/13E.
VOR portion unusable:
115º–135º byd 35 NM blo 10,000´
DME portion unusable:
115º–135º byd 35 NM blo 10,000´
135º–185º byd 20 NM blo 12,000´
185º–205º byd 20 NM blo 13,000´
205º–260º byd 20 NM blo 14,000´
TACAN AZIMUTH unusable:
115º–119º byd 25 NM blo 10,000´
119º–121º
121º–135º byd 25 NM blo 10,000´
135º–185º byd 20 NM blo 12,000´
185º–205º byd 20 NM blo 13,000´
205º–215º
215º–245º byd 20 NM blo 14,000´
245º–260º
RCO 122.1R 115.5T (ALBUQUERQUE RADIO)

COZEY  N32º37.92´ W108º03.80´ NOTAM FILE ABQ.
NDB (LOMW) 251  SV 261º 4.7 NM to Grant Co. 5350/12E.

ALBUQUERQUE  L–15A
L–15A
H–4L, 6F, L–6F
L–50
CROWNPOINT  (OE8)  3 NW UTC–7(–6DT)  N35°43.06' W108°12.10'  6696  B  NOTAM FILE ABQ  
Rwy 18–36: H5820X60 (ASPH) PCN 3 F/D/Y/T MIRL  
Rwy 18: PVAS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(IS(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**DULCE**

**JICARILLA APACHE NATION** (24N) 10 S UTC–7(–6DT) N36°49.71´ W106°53.05´

7618 B NOTAM FILE ABQ H–4K, L–8I

RWY 17–35: H7500X75 (ASPH) S–12.5 MIRL 1.1% up S

RWY 17: REIL. PAPI(P2L)—GA 3.0º TCH 30´. Tree.

RWY 35: REIL. PAPI(P2L)—GA 3.0º TCH 30´.

**SERVICE:** LGT Rw 17 wind sock lgiis OTS indef. ACTIVATE MIRL Rw 17–35, REIL and PAPI Rw 17 and Rw 35—CTAF.

**AIRPORT REMARKS:** Unattended. Rising terrain in all directions. Wildlife on and invof arpt. Powerline marked and lighted. 4 NM west of Rw 17–35. Rw 17–35 3+ inch wide random transverse crack approx every 100´ for entire rwy length. Main gate locked at all times, ctc arpt manager to enter/exit 505–759–4310. Gate combination 1995.

**AIRPORT MANAGER:** (575) 759-4310

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Denver ARTCC at 303-651-4257.

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

**RATTLESNAKE (H) VORTACW** 115.3 RSK Chan 100 N36°44.90´ W108º05.93´ 071º 58.7 NM to fld. 5821/14E.

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**EDGEWOOD**

**SANDIA AIRPARK ESTATES EAST** (1N1) 2 NE UTC–7(–6DT) N35°05.68´ W106º09.87´

6565 B NOTAM FILE ABQ L–8I

RWY 09–27: H4830X30 (ASPH) LIRL(NSTD) 1.0% up W

RWY 09: Bldg.

**SERVICE:** S4 FUEL 100LL LGT ACTVT NSTD LIRL Rw 09–27—CTAF (5 clicks). NSTD LIRL Rw 09–27 irregular spacing, color, single fixture on Rw 09 thld, no thld lgiis Rw 27, several fixtures missing or inoperative. Auxiliary wind sock near Rw 09 thld illuminated with solar power. Rotating bcn OTS indef.

**AIRPORT REMARKS:** Attended Tue–Sat 1600–2100Z‡. Self svc fuel with credit card. Emergency phone 505–281–5717 (Police) or 505–281–4697 (Fire Department). For power plant repairs call 505–281–3364. Wildlife on or in vicinity of arpt. Rw 09 and Rw 27 centerline faded and portions missing.

**AIRPORT MANAGER:** 505-263-3759

**COMMUNICATIONS:** CTAF/AUNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Albuquerque ARTCC at 505-856-4861.

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

**SANTA FE (L) VORTACW** 110.6 SAF Chan 43 N35º32.43´ W106º03.90´ 177º 27.2 NM to fld. 6268/13E.

**VORTAC unusable:** 015º–030º byd 30 NM bio 14,600´

**COMM/NAV/WEATHER REMARKS:** Automated UNICOM: 3 clicks wind adzy, 4 clicks for all other adzy info.

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**ESPAÑOLA**

**OHKAY OWINGEH** (E14) 3 NE UTC–7(–6DT) N36º01.57´ W106º02.72´

5790 B NOTAM FILE ABQ H–4L, 6F, L–8I

RWY 16–34: H5007X75 (ASPH) S–18 PCN 7 F/D/Y/T MIRL

RWY 16: Thld dsplcd 324´.

RWY 34: Brush.

**SERVICE:** FUEL 100LL, JET A LGT ACTIVATE MIRL Rw 16–34—CTAF.

**AIRPORT REMARKS:** Unattended. 100LL and Jet A fuel avbl 24 hrs self svc with major credit card. Wildlife on or in vicinity of arpt. Main gate locked at all times. Arpt access gate combination–4751. No disp thld or markings on Rw 16. Rw 16–34, 2 to 4 inch wide cracks across rwy, aprx every 50–100´, 1 to 1.5 inch in depth. Call Pueblo or arpt manager to enter/exit 505–747–0700 or 505–660–6113.

**AIRPORT MANAGER:** (505) 901-7397

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Albuquerque ARTCC at 505-856-4861.

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

**SANTA FE (L) VORTACW** 110.6 SAF Chan 43 N35º32.43´ W106º03.90´ 349º 29.1 NM to fld. 6268/13E.

**VORTAC unusable:** 015º–030º byd 30 NM bio 14,600´
ESTANCIA MUNI  (E92)  1 E  UTC–7(–6DT)  N34°45.80’ W106°02.48’

RWY 08–26: 4000X50 (GRVL)

Rwy 08: Pole.

Rwy 26: Brush.

SERVICE: LGT Rwy 08 markings NSTD, thld and edge marked with reflective material. Several reflectors missing and reflective material in poor cond. Rwy 26 markings NSTD, thld and edge marked with reflective material. Several reflectors missing and reflective material in poor cond.


AIRPORT MANAGER: 505-384-2708

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

FARMINGTON

FOUR CORNERS RGNL  (FMN)(KFMN)  1 NW  UTC–7(–6DT)  N36°44.8’ W108°13.8’

5507 B Class III, ARFF Index A NOTAM FILE FMN MON Airport

RWY 07–25: H6704X100 (ASPH–PFC) S–50, D–90, 2S–114

PCN 29 F/C/X/T MIRL 0.4% up E

RWY 07: VASI(V4L)—GA 3.0º TCH 50’. Thld dsplcd 239’.

RWY 25: REIL. VASI(V4L)—GA 3.0º TCH 55’. Thld dsplcd 217’.

RWY 05–23: H6501X150 (ASPH–PFC) S–47, D–66, 2S–84

PCN 29 F/C/X/T MIRL 0.5% up NE

RWY 05: VASI(V4R)—GA 3.0º TCH 42’. Thld dsplcd 511’.

RWY 23: REIL. PAPI(P4R)—GA 3.0º TCH 42’. Thld dsplcd 217’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–6500 TODA–6500 ASDA–5590 LDA–5590

RWY 07: TORA–6704 TODA–6704 ASDA–6487 LDA–6248


SERVICE: S4 FUEL 100LL, JET A, A1+ OX

LGT When twr clsd

MIRL Rwy 07–25 and REIL Rwy 25 preset low ints, to increase ints and ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23 and Rwy 25—CTAF.

AIRPORT REMARKS: Attended 1300–0500Z‡.

AIRPORT MANAGER: 505-599-1394

WEATHER DATA SOURCES: ASOS 127.15 (505) 325–9268. LAWRS SAWRS.

COMMUNICATIONS: CTAF 118.9 ATIS 127.15 UNICOM 122.95

FARMINGTON RCO 122.4 (ALBUQUERQUE RADIO)

DENVER CENTER APP/DEP CON 118.575 FARMINGTON TOWER 118.9 (1300–0500Z‡) GND CON 121.7

CLEARANCE DELIVERY PHONE: For CD ctc farmington ATCT ground control 121.7, when ATCT clsd ctc Denver ARTCC at 303-651-4257

AIRSPACE: CLASS D svc 1300–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FMN.

RATTLESNAKE (H) VORTACW 115.3 RSK Chan 100 N36°44.90’ W108°05.93’ 252º 6.3 NM to fld. 5821/14E.

ILS/DFM 111.9 I–FMN Chan 56 Rwy 25 Class E. Unmonitored when ATCT clsd.

FORT SUMNER MUNI  (FSU)(KFSU)  2 NE  UTC–7(–6DT)  N34°29.33’ W104°12.99’

4165 B NOTAM FILE ABQ

RWY 03–21: H5800X75 (ASPH) S–25 PCN 3 F/C/Y/T MIRL 0.7% up NE

RWY 03: Tree.


RWY 08–26: H5250X60 (ASPH) S–17 PCN 3 F/D/Y/T MIRL

RWY 08: Road.

RWY 26: PVASI(PSIL). Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 08–26—CTAF. MIRL Rwy 03–21 preset low ints till 0500Z‡. After 0500Z‡ ACTIVATE—CTAF.


AIRPORT MANAGER: 575-799-7654

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE FMN.

TUCUMCARI (H) VORTACW 113.6 TCC Chan 83 N35°10.93’ W103°36.91’ 204º 51.5 NM to fld. 4035/12E.
FOUR CORNERS RGNL  (See FARMINGTON on page 347)

GALLUP MUNI  (GUP)(KGUP)  3 SW  UTC–7(–6DT)  N35º30.66´ W108º47.36´

6472  B  NOTAM FILE GUP  MON Airport
RWY 06–24: H7315X100 (ASPH)  S–45, D–55 PCN 39 F/C/X/T  MIRL
RWY 06: PAPI(P2L)—GA 3.0º TCH 46´. Tree.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 48´. Tree.
SERVICE: FUEL 100LL, JET A1+  LGT
ACTIVATE MIRL Rwy 06–24 and
REIL Rwy 24—CTAF.
AIRPORT REMARKS: Attended Oct–Mar Mon–Fri 1430–0030Z‡, Apr–Sep
Mon–Fri 1400–0100Z‡, Sat–Sun 1500–0000Z‡. 24 hr self serve
100LL and Jet A1+ with credit card. After hr svc avbl with call out fee.
Preferred calm wind Rwy 24.
AIRPORT MANAGER: 505-863-1290
WEATHER DATA SOURCES: ASOS 118.375 (505) 726–8232.
COMMUNICATIONS: CTAF/UNICOM
RCO 122.6 (ALBUQUERQUE RADIO)
RCO 122.1R 115.1T (ALBUQUERQUE RADIO)
ALBUQUERQUE CENTER  APP/DEP CON 124.325
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque
ARTCC at 505-856-4561.

AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GUP.
(H) VORTAC 115.1  GUP  Chan 98  N35º28.56´
W108º52.36´  049º 4.6 NM to fld. 7053/14E.
LOC/DME 111.7  I–GUP  Chan 54  Rwy 06.  LOC/DME unmonitored.

GLENWOOD  (E94)  3 NE  UTC–7(–6DT)  N33º21.20´ W108º52.03´

5433  NOTAM FILE ABQ
RWY 01–19: 3700X84 (DIRT)  1.0% up N
RWY 01: Tree.
RWY 18: Fence.
AIRPORT REMARKS: Unattended. Soft when wet. Large rocks on south 300´ edges of rwy. Two pvt strips NE. Livestock and deer
on arpt. Mountains surround arpt. Access road not useable after rain. Second access from north also not useable after
rain. No signage for either highway 159 or 174 from highway 180. Rwy 01–19 +4´ to 7´ sage brush 40´–45´ from rwy
centerline both sides.
AIRPORT MANAGER: 575-519-9999
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

GRANT CO  (See SILVER CITY on page 364)
GRANTS–MILAN MUNI  (GNT)(KGNT)   3 NW UTC–7(–6DT)  N35º10.04´ W107º54.12´
6537  B  NOTAM FILE GNT
RWY 13–31: H7172X75 (ASPH) S–12 PCN 4 F/D/X/T MIRL
  0.3% up NW
RWY 13: PAPI(P2L)—GA 3.0º TCH 44´.
RWY 31: PAPI(P2L)—GA 3.0º TCH 44´.
SERVICE:  FUEL  100LL, JET A1+ LGT
ACTIVATE MIRL Rwy 13–31 CTAF.
AIRPORT REMARKS: Attended 1500–0000Z‡. For svc after hrs call 505–287–4700. Self svc fuel with credit card, fuel truck avbl with Jet A.
AIRPORT MANAGER: 505-287-4700
WEATHER DATA SOURCES: AWOS–3PT 118.3 (505) 287–9890.
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBUQUERQUE CENTER APP/DEP CON 124.325
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE GUP.
GALLUP  (H) VORTAC 115.1 GUP  Chan 98  N35º28.56´ W108º52.36´  097º 51.1 NM to fld. 7053/14E.

HATCH MUNI  (E05)  3 SW UTC–7(–6DT)  N32º39.62´ W107º11.72´
4129  B  NOTAM FILE ABQ
RWY 11–29: H4110X60 (ASPH) S–9 PCN 3 F/D/Y/T
RWY 11: ODALS (NSTD) APAP(PNIL).
RWY 29: ODALS (NSTD) APAP(PNIL).
AIRPORT REMARKS: Unattended. Vehicle access gate code 4080.
AIRPORT MANAGER: 575-267-5216
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.
DEMING (L) VORTACW 108.6 DMN  Chan 23  N32º16.53´ W107º36.33´  030º 31.0 NM to fld. 4210/12E.
VORTAC unusable:
155º–195º byd 15 NM
HOBBS

LEA CO RGNL (HOB)(KHOB) 4 W UTC–7(–6DT) N32°41.25′ W103°13.04′

PCN 4 F/C/Y/T HIRL

Rwy 21: ODALS. REIL. PAPI(P4L)—GA 3.0′ TCH 44′.

PCN 48 F/C/Y/T MIRL 0.4% up NW

Rwy 12: PAPI(P4L)—GA 3.0′ TCH 49′.

Rwy 30: PAPI(P4R)—GA 3.0′ TCH 44′.

Rwy 17–35: H4998X100 (ASPH) S–32, D–50 PCN 3 F/B/Y/T

Rwy 17: Thld dsplcd 492′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7398 TODA–7398 ASDA–7020 LDA–7020
RWY 12: TORA–6002 TODA–6002 ASDA–6002 LDA–6002
RWY 17: TORA–4998 TODA–4998 ASDA–4998 LDA–4506
RWY 30: TORA–6002 TODA–6002 ASDA–6002 LDA–6002
RWY 35: TORA–4998 TODA–4998 ASDA–4998 LDA–4998

SERVICE: S8 FUEL 100LL, JET A 

AIRPORT REMARKS: Attended 1300–0100Z‡.

AIRPORT MANAGER: 575-391-2934

COMMUNICATIONS: CTAF 120.65 

WEATHER DATA SOURCES: AWOS–3 (575) 393–8418 LAWRS.

HoBBS RCO 122.2 (ALBUQUERQUE RADIO)

FORT WORTH CENTER APP/DEP CON 133.1
HOBBS TOWER 120.65 (1300–0100Z‡) GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Fort Worth ARTCC at 817-858-7584.

AIRSPACE: CLASS D svc 1300–0100Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.

HoBBS/LI VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 031° 4.0 NM to fld. 3664/11E.

ILS/DME 108.5 I–HOB Chan 22 Rwy 03. Class IE. Unmonitored when ATCT clsd. Localizer backcourse unusable 20º left of LOC course. Localizer backcourse unusable byd 14 NM. Localizer backcourse unusable byd 20º right side of course.
HOLLOMAN AFB (HMN)(KHMN) AF (A) 6 SW UTC–7(–6DT) N32°51.11′ W106°06.51′

ARRESTING GEAR/SYSTEM

RWY 07–25: H12922X150 (PEM) PCN 34 R/C/W/T HIWL

RWY 25: PAPI(P4L)–GA 2.5° TCH 44°.

RWY 16–34: H12134X150 (PEM) PCN 45 R/B/W/T HIWL

RWY 16: ALSF1. PAPI(P4L)–GA 2.51° TCH 42°.

RWY 34: PAPI(P2L)–GA 2.5° TCH 43°.

RWY 04–22: H10578X300 (PEM) PCN 52 R/B/W/T HIWL

RWY 04: 0.3% up.

RWY 22: ALSF1. PAPI(P4L)–GA 3.0° TCH 54°.

ARRESTING GEAR/SYSTEM

RWY 07 BAK–15 CHAG (2276 FT OVRN) HOOK BAK–12(B) (1500 FT).

HOOK BAK–12(B) (1500 FT).

HOOK BAK–12 B (1500 FT) HOOK BAK–12 B (60FT OVRN) BAK–15 (120 FT OVRN).

RWY 34

RWY 04 HOOK BAK–12(B) (1450 FT) HOOK BAK–12(B) (5287 FT).

HOOK BAK–12(B) (1500 FT).

AIRPORT COMMUNICATION:

ALBUQUERQUE

H-4 L-6 F

DIA P AD

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D.  

RADIO AIDS TO NAVIGATION: NOTAM FILE HMN.

(L) TACAN  Chan 92  HMN (114.5)  N32°51.73’ W106°06.55’ at fld. 4075/10E. tac unmonitored when rapcon clsd.

No NOTAM MP: 1200–1400Z‡ Tue

TACAN AZIMUTH unusable:

030°–084° byd 25 NM blo 18,000’  
085°–095° byd 25 NM  
096°–130° byd 25 NM blo 18,000’  
160°–170° byd 38 NM blo 8,000’

DME unusable:

030°–084° byd 25 NM blo 18,000’  
085°–095° byd 25 NM  
096°–130° byd 25 NM blo 18,000’  
160°–170° byd 38 NM blo 8,000’


ILS 111.7  I–HMN  Rwy 22.  Class IE.  Unmonitored outside publ opr hr. No NOTAM MP: ILS 1200–1400Z‡ Mon; glideslope 1200–1400Z‡ Wed. Glideslope unavbl.


JAL

LEA CO (JAL)  (E26)  3 NE  UTC–7(–6DT)  N32°07.86’ W103°09.29’

3118  B  NOTAM FILE ABQ

RWY 01–19:  H4704X60 (ASPH)  S–23 PCN 4 F/C/Y/T  MIRL

RWY 01:  Brush.

RWY 19:  Brush.

RWY 09–27:  H2604X50 (ASPH)  S–12 PCN 3 F/B/Y/T  0.8% up W

RWY 09:  Thld dsplcd 40’. Brush.

RWY 27:  Thld dsplcd 45’.

SERVICE:  LGT MIRL Rwy 01–19 preset low ints, to increase ints ACTIVATE—CTAF.

AIRPORT REMARKS: Unattended. For airframe/powerplant svc call 505–396–6719. Extensive oil well drilling activity on and invof arpt. +20’ pump jack 990’ fm Rwy 19 thld 50’ right of centerline. Rwy 09–27 4–7’ brush 50’ fm centerline both sides length of rwy. 5’ line of sight not avbl between Rwy 01–19 and Rwy 09–27 ends. Rwy 01 +3’ steel posts 145 ft from the thld, on centerline, 40 ft and 80 ft left, 110 ft right of centerline over buried oil line.

AIRPORT MANAGER: 575–391–2934

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Fort Worth ARTCC at 817-858-7584.

RADIO AIDS TO NAVIGATION: NOTAM FILE INK.

WINK (H)  VORTAC  112.1  INK  Chan 58  N31°52.49’ W103°14.63’  005º 16.0 NM to fld. 2860/11E.

JEWETT MESA  (See APACHE CREEK on page 338)

JICARILLA APACHE NATION  (See DULCE on page 346)
LAS CRUCES INTL  (LRU)(KLRU)  8 W UTC–7(–6DT)  N32°17.37´  W106°55.32´  4457  B  Class IV, ARFF Index A  NOTAM FILE LRU
RWY 12–30: H7506X100 (CONC–GRVD)  S–70, D–120  PCN 41 R/B/W/T  HIRL  0.3% up NW
RWY 12: REIL.
RWY 30: MALS.R.
RWY 04–22: H7501X105 (ASPH)  S–30, D–30, 2D–30, 2D/2D–30  PCN 4 R/B/W/T  HIRL  0.3% up NW
RWY 12: PCN 7 F/D/X/T  MIRL
RWY 22: PCN 8 F/D/X/T  MIRL
RWY 08–26: H6069X100 (ASPH)  S–70, D–120  PCN 25 F/C/X/T  MIRL
RWY 08: PCN 8 F/C/X/T  MIRL
RWY 26: PCN 8 F/C/X/T  MIRL
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7499  TODA–7499  ASDA–7499  LDA–7499
RWY 08: TORA–6069  TODA–6069  ASDA–6069  LDA–6069
RWY 26: TORA–6069  TODA–6069  ASDA–6069  LDA–6069
SERVICE: FUEL 100LL, JET A1
OX 1, 3
LGT ACTIVATE MIRL Rwy 04–22, HIRL Rwy 12–30 and MALS.R Rwy 30—CTAF. MIRL Rwy 08–26 preset low ints, to increase ints ACTIVATE—CTAF. REIL Rwy 12 opr SS–SR. PAPI Rwy 08, Rwy 26 and VASI Rwy 22 opr continuously.
AIRPORT MANAGER: (575) 541-2473
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM
© ALBUQUERQUE CENTER APP/DEP CON 128.2
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.
DEMING (L) VORTACW 108.6 DMN Chan 23  N32º16.53´  W107º36.33´  076º 34.8 NM to fld. 4210/12E.
VORTAC unusable: 155º–195º byd 15 NM
ILS/DME 109.3 I–LRU  Chan 30  N32º16.53´  W107º36.33´  076º 34.8 NM to fld. 4210/12E.
AIRSPACE: CLASS E svc 1500–2300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LVS.
FORT UNION  (H) VORTACW 117.3 FTI  Chan 120  N35º39.45´  W105º08.14´  at fld. 6876/13E.
ALBUQUERQUE
H–4K, L–6F
IAP
NEW MEXICO 353
LEA CO RGNL (See HOBBS on page 350)
SW, 12 AUG 2021 to 7 OCT 2021
LEA CO(JAL)  (See JAL on page 352)

LEA CO–ZIP FRANKLIN MEML  (See LOVINGTON on page 356)

LINDRITH AIRPARK  (E32)  1 SW  UTC–7(–6DT)  N36º17.48´ W107º03.37´

7202  NOTAM FILE ABQ

RWY 07–25: 3300X75 (DIRT)

RWY 07: Brush.

RWY 25: Brush.


AIRPORT MANAGER: 505-362-8232

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

LORDSBURG MUNI  (LSB)(KLSB)  1 SE  UTC–7(–6DT)  N32º20.01´ W108º41.50´

4289  B  NOTAM FILE ABQ

RWY 12–30: H5011X75 (ASPH)  MIRL

RWY 30: Brush.

RWY 01–19: 3213X60 (DIRT)  1% up S

SERVICE: FUEL  100LL, JET A1+  LGT ACTIVATE MIRL Rwy 12–30—CTAF.

AIRPORT REMARKS: Attended 1500–0000Z‡. 24 hrs self serve fuel with major credit card.

AIRPORT MANAGER: 575-542-3614

WEATHER DATA SOURCES: AWOS–3PT 118.1 (575) 542–3549.

COMMUNICATIONS: CTAF/UNICOM

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

SAN SIMON  (H) VORTAC 115.4 SSO Chan 101 N32º16.15´ W109º15.79´  069º 29.3 NM to fld. 3600/13E.

VOR & TACAN AZIMUTH unusable:

020º–050º byd 30 NM blo 8,000´
150º–190º byd 28 NM blo 11,300´
190º–220º byd 30 NM blo 9,000´
235º–250º byd 30 NM blo 9,900´
350º–360º byd 30 NM blo 8,000´

DME unusable:

020º–050º byd 30 NM blo 8,000´
150º–190º byd 28 NM blo 11,300´
190º–220º byd 30 NM blo 9,000´
235º–250º byd 30 NM blo 12,500´
350º–360º byd 30 NM blo 8,000´

SW, 12 AUG 2021 to 7 OCT 2021


NEW MEXICO 355
LOVINGTON
LEA CO–ZIP FRANKLIN MEML (E66)  3 W  UTC–7(–6DT)  N32°57.24´ W103°24.53´
3979  B  NOTAM FILE ABQ
RWY 03–21: H6001X75 (ASPH)  S–12 PCN 5 F/B/Y/T  MIRL
RWY 03: PVASI(PSIL)—GA 3.0º TCH 42´.
RWY 21: PVASI(PSIL)—GA 3.0º TCH 42´.
RWY 12–30: H4409X60 (ASPH)  S–12 PCN 3 F/D/Y/T  MIRL
SERVICE: LGT MIRL Rwy 03–21 and MIRL Rwy 12–30 preset low ints, to increase ints ACTIVATE—CTAF. Rwy 03 PSIL OTS indef. Rwy 21 PSIL OTS indef.
AIRPORT MANAGER: 575-391-2934
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Fort Worth ARTCC at 817-858-7584.
RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.
MAGDALENA (N29)  3 W  UTC–7(–6DT)  N34°05.67´ W107°17.82´
6730  NOTAM FILE ABQ
RWY 02–20: 5762X50 (GRVL–DIRT)  1.7% up SW
RWY 02: Brush.
RWY 20: Brush.
AIRPORT REMARKS: Unattended. Pvt dirt airstrip 600 ft west of aprt. Rwy 02–20 sfc treated with flyash; firm but dusty with very few large rocks. Rwy 02 +15 ft fence 300 ft from thld. Rwy 02–20 +3–10 ft brush 35–125 ft from centerline both sides of rwy. Rwy 02 and Rwy 20 new retro–reflective bdry markings.
AIRPORT MANAGER: 505-280-5393
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
MID VALLEY AIRPARK (See LOS LUNAS on page 355)
NEW MEXICO 357

MOSQUERO EMERGENCY SERVICES HELIPORT (N01) 0 N UTC–7(–6DT) N35º46.95´
W103º57.48´
5590 B NOTAM FILE ABQ
HELIPAD H1: H65X65 (CONC) PERIMETER LGTS
SERVICE: LGT H1 perimeter lgts. ACTIVATE perimeter lgts and windsock lgts—CTAF.
AIRPORT MANAGER: (575) 673-2322
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

MOUNTAINAIR MUNI (M10) 1 NE UTC–7(–6DT) N34º32.00´ W106º13.43´
6492 NOTAM FILE ABQ
RWY 08–26: 2578X50 (DIRT)
RWY 08: Road.
SERVICE: LGT ACTIVATE heliport lgts and wind sock—CTAF (3 clicks). ACTIVATE bcn—CTAF (3 clicks).
AIRPORT REMARKS: Unattended. Rwy 08–26 soft, unusable when wet; +2´–4´ berms on edges. Arpt access gate locked, call ahead for access. Rwy 08–26 is unmarked and the thlds are not delineated. Infrequent maintenance, may be hazardous; recommend visual inspection prior to using. Scattered trees and brush along rwy sides are primary sfc obstructions.
AIRPORT MANAGER: 505-847-2321
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

NAVAJO DAM

NAVAJO LAKE (W0) 3 NE UTC–7(–6DT) N36º48.50´W107º39.16´
6478 NOTAM FILE ABQ
RWY 06–24: H5022X60 (ASPH) S–12 PCN 5 F/D/Y/T 0.4% up NE
RWY 06: Tree.
AIRPORT MANAGER: 505-417-8368
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

OHKAY OWINGEH (See ESPANOLA on page 346)

OTTO N35º04.34´W105º56.16´ NOTAM FILE ABQ.
(L) VOR/DME 114.0 OTO 196º 6.5 NM to Moriarty Muni. 6273/13E.
VOR unusable:
050º–120º byd 35 NM blo 12,000´

PINON N32º31.75´W105º18.31´ NOTAM FILE ABQ.
(L) VOR/DME 110.4 PIO Chan 41 159º 35.3 NM to Dell City Muni. 6578/12E.
PORTALES MUNI  (PRZ) (KPRZ)  4 SW  UTC–7(–6DT)  N34°08.73' W103°24.62’

4078  B  NOTAM FILE ABQ
RWY 01–19: H5700X60 (ASPH)  PCN 4 F/C/Y/T MIRL 0.6% up S
RWY 19: PVASI(PSIL)—GA 3.5º TCH 34’. SERVICE: S4 FUEL 100LL, JET A LGT
RWY 08–26: H4560X60 (ASPH)  PCN 4 F/C/Y/T MIRL


AIRPORT MANAGER: 575-478-2863
WEATHER DATA SOURCES: AWOS–3 118.175 (575) 478–2864.
COMMUNICATIONS: CTAF/UNICOM 122.8

CANNON APP/DEP CON 118.425
CANNON CLINC DEL 119.0
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
TEXICO (H) VORTACW 112.2 TXO Chan 59 N34º29.71’ W102º50.38’ 223º 35.3 NM to fld. 4060/11E.
TACAN AZIMUTH unusable: 130º–160º byd 10 NM blo 6,500’

QUEMADO

CATRON CO HELIPORT  (C54) 8 E  UTC–7(–6DT)  N34°18.94’ W108°18.59’

7205  B  NOTAM FILE ABQ
HELIPAD H1: H65X65 (CONC) PERIMETER LGTS
SERVICE: LGT ACTIVATE perimeter lgts Helipad H1—CTAF.
AIRPORT MANAGER: 575-519-9999
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

QUESTA MUNI NR 2  (N24) 6 N  UTC–7(–6DT)  N36°48.02’ W105°35.85’

7690  NOTAM FILE ABQ
RWY 17–35: H6861X75 (ASPH) S–12.5 PCN 3 F/D/Y/T MIRL 0.3% up S
RWY 17: REIL, PAPI(P4R)—GA 3.0º TCH 40’. RWY 35: REIL, PAPI(P4R)—GA 3.0º TCH 40’.
SERVICE: LGT ACTIVATE MIRL Rwy 17–35, REIL Rwy 17 and Rwy 35, and PAPI Rwy 17 and Rwy 35—123.6.

AIRPORT MANAGER: 575-613-2853
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE SKX.
TAOS (L) VORTAC, 117.6 TAS Chan 123 N36°36.53’ W105°54.38’ 039º 18.8 NM to fld. 7860/13E.
DME portion unusable: 020º–100º byd 30 NM blo 18,000’
260º–330º byd 30 NM blo 17,000’
RATON MUNI/CREWS FLD  (RTN)(KRTN)  10 SW  UTC–7(–6DT)  N36º44.55´ W104º30.10´

6352  B  NOTAM FILE RTN

RWY 02–20: H7615X75 (ASPH) S–18 PCN 25 F/D/X/T  MIRL

RWY 02: PVASI(PSIL)—GA 3.0º TCH 40º.

RWY 07–25: H4425X75 (ASPH) S–12 PCN 6 F/D/X/T  MIRL

0.7% up W

SERVICE: S2  FUEL  100LL, JET A1+  OX 3, 4  LGT MIRL Rwys 02–20 and 07–25 preset low intensity dusk–0600Z‡, to increase intensity ACTIVATE—CTAF. After 0600Z‡ ACTIVATE—CTAF. Rwy 02–20 stopway unlgtd 240´ south end, 150´ north end.

AIRPORT REMARKS: Attended 1400–0000Z‡. Compass rose avbl on ramp.

AIRPORT MANAGER: 575-445-3076

WEATHER DATA SOURCES: ASOS 118.375 (575) 445–7624.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALBUQUERQUE CENTER APP/DEP CON 132.8

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE RTN.

CIMARRON (H) VORTAC 116.4  CMI Chan 111 N36º29.48´ W104º52.32´ 037º 23.4 NM to fld. 6550/13E.

VORTAC unusable:
230º–290º byd 20 NM blo 18,000´
340º–010º byd 34 NM blo 11,000´

Rattlesnake  N36º44.90´ W108º05.93´ NOTAM FILE FMN.

(H) VORTACW 115.3  RSK Chan 100 252º 6.3 NM to Four Corners Rgnl. 5821/14E.

RESERVE  (T16)  5 SW  UTC–7(–6DT)  N33º41.66´ W108º51.00´

6365  B  NOTAM FILE ABQ

RWY 07–25: H4800X50 (ASPH) S–12.5 PCN 3 F/C/Y/T  MIRL

1.9% up W

RWY 07: Tree.

RWY 25: PVASI(PSIL)—GA 4.0º TCH 40º. Trees.

SERVICE: LGT H1 perimeter lgt. ACTIVATE perimeter lgts and windsock—CTAF.

HELIPORT REMARKS: Unattended. Gate code for pedestrian access heliport–C8617X. Vehicle gate locked, access by calling emergency dispatch at 575–754–6166. 493´ to 2,675´ terrain in all directions 1,320´ to 5,280´ from H1 pad. 353´ p–lines 2,434´ NE of H1 pad.

AIRPORT MANAGER: 575-754-2277

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RED RIVER HELIPORT  (NB2)  0 W  UTC–7(–6DT)  N36º42.59´ W105º25.14´

8617  B  NOTAM FILE ABQ

HELIPAD H1: H55X55 (CONC) PERIMETER LGTS

SERVICE: LGT H1 perimeter lgt. ACTIVATE perimeter lgts and windsock—CTAF.


AIRPORT MANAGER: 575-519-9999

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

ST JOHNS (H) VORTAC 112.3  S/N Chan 70  N34º25.44´ W109º08.61´ 149º 46.1 NM to fld. 6840/12E.
ROSWELL AIR CENTER (ROW) (KROW) 3 S UTC–7(–6DT) N33°17.99′ W104°31.76′

3671 B Class I, ARFF Index A NOTAM FILE ROW

RWY 03–21: H13001X150 (CONC–NONE) S–100, D–200, 2S–175, 2D–400 PCN 115R/C/W MIRL(NSTD)
RWY 03: VASI(V6L)—GA 3.0º TCH 50’. Rgt ttc. 0.3% down.
RWY 21: MALSR. 0.3% up.
RWY 17: PAPI(P4L)—GA 3.0º TCH 49’. Rgt ttc.
RWY 35: PAPI(P4L)—GA 3.0º TCH 49’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–13001 TODA–13001 ASDA–13001 LDA–13001
RWY 17: TORA–9999 TODA–9999 ASDA–9999 LDA–9999
RWY 35: TORA–9999 TODA–9999 ASDA–9999 LDA–9999

SERVICE:
S2 FUEL 100LL, JET A, A1+ OX2 LGT Rwy 03–21 NSTD
MIRL located 75 ft rm rwy edges; MIRL avbl on med intst only when ATCT clsd. PAPI Rwy 17 unusable 8 degs right of centerline. ACTVT MALSR Rwy 21; MIRL Rwy 17–35—CTAF. VASI Rwy 03; PAPI Rwy 17 and Rwy 35—operates continuously.

AIRPORT REMARKS:

AIRPORT MANAGER:
575-347-5703

WEATHER DATA SOURCES: ASOS 128.45 (575) 347–0040.

COMMUNICATIONS:
ATIS 128.45 UNICOM 122.95
APP/DEP CON 119.6 EAST OF V291 120.35 WEST OF V291 (1300–0400Z‡)
ALBUQUERQUE CENTER APP/DEP CON 132.65 EAST OF V291 (0400–1300Z‡)
TOWER 118.5 (1300–0400Z‡) GND CON 121.9 CLNC DEL 132.875

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

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

RADIO AIDS TO NAVIGATION:
CHISUM (H) VORTACW 116.1 CME Chan 108 N33°20.25′ W104°37.27′ 104º 5.1 NM to fld. 3772/12E.
TOPAN NDB (LOMW) 305 RO N33°21.92′ W104°26.53′ 218º 5.9 NM to fld. 3510/10E.
ILS/DME 109.9 I–ROW Chan 36 Rwy 21. Class IT. LOM TOPAN NDB. Unmonitored when ATCT clsd. LOC unusable byd 25º left of course; byd 25º right of course.
RUIDOSO

SIERRA BLANCA RGNL  (SRR)(KSRR)  15 NE  UTC–7(–6DT)  N33º27.66´ W105º31.81´

6814  B  Class IV, ARFF Index A  NOTAM FILE SRR

RWY 06–24: H8120X100 (ASPH–PFC)  S–85, D–125  PCN 26 F/A/X/T

MIRL

RWY 06: VASI(V2L)—GA 3.0º TCH 32´. 0.7% down.

RWY 24: PVASI(PSIL)—GA 3.0º TCH 38´. 0.8% up.

RWY 12–30: H6309X75 (ASPH)  S–12.5  PCN 23 F/C/X/T  MIRL

0.8% up NW

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–8120  TODA–8120  ASDA–8120  LDA–8120

RWY 12: TORA–6309  TODA–6309  ASDA–6309  LDA–6309


RWY 30: TORA–6309  TODA–6309  ASDA–6309  LDA–6309

SERVICE:  S7  FUEL  100LL, JET A  OK  X  LGT ACTIVATE MIRL Rwy 06–24 and Rwy 12–30—CTAF.


AIRPORT MANAGER:  575-336-8111


COMMUNICATIONS:  CTAF/UNICOM  122.8

RUIDOSO RCO  122.25 (ALBUQUERQUE RADIO)

ALBUQUERQUE CENTER APP/DEP CON  132.65

CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

RADIO AIDS TO NAVIGATION:

CHISUM  (H) VORTACW  116.1  CME Chan 108  N33º20.25´ W104º37.27´  267º 46.3 NM to fld. 3772/12E.

CAPITAN NDB  (MHW)  278  CEP N33º29.39´ W105º24.26´  245º 6.5 NM to fld. 6562/10E. NOTAM FILE SRR.

NDB unusable:

Byd 25 NM bio 14,500´

ILS/DME  110.7  I–SRR  Chan 44  Rwy 24.  Class IE.  LOC unusable byd 25º right of course. Unmonitored. LOC unusable byd 5º right of course byd 10 NM.

RUIDOSO  N33º27.71´ W105º31.55´

RCO  122.25 (ALBUQUERQUE RADIO)

ALBUQUERQUE  L–6F

SANDIA AIRPARK ESTATES EAST  (See EDGEWOOD on page 346)
NEW MEXICO

SANTA FE MUNI (SAF)(KSAF) 9 SW UTC–7(–6DT) N35º37.03´ W106º05.37´

PCN 46 F/C/X/T MIRL
Rwy 02: VASI(V4L)—GA 3.0º TCH 69´. Hill. 0.9% up.
Rwy 20: REIL. VASI(V4L)—GA 3.0º TCH 54´. 0.9% down.
Rwy 15–33: H6316X100 (ASPH–GRVD) S–28, D–43.5
PCN 10 F/C/Y/T MIRL 0.7% up NW
Rwy 15: REIL.
Rwy 33: REIL. VASI(V4R)—GA 3.0º TCH 86´.
Rwy 10–28: H6301X75 (ASPH–PFC) S–12.5 PCN 4 F/C/Y/T MIRL 0.3% up E
Rwy 10: REIL.
Rwy 28: Road.

RUNWAY DECLARED DISTANCE INFORMATION

SERVICE:
FUEL 100LL, JET A, A1+ OX 1, 2, 3, 4 LGT
When ATCT clsd ACTVT MIRL Rwy 10–28, Rwy 02–20 and Rwy 15–33 via seven mike keys; MIRL Rwy 02–20 preset low inst, incr ints—CTAF.

MILITARY— FUEL A+ (avbl 1300–0500Z‡, C505–471–2525; OT call 1 hr PN rqr and $50/hr fee.) (NC–100LL, A1, A1+)
FLUID LHOXRB, SP

NOISE: Voluntary noise abatement procedures
www.santafenm.gov/airports.

AIRPORT REMARKS:
Attended 1300–0500Z‡. For svc after hrs call 505–577–7256 or 505–471–2255. Class I, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager at 505–955–2909. ARFF Index B capable upon request. Rotary wing TPA—7000 (652).

AIRPORT MANAGER:
(505) 955-2901

WEATHER DATA SOURCES:
ASOS (505) 474–3117
RCO 122.2 (ALBUQUERQUE RADIO)

ALBUQUERQUE CENTER APP/DEP CON 132.8
TOWER 119.5 (1400–0400Z‡) GND CON 121.7

CLEARANCE DELIVERY PHONE:
For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

RADIO AIDS TO NAVIGATION:
NOTAM FILE SAF.

(L) VORTAC 110.6 SAF Chan 43 N35º32.43´ W106º03.90´ 332º 4.7 NM to fld. 6268/13E.
VORTAC unusable: 015º–030º byd 30 NM blo 14,600´
ILS/DME 111.7 I–SGB Chan 54 Rwy 02. Class IE. Unmonitored when ATCT closed.

SANTA ROSA ROUTE 66 (SXU)(KSXU) 3 E UTC–7(–6DT) N34º56.14´ W104º38.55´

7491 B NOTAM FILE ABQ

Rwy 01–19: H5013X75 (ASPH) S–12.5 PCN 5 F/D/Y/T MIRL
Rwy 19: PAPI(P2L)—GA 2.45º TCH 41´.
Rwy 08–26: H4294X60 (ASPH) S–11.5 PCN 5 F/C/Y/T MIRL 0.4% up E
Rwy 26: PAPI(P2L)—GA 3.36º TCH 27´.

SERVICE:
FUEL 100LL, JET A LGT MIRL Rwy 01–19 and Rwy 08–26 preset med insts dusk–0500Z‡, to incr insts ACTVT—CTAF. After 0500Z‡ ACTVT—CTAF.

AIRPORT REMARKS:

AIRPORT MANAGER:
575-472-9942

WEATHER DATA SOURCES:
AWOS–3 118.1 (575) 472–9943.

COMMUNICATIONS:
ATF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:
For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION:
NOTAM FILE ABQ.

ANTON CHICO (H) VORTAC 117.8 ACH Chan 125 N35º06.70´ W105º02.40´ 106º 22.2 NM to fld. 5450/12E.
SANTA TERESA

DONA ANA CO INTL JETPORT  (DNA/KDNA)  4 NW  UTC–7(–6DT)  N31º52.83´ W106º42.20´

4113  B  AOE  LRA  NOTAM FILE ABQ
RWY 10–28: H9550X100  (ASPH–GRVD)  S–50, D–90
   PCN 90 F/A/X/T  MIRL
   RWY 10:  REIL. PAPI(P4L)—GA 3.0º TCH 43˚. Rgt tfc.
   RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 45˚. Rgt tfc.

SERVICE:  FUEL  100LL, JET A1+  OX 1, 2, 3, 4  LGT ACTVT REIL
   RWy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28; MIRL Rwy
   10–28—CTAF.

AIRPORT REMARKS: Attended 1400–0300Z‡. 24 hr 100LL self svc avbl
   with major credit card; Jet A after hrs call 575–589–4586. U.S.
   Customs user fee arpt. Parachute Jumping. U.S. CSTMS port of entry
   hrs of opr 1500–0500Z‡ phone 915–730–7402.

AIRPORT MANAGER: 575-589-1232

WEATHER DATA SOURCES: AWOS–3PT 124.175 (575) 589–2643.

COMMUNICATIONS: CTAF/AUNICOM 122.725

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at
   505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE ELP.

EL PASO APP/DEP CON 119.15

COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks.

SHIPROCK AIRSTRIP  (5V5)  5 S  UTC–7(–6DT)  N36º41.86´ W108º42.06´

5272  NOTAM FILE ABQ
RWY 02–20: H5214X75  (ASPH)  S–11 PCN 3 F/D/Y/T  0.9% up S
   RWY 02: PAPI(P2L)—GA 3.0º TCH 45˚. Pole.
   RWY 20: PAPI(P2L)—GA 3.0º TCH 44˚.

AIRPORT REMARKS: Unattended. Shallow drainage ditch entire length NW side of rwy. Several highway lgt poles in the apch
   area 40˚–50˚ in height. Arpt access gate code 5248, Parallel Twy A, to Rwy 02–20 in fair condition. No lights or
   reflectors.

AIRPORT MANAGER: (505) 728-2804

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE FMN.

SW, 12 AUG 2021 to 7 OCT 2021
SILVER CITY

GRANT CO (SVC)(KSVC) 10 SE UTC–7(–6DT) N32º38.19´ W108º09.38´

5446 B Class III, ARFF Index A NOTAM FILE SVC

RWY 08–26: H6802X100 (ASPH) S–75, D–100, 25–127
PCN 38 F/C/X/T MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0º TCH 44 ´. RWY 26: MALS. PAPI(P4L)—GA 3.0º TCH 45 ´.

RWY 17–35: 5473X75 (DIRT) 1.1% up N


RWY 35: P–line.

RWY 12–30: 4675X75 (DIRT) 1.1% up NW

RWY 12: Fence.

RWY 30: Tower.

RWY 03–21: 4537X80 (DIRT) 0.6% up NE

RWY 03: Pole.

RWY 21: Fence.

SERVICE: FUEL 100LL, JET A1 LGT

LGT ACTVT MALS Rwy 26; MIRL Rwy 08–26—CTAF. REIL Rwy 08 39 inches tall located 9 ft fm the edge of Twy A9.

AIRPORT REMARKS: Attended 1300–0000Z‡. Acft may be parked near Rwy 17. Cattle and wildlife on and invof arpt. Rwy 17 dsplcd thld marked by tires in ‘L’ pattern. 5621 twr crane located northeast of arpt approximately 8800´ fm AER 26 on the rwy centerline.

AIRPORT MANAGER: 575-313-9784

COMMUNICATIONS: CTAF/UNICOM 122.8

SILVER CITY RCO 122.3 (ALBUQUERQUE RADIO)

RCO 122.1R 110.8T (ALBUQUERQUE RADIO)

ALBUQUERQUE CENTER APP/DEP CON 134.45

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

RADIO AIDS TO NAVIGATION: NOTAM FILE SVC.

SILVER CITY (L) VOR/DME 110.8 SVC Chan 45 N32º38.26´ W108º09.66´ at fld. 5423/13E.

VOR usable:

330º–355º byd 33 NM bio 13,500´

DME usable:

330º–355º byd 33 NM bio 13,500´

COZEY NDB (LOMW) 251 SV N32º37.92´ W108º03.80´ 261º 4.7 NM to fld. 5350/12E. NOTAM FILE ABQ.

LOC/DME 111.7 I–SVC Chan 54 Rwy 26. LOM COZEY NDB. LOC unmonitored.

WHISKEY CREEK (94E) 4 E UTC–7(–6DT) N32º45.72´ W108º12.50´

6126 B NOTAM FILE ABQ

RWY 17–35: H5400X50 (ASPH) S–10 LIRL(NSTD)

RWY 17: REIL.

RWY 35: REIL. Brush.

SERVICE: S4 LGT Lgtd windsock on top of hangar. Rwy 17 single non–standard ODAL at thld. Rwy 35 single non–standard ODAL on fence 155 ft south of thld. Rwy 17–35 NSTD LIRL, non–frangible posts with reflectors. Rwy 17 numbers and centerline stripes NSTD. Rwy 35 numbers and centerline stripes NSTD. For LIRL Rwy 17–35 key—123.0 3 times.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z. Rwy 17–35 CLOSED to acft over 10,000 lbs. Ditch on east side of rwy 18´ from edge and 2´ lower. Drop off at Rwy 17 end 18´ from end of pavement. Rwy 17–35 +4´ fence 75´ left and right of centerline, 1300´ from south end, +4´ fence 75´ east of centerline for length of rwy.

AIRPORT MANAGER: (575) 590-2061

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

RADIO AIDS TO NAVIGATION: NOTAM FILE SVC.

SILVER CITY (L) VOR/DME 110.8 SVC Chan 45 N32º38.26´ W108º09.66´ 329º 7.8 NM to fld. 5423/13E.

VOR unusable:

330º–355º byd 33 NM bio 13,500´

DME unusable:

330º–355º byd 33 NM bio 13,500´
NEW MEXICO

SW, 12 AUG 2021 to 7 OCT 2021

SILVER CITY

N32°38.26′ W108°09.66′ NOTAM FILE SVC.
(L) VOR/DME 110.8 SVC Chan 45’ at Grant Co. 5423/13E.
VOR unusable:
330°–355° byd 33 NM blo 13,500′
DME unusable:
330°–355° byd 33 NM blo 13,500′
RCO 122.1R 110.8T (ALBUQUERQUE RADIO)
RCO 122.3 (ALBUQUERQUE RADIO)

SOCORRO MUNI

(ONM)(KONM) 3 S UTC–7(–6DT) N34°01.35′ W106°54.19′
4875 B NOTAM FILE ABQ
RWY 15–33: H5841X75 (ASPH) S–50, D–75, 2S–95 PCN 9 F/D/Y/T
MIIRL 0.9% up NW
RWY 15: VASI(V2L)—GA 4.0° TCH 25′. Thld dsplcd 186′.
RWY 33: VASI(V2L)—GA 4.0° TCH 26′. Thld dsplcd 182′.
RWY 06–24: H4590X60 (ASPH) PCN 3 F/D/Y/T MIRL 1.8% up W
SERVICE: FUEL 100LL LGT Rwy 15–33 preset low ints, to increase ints and ACTIVATE MIRL Rwy 06–24 and VASI Rwy 15 and Rwy 33 — CTAF.
AIRPORT REMARKS: Unattended. For emerg call 505–507–2800. 100LL avbl 24 hrs with major credit card. Gate code 4850. Rwy 15–33 +4–7′ brush in primary sfc 70′ from centerline west side, 95′ from centerline east side. Rwy 06–24 +4–8′ brush in primary sfc 50′ from centerline south side. Rwy 15–33 markings faded.
AIRPORT MANAGER: (505) 507-2800
WEATHER DATA SOURCES: AWOS–3 118.325 (575) 838–3993.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 116.8T (ALBUQUERQUE RADIO)
ALBUQUERQUE CENTER APP/DEP CON 124.325
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4561.
RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.
(H) VORTAC 116.8 ONM Chan 115 N34°20.33′ W106°49.23′ 179° 19.4 NM to fld. 4910/13E.
VOR unusable:
070°–079° byd 34 NM blo 14,000′
080°–170° byd 8 NM
270°–285° byd 36 NM blo 14,000′
TAC AZM unusable:
070°–080° byd 8 NM
270°–285° byd 22 NM
DME unusable:
070°–080° byd 27 NM blo 14,000′
080°–170° byd 8 NM
270°–285° byd 22 NM

SPRINGER MUNI

(S42) 1 S UTC–7(–6DT) N36°19.89′ W104°37.07′
5894 B NOTAM FILE ABQ
RWY 01–19: H5003X60 (ASPH) S–8.5 PCN 3 F/D/Y/T MIRL
0.3% up S
RWY 01: Hill.
SERVICE: LGT MIRL Rwy 01–19 preset low ints, to increase ints ACTIVATE—CTAF.
AIRPORT REMARKS: Unattended. Rwy arpt road gates locked, for entry and exit call 575–483–2321 extension 217 before arrival. No phone on arpt. Rwy 19 3′–10′ drop off 30′ from rwy edge west side first 300′ from thld.
AIRPORT MANAGER: 575-483-2321
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4561.
RADIO AIDS TO NAVIGATION: NOTAM FILE RTN.
(H) VORTAC 116.4 CIM Chan 111 N36°29.48′ W104°52.32′ 115° 15.6 NM to fld. 6550/13E.
VORTAC unusable:
230°–290° byd 20 NM blo 18,000′
340°–010° byd 34 NM blo 11,000′
TAOS RGNL  (SKX)(KSKX)  8 NW  UTC–7(–6DT)  N36°27.10´ W105°40.39´
7095 B NOTAM FILE SKX

RWY 13–31: H86000X100 (ASPH–GRVD)  S–60 PCN 51 F/D/X/T
MIRL  0.7% up NW
  RWY 13: REIL. PAPI(P4L)—GA 3.0º TCH 37´.
  RWY 31: REIL. PAPI(P4L)—GA 3.0º TCH 40´.

  0.8% up NE
  RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 40´.
  RWY 22: PAPI(P4L)—GA 3.0º TCH 40´.

SERVICE:  S2 FUEL 100LL, JET A1+ LGT
  ACTIVATE MIRL Rwy 04–22, REIL Rwy 04, Rwy 13, Rwy 31—CTAF.

AIRPORT REMARKS: Attended 1500–0000Z‡. For Jet A fuel after hrs call
  575–758–5436. 100LL self svc 24 hrs with major credit card. Avoid
  overflight of Taos Pueblo World Heritage site 5 NM E of arpt. Rwy 04,
  150´ blast pad. Rwy 22, 250´ blast pad. Rwy 13, 150´ blast pad, Rwy
  31, 150´ blast pad. Rwy 04–22 parallel twy has retro–reflectors.

AIRPORT MANAGER: 575-758-4995

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF/UNICOM

ALBUQUERQUE CENTER APP/DEP CON 132.8

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

RADIO AIDS TO NAVIGATION:

(T) VORTAC 117.6 TAS Chan 123  N36°36.53´ W105°54.38´  117º 14.7 NM to fld. 7860/13E.

DMF portion unusable:
  020º–100º byd 30 NM bio 18,000´
  260º–330º byd 30 NM bio 17,000´

TATUM  (18T)  3 E  UTC–7(–6DT)  N33°15.65´ W103°16.71´
3986 B NOTAM FILE ABQ

RWY 12–30: H2920X60 (ASPH)  S–10 PCN 3 F/C/Y/T

RWY 12: ODALS (NSTD) Fence.
RWY 30: ODALS (NSTD) Road.

SERVICE: LGT Rwy 12 NSTD ODALS, Rwy 30 NSTD ODALS–3 NSTD lgts on extended rwy centerline on less than standard
spacing. ODALS Rwy 12 and Rwy 30 OTS indef. Rotating bcn OTS indef.

AIRPORT REMARKS: Unattended. Wildlife on or in vicinity of arpt. Gate always locked. Phone near hangars, call police dept for
ride into town.

AIRPORT MANAGER: 575-398-4633

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Fort Worth ARTCC at 817-858-7584.

TIMBERON  (See ALAMOGORDO on page 335)

TOPAN  N33°21.92´ W104°26.53´ NOTAM FILE ROW.
NDB (LOMW) 305 RO 218º 5.9 NM to Roswell Air Center. 3510/10E.

ALBUQUERQUE

DENVER
TRUTH OR CONSEQUENCES MUNI (TCS)(KTCS) 6 N UTC–7(–6DT) N33°14.12’ W107°16.19’

NEW MEXICO 367

AIRPORT REMARKS: Attended 1500–2300Z\(\ddagger\). For fuel after hrs call 575–894–6199. Tfc on other rwys may not be visible due to brush. Sharp drop-offs approach end Rwy 07 and Rwy 01. Ultralight ops 5 NM of arpt. Rwy 07–25 +1’ brush on rwy and scattered rough areas. Rwy 15–33 1 ft scattered brush on rwy. Rwy 01–19 sfc is rough containing large rocks. +1–2’ grvl berms along edges of all grvl rwys. All grvl rwys do not have marked thld, hold or identification signs.

AIRPORT MANAGER: 575-894-6199

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.8

AIRSPACE: CLASS E svc 1500–2300Z\(\ddagger\); other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TCS.

(T) VORTAC\(\ddagger\) 112.7 TCS Chan 74 N33°16.95’ W107°16.83’ 156° 2.9 NM to fld. 4905/13E.

TUCUMCARI MUNI (TCC)(KTCC) 6 E UTC–7(–6DT) N35°10.97’ W103°36.19’

NEW MEXICO 367


AIRPORT MANAGER: 575-461-3229

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.95

RCO 122.35 (ALBUQUERQUE RADIO)

ALBUQUERQUE CENTER APP/DEP CON 126.85

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Albuquerque ARTCC at 505-856-4561.

AIRSPACE: CLASS E svc 1500–2300Z\(\ddagger\); other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TCC.

(T) VORTAC\(\ddagger\) 113.6 TCC Chan 83 N35°10.93’ W103°35.91’ at fld. 4095/13E.
VAUGHN MUNI  (N17)  1 NE UTC–7(–6DT)  N34°36.27′ W105°11.51′  
5936  B  NOTAM FILE ABQ
RWY 09–27:  H5150X60 (ASPH)  S–12.5  PCN 3  F/D/Y/T  0.6% up W
RWY 27:  Rgt tfc.
SERVICE:  LGT Arpt bcn OTS indef. Lighted wind indicator OTS indef.
AIRPORT REMARKS:  Unattended. Rwy 09 retro-reflective edge markers. Rwy 27 retro-reflective edge markers. 417′ AGL twrs 1 mile south of rwy.
AIRPORT MANAGER:  575-584-2301
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ABQ.
CORONA (H) VORTAC 115.5  CNX Chan 102 N34º22.02′ W105º40.68′ 046º 28.0 NM to fld. 6412/13E.
VOR portion unusable:
115º–135º byd 35 NM blo 10,000′
DME portion unusable:
115º–135º byd 35 NM blo 10,000′
135º–185º byd 20 NM blo 12,000′
185º–205º byd 20 NM blo 13,000′
205º–260º byd 20 NM blo 14,000′
TACAN AZIMUTH unusable:
115º–119º byd 25 NM blo 10,000′
119º–121º
121º–135º byd 25 NM blo 10,000′
135º–185º byd 20 NM blo 12,000′
185º–205º byd 20 NM blo 13,000′
205º–215º
215º–245º byd 20 NM blo 14,000′
245º–260º

WHISKEY CREEK  (See SILVER CITY on page 364)

ZUNI  ANDREW OTHOLE MEML  (XNI)(KXNI)  4 W UTC–7(–6DT)  N35º03.64′ W108º56.26′
6371  B  NOTAM FILE ABQ
RWY 06–24:  H6000X75 (ASPH)  MIRL  1.3% up NE
RWY 06:  Trees.
RWY 24:  Trees.
SERVICE:  LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS:  Unattended. Arpt ops estimated. Gate code: 5149
AIRPORT MANAGER:  (505) 782-7116
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ABQ.
ZUNI (H) VORTACW 113.4  ZUN Chan 81 N34º57.95′ W109º09.27′ 048º 12.1 NM to fld. 6550/14E.
TACAN AZIMUTH unusable:
305º–335º byd 15 NM

ZUNI  N34º57.95′ W109º09.27′ NOTAM FILE ABQ.
(H) VORTACW 113.4  ZUN Chan 81 048º 12.1 NM to Andrew Othole Meml. 6550/14E.
TACAN AZIMUTH unusable:
305º–335º byd 15 NM
RCO 122.05 (ALBUQUERQUE RADIO)
ABAJO PEAK  N37°50.35’ W109°27.73’  RCO 122.55 (CEDAR CITY RADIO)  

BEAVER MUNI  (U52)  4 SW  UTC–7(–6DT)  N38°13.84’ W112°40.53’  
5863  B  NOTAM FILE CDC  
RWY 13–31: H4984X75 (ASPH)  S–12.5  MIRL  1.5% up SE  
RWY 13: REIL. PAPI(P2L)—GA 3.0º TCH 40’.  
RWY 31: REIL. PAPI(P2R)—GA 4.0º TCH 59’.  
RWY 07–25: 2150X50 (DIRT)  
RWY 07: Ground.  
SERVICE:  FUEL  100LL  LGT  
ACTVT REIL Rwy 13 and Rwy 31; PAPI Rwy 13 and Rwy 31; MIRL Rwy 13–31—CTAF.  
AIRPORT REMARKS:  Unattended. 24 hr fuel avbl, self svc credit card adps.  
Ctn–bird act on and invof arpt.  
AIRPORT MANAGER:  (435) 421-1008  
WEATHER DATA SOURCES: AWOS–3PT  
COMMUNICATIONS: CTAF 122.9  

BLANDING MUNI  (BDG)(KBDG)  3 S  UTC–7(–6DT)  N37°35.00’ W109°29.00’  
5868  B  NOTAM FILE CDC  
RWY 17–35: H5781X75 (ASPH)  S–27  MIRL  1.6% up N  
RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 40’.  
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Road.  
SERVICE:  FUEL  100LL, JET A  LGT  
ACTIVATE MIRL Rwy 17–35, REIL and PAPI Rwys 17 and 35—CTAF.  
AIRPORT REMARKS:  Attended continuously. Fuel 24 hr credit card svc avbl.  
Wildlife on and invof arpt.  
AIRPORT MANAGER:  435-678-2791  
WEATHER DATA SOURCES: AWOS–2  
COMMUNICATIONS: CTAF/UNICOM 122.8  
DENVER CENTER APP/DEP CON 127.55  
CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE DEN.  
DOVE CREEK  (H) VORTACW  114.6  DVC Chan 93  N37°48.52’ W108°55.88’  
229º 29.6 NM to fld. 6990/14E.  

BLUFF  (66V)  4 SW  UTC–7(–6DT)  N37°15.30’ W109°37.98’  
4476  B  NOTAM FILE CDC  
RWY 03–21: H3000X45 (ASPH)  0.4% up NE  
RWY 21: Hill.  
AIRPORT MANAGER:  435-672-2281  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE DEN.  
DOVE CREEK  (H) VORTACW  114.6  DVC Chan 93  N37°48.52’ W108°55.88’  
211º 47.1 NM to fld. 6990/14E.  

BOLINDER FLD–TOOELE VALLEY  (See TOOELE on page 394)
**BONNEVILLE**  N40°43.57’W113°45.45’  NOTAM FILE CDC.

(H) VORTAC  112.3  BVL  Chan 70  256º 12.4 NM to Wendover. 4220/12E.

TACAN AZIMUTH unusable:
305º–315º byd 35 NM blo 14,000’

RCO  122.1R 112.3T (CEDAR CITY RADIO)

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**BOUNTIFUL**  (BTF)(KBTF)  3 SW UTC–7(–6DT)  N40º52.09’W111º55.65’

4237  B  TPA—5037(800)  NOTAM FILE CDC

**Rwy 17–35:**  H4634X70 (ASPH)  S–12.5  LIRL

**Rwy 17:** PAPI(P2L)—GA 3.5º TCH 42’. Thld dsplcd 389’. Pole.

**Rwy 35:** PAPI(P2L)—GA 3.5º TCH 42’. Thld dsplcd 391’. Tree. Rgt tfc.

**SERVICE:**  S4  FUEL  100LL, JET A, MOGAS  LGT  ACTIVATE LIRL Rwy 17–35—CTAF. PAPI Rwy 17 and Rwy 35 opr 24 hrs.

**AIRPORT REMARKS:**  Attended Apr–Sep Mon–Fri 1500–0100Z‡, Apr–Sep Sat 1500–0100Z‡, Oct–Mar Mon–Fri 1500–0000Z‡, Oct–Mar Sat 1500–0000Z‡, Sun 1500–2000Z‡. Sun call after hours 801–589–1243. 100LL and JET A self svc fuel avbl 24 hrs with credit card. Rwy 17–35 all dep will be to the E.

**AIRPORT MANAGER:** 801-678-1293

**COMMUNICATIONS:**  CTAF/UNICOM 122.8

**CLNC DEL 120.7**

**CLEARANCE DELIVERY PHONE:**  For CD ctc Salt Lake City Apch at 801-325-9670.

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

**WASATCH (H) VORTAC**  116.8  TCH Chan 115  N40º51.02’

W111º58.91’  051º 2.7 NM to fld. 4216/16E.

VOR portion unusable:
015º–030º blo 26,000’
030º–050º byd 20 NM
050º–085º byd 20 NM blo 18,000’
085º–125º byd 30 NM blo 15,000’
360º–015º byd 20 NM blo 17,000’

DME unusable:
030º–080º byd 17 NM blo 17,000’
030º–080º byd 25 NM
080º–140º byd 17 NM blo 15,000’
080º–140º byd 25 NM

TACAN AZIMUTH unusable:
030º–140º

TACAN AZIMUTH & DME unusable:
185º–220º byd 25 NM blo 16,000’
260º–290º byd 25 NM blo 11,000’
350º–360º byd 30 NM blo 16,000’
360º–030º byd 17 NM blo 16,000’

360º–030º byd 30 NM
BRIGHAM CITY RGNL  (BMC)(KBMC)  3 NW  UTC–7(–6DT)  N41º33.26´ W112º03.74´
4230  B  NOTAM FILE CDC
RWY 17–35: H8900X100 (ASPH–GRVD) S–30 MIRL
RWY 17: REIL. PAPI(P2L)—QA 3.0º TCH 41´.
RWY 35: REIL. PAPI(P2L)—QA 3.0º TCH 42´.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 17–35, 
REIL Rwy 17 and Rwy 35, and PAPI Rwy 17 and Rwy 35—CTAF.
AIRPORT REMARKS: Attended Mon–Sat 1500–0100Z‡. Self svc 100LL avbl
24 hrs with credit card. Birds invof apch end of Rwy 17.
AIRPORT MANAGER: 435-226-1437
COMMUNICATIONS: CTAF/UNICOM 123.05
® SALT LAKE CITY APP/DEP CON 121.1
CLNC DEL 126.0
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake City Apch at
801-325-9670.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.
(L) VOR/DME 112.9 LHO Chan 76 N41º47.57´
W112º00.59´ 175º 14.5 NM to fld. 5370/14E.
VOR portion unusable:
010º–045º byd 20 NM blo 15,000´
045º–070º byd 20 NM blo 16,000´
070º–080º byd 20 NM blo 16,000´
110º–155º byd 15 NM blo 12,000´
155º–215º byd 15 NM blo 15,000´
155º–215º byd 20 NM
305º–320º byd 20 NM blo 15,000´
DME portion unusable:
010º–045º byd 20 NM blo 15,000´
045º–070º byd 20 NM blo 16,000´
070º–125º byd 20 NM blo 15,000´
155º–245º byd 15 NM
245º–320º byd 20 NM blo 15,000´

BRYCE CANYON  (BCE)(KBCE)  4 N  UTC–7(–6DT)  N37º42.39´ W112º08.75´
7590  B  NOTAM FILE BCE
RWY 03–21: H7394X75 (ASPH–PFC) S–30 MIRL 0.5% up SW
RWY 03: REIL. PAPI(P2L)—QA 3.0º TCH 44´. Road.
RWY 21: REIL. PAPI(P2L)—QA 3.0º TCH 44´.
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 03 and Rwy 21; 
PAPI Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Attended Jan–Dec Mon–Fri 1500–2330Z‡. For fuel after
hrs call 435–690–9498.
AIRPORT MANAGER: 435-834-5239
WEATHER DATA SOURCES: ASOS 135.475 (435) 834–5270.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (CEDAR CITY RADIO)
SALT LAKE CENTER APP/DEP CON 133.6
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 BCE.
(H) VORTAC 112.8 BCE Chan 75 N37º41.35´
W112º18.23´ 067º 7.6 NM to fld. 9039/15E.
CARBON CO RGNL/BUCK DAVIS FLD (See PRICE on page 388)

CEDAR CITY RGNL  
(CDC)(KCDC)  2 NW UTC–7(–6DT) N37º42.06´ W113º05.93´

5622 B  TPA–6399(777) Class I, ARFF Index A  NOTAM FILE CDC  MON Airport

RWY 02–20: H8653X150 (ASPH–GRVD) S–56, D–76, 2S–127,
2D–127, 2D/2D2–142 PCN 21 F/C/X/T  HIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0º TCH 48´. 0.4% up.

RWY 20: MALS. PAPI(P4L)—GA 3.0º TCH 50´. Rgt tfc.

RWY 08–26: H4822X60 (ASPH) S–16 PCN 8 F/C/X/T  MIRL
0.9% up E

RWY 08: REIL. PAPI(P4L)—GA 3.0º TCH 47´. Pole.

RWY 26: REIL. Road. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–8653 TODA–8653 ASDA–8653 LDA–8653
RWY 08: TORA–4822 TODA–4822 ASDA–4822 LDA–4822
RWY 20: TORA–8653 TODA–8653 ASDA–8653 LDA–8653
RWY 26: TORA–4822 TODA–4822 ASDA–4822 LDA–4822

SERVICE:  
FUEL  100LL, JET A
OX
LGT  ACTVT MALS. Rwy 20, REIL Rwy 02, Rwy 08 and Rwy 26, HIRL Rwy 02–20, MIRL Rwy 08–26–CFA. PAPI Rwy 02 and Rwy 20, Rwy 08 opr consly.

AIRPORT REMARKS:  
Attended dalgt hrs. For after hrs svc call 435–586–4504. 100LL fuel avbl 24 hrs self–svc credit card system. Arpt surface conditions unmonitored 0200–1400Z‡ daily. Extensive helicopter activity. Extensive flight training invof arpt. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call Cedar City Fire department 435–586–8008. General Aviation act not permitted on Air Carrier ramp. Rwy 08–26 and Twy B not avbl for air carrier act with over 30 passenger seats. Designated calm wind rwy (blo 5 knots) is Rwy 20, rgt tfc. Recommend pilots circle arpt for altitude before departing eastbound due to fast rising terrain and high density altitude. Turbulence likely invof mountains and passes. No autorotation trng to helipad. Rwy 02–20 clsd to heli run–on ldg; Rwy 08–26 clsd to heli run–on ldg; Twy A, N of Rwy 08–26 clsd to hel run–on Indg; Twy C clsd to hel run–on Indg. Rwy 02 left traffic pattern exc helicopters. Rwy 20 right traffic exc helicopters. NOTE: See Special Notices—Extended Flight Training in vicinity of Cedar City Municipal Airport.

AIRPORT MANAGER:  
435-867-9408

WEATHER DATA SOURCES: ASOS 119.025 (435) 867–0278.
COMMUNICATIONS: CTAF/UNICOM 123.0

SALT LAKE CENTER APP/DEP CON 125.575

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 CDC.

ENOCH (H) VOR/DME 117.3  EHK  Chan 120  N37º47.24´ W113º04.09´ 180º 5.4 NM to fld. 5464/16E.

VOR unusable:
055º–088º byd 20 NM
088º–135º byd 10 NM blo 13,500´
088º–135º byd 15 NM
135º–175º byd 20 NM
215º–255º byd 35 NM blo 10,500´

DME unusable:
088º–135º byd 10 NM blo 13,500´
088º–135º byd 15 NM
135º–175º byd 20 NM
215º–255º byd 35 NM blo 10,500´

ILS 110.1 I–ECC  Rwy 20. Class IE.

DELLE  
N40º50.88´ W112º48.03´

RCO 122.5 (CEDAR CITY RADIO)
DELTA MUNI  (DTA)(KDTA)  3 NE  UTC–7(–6DT)  N39º23.02´ W112º30.13´
4759  B  NOTAM FILE CDC  MON Airport
RWY 17–35:  H5502X75 (ASPH)  S–16  MIRL.
  RWY 17:  REIL. PAPI(P2L)—GA 3.0º TCH 31´. Road.
  RWY 35:  REIL. PAPI(P2L)—GA 3.0º TCH 30´.
SERVICE:  FUEL  100LL, JET A  LGT
ACTVT REIL Rwy 17 and Rwy 35; PAPI Rwy 17 and Rwy 35; MIRL Rwy 17–35—CTAF.
AIRPORT REMARKS:  Unattended. 24 hour self svc credit card fuel avbl.
AIRPORT MANAGER:  435-864-2759
WEATHER DATA SOURCES: AWOS–3 127.75 (435) 864–4241.
COMMUNICATIONS:  CTAF/UNICOM 122.8
RCO 122.55 (CEDAR CITY RADIO)
SALT LAKE CENTER APP/DEP CON 127.825
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 CDC.
(H) VORTAC 116.1  DTA Chan 108  N39º18.13´ W112º30.33´  346º 4.9 NM to fld. 4642/16E.
VOR unusable:  045º–090º byd 25 NM blo 10,700´

DUCHESNE MUNI  (U69)  2 NE  UTC–7(–6DT)  N40º11.63´ W110º22.98´
5831  B  NOTAM FILE CDC
RWY 17–35:  H5800X60 (ASPH)  S–12.5  MIRL  0.5% up N
  RWY 17:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Fence.
  RWY 35:  REIL. PAPI(P2L)—GA 3.0º TCH 40´.
RWY 08–26:  4390X75 (DIRT)  0.5% up W
  RWY 08:  Road.
  RWY 26:  Tree.
SERVICE:  FUEL  100LL  LGT
ACTVT REIL Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17–35—CTAF.
3000 ft of usbl rwy length east of Rwy 17–35. No ropes available for
tie downs, pilots will need to supply their own. +30 pwr lines and oil
wells west side Rwy 08.
AIRPORT MANAGER:  435-823-1292
COMMUNICATIONS:  CTAF/UNICOM 122.8
MYTON RCO 112.7T 122.1R (CEDAR CITY RADIO)
SALT LAKE CENTER APP/DEP CON 133.9
RADIO AIDS TO NAVIGATION:  NOTAM FILE CDC.
MYTON  (H) VOR/DME 112.7 MTU Chan 74  N40º08.95´ W110º07.62´  269º 12.1 NM to fld. 5401/14E.
VOR unusable:  220º–260º byd 23 NM blo 15,000´
DME unusable:  070º–080º byd 30 NM blo 12,000´
200º–260º byd 15 NM blo 17,000´

DUGWAY PROVING GROUND  (See MICHAEL AAF (DUGWAY PROVING GROUND) on page 383)

DUTC  (33U)  SW  UTC–7(–6DT)  N40º55.07´ W109º23.01´
6561  B  NOTAM FILE CDC
RWY 11–29:  H6000X60 (ASPH)  S–12.5  0.3% up E
  RWY 07–25:  4450X100 (TURF–DIRT)
months. Rwy 11–29 shortened on northwest end. Act in excess of 12,500 lbs maximum gross weight prohibited from
using arpt. Two crossing dirt/turf rwy appear to be open but are CLOSED and not maintained.
AIRPORT MANAGER:  (435) 784-3154
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:  NOTAM FILE VEL.
VERNAL  (L) VOR/DME 108.2  VEL Chan 19  N40º22.73´ W109º29.60´  353º 32.7 NM to fld. 5339/15E.
VOR unusable:  220º–260º byd 23 NM blo 15,000´
DME unusable:  070º–080º byd 30 NM blo 12,000´
200º–260º byd 15 NM blo 17,000´
ENOC  N37°47.24′ W113°04.09′ NOTAM FILE CDC. (H) VOR/DME 117.3 EHK Chan 120 180° 5.4 NM to Cedar City Rgnl. 5464/16E.
VOR unusable:
055°–088° byd 20 NM
088°–135° byd 10 NM blo 13,500′
088°–135° byd 15 NM
135°–175° byd 20 NM
215°–255° byd 35 NM blo 10,500′
DME unusable:
088°–135° byd 10 NM blo 13,500′
088°–135° byd 15 NM
135°–175° byd 20 NM
215°–255° byd 35 NM blo 10,500′

ESCALANTE MUNI (IL7) 2 SE UTC–7(–6DT) N37°44.72′ W111º34.21′ 5737 B NOTAM FILE CDC
RWY 13–31: H5032X60 (ASPH) S–12.5 PCN 10 F/B/Y/T MIRL 0.4% up NW
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Rgt tfc.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 36′.
SERVICE: FUEL 100LL LGT
RWY 13–31 numerous rwy lgts broken. ACTIVATE MIRL Rwy 13–31—CTAF.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: (435) 826-4446
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BCE.
BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37º41.35′ W112º18.23′ 069º 35.1 NM to fld. 9039/15E.

FAIRFIELD WEST DESERT AIRPARK (UT9) 1 S UTC–7(–6DT) N40º14.60′ W112º05.52′ 4890 NOTAM FILE CDC
RWY 17–35: H2600X24 (ASPH)
RWY 35: Berm. Rgt tfc.
RWY 17R–35L: 1100X30 (TURF)
RWY 35L: Berm.
SERVICE: F4 FUEL MOGAS OX 4
AIRPORT MANAGER: 801-766-0160
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake City Apch at 801-325-9670.

FAIRFIELD  N40º16.49′ W111º56.43′ NOTAM FILE CDC. (H) VORTACW 116.6 FFU Chan 113 092° 10.5 NM to Provo Muni. 7690/16E.
VOR unusable:
005°–040° byd 30 NM blo 12,900′
040°–060° byd 10 NM blo 16,000′
060°–090° byd 25 NM blo 12,600′
090°–10° byd 20 NM blo 15,000′
10°–142° byd 5 NM blo 13,000′
TACAN AZIMUTH unusable:
005°–040° byd 30 NM blo 12,900′
040°–060° byd 10 NM blo 16,000′
060°–090° byd 25 NM blo 12,600′
090°–142° byd 20 NM blo 14,000′
325°–350°
DME unusable:
005°–040° byd 30 NM blo 12,900′
040°–060° byd 10 NM blo 16,000′
060°–090° byd 25 NM blo 12,600′
090°–142° byd 20 NM blo 14,000′
325°–350°
RCO 122.25 (CEDAR CITY RADIO)
FILLMORE MUNI  (FOM)(KFOM)  2 W  UTC–7(–6DT)  N38°57.49′ W112°21.79′

4985  B  NOTAM FILE CDC
RWY 04–22: H5040X75 (ASPH)  S–12.5  MIRL  1.4% up NE
    RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 30º. Road.
    RWY 22: REIL, PAPI(P2L)—GA 3.0º TCH 35º. Road.
SERVICE:  FUEL  100LL, JET A  LGT ACTVT and incr intst REIL Rwy 04 and Rwy 22; PAPI Rwy 04 and Rwy 22; MIRL Rwy 04–22; twy lgt—CTAF.
AIRPORT REMARKS: Attended continuously. Fuel 24 hr credit card svc avbl.
AIRPORT MANAGER: (435) 253-0919
WEATHER DATA SOURCES: AWOS–3 133.775 (435) 743–4182.
COMMUNICATIONS: CTAF/UNICOM 122.8

FRANCIS PEAK  N41°01.98′ W111°50.31′

GENERAL DICK STOUT FLD (See HURRICANE on page 379)

GLEN CANYON NATL REC AREA

GLEN CANYON NATL REC AREA

GLEN CANYON NATL REC AREA

GLEN CANYON NATL REC AREA
GREEN RIVER MUNI  (U34)  4 SW  UTC–7(–6DT)  N38°57.70’ W110°13.64’
4234  B  NOTAM FILE CDC
RWY 13–31:  H5600X75 (ASPH)  S–12  MIRL
   RWY 13:  REIL.  PAPI(P2L)—GA 2.75° TCH 40’.  
   RWY 31:  REIL.  PAPI(P2L)—GA 2.75° TCH 40’.  
SERVICE:  FUEL  100LL  LGT ACTVT REIL Rwy 13 and Rwy 31; PAPI Rwy 13 and Rwy 31; MIRL Rwy 13–31—CTAF.
AIRPORT MANAGER:  435-564-3448
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:  NOTAM FILE HVE.
   HANKSVILLE (H) VORTACW 115.9  HVE Ch 106  N38°25.01’  
      W110°41.98’  019° 39.5 NM to fld. 4431/15E.  
VOR unusable:  
      030°–060° byd 25 NM blo 7,500’
      160°–180° byd 15 NM blo 9,500’
TACAN AZIMUTH unusable:  
      030°–060° byd 25 NM blo 7,500’
      160°–180° byd 15 NM blo 9,500’
DME unusable:  
      030°–060° byd 25 NM blo 7,500’
      160°–180° byd 15 NM blo 9,500’

HALLS CROSSING  
CAL BLACK MEML  (U96)  10 E  UTC–7(–6DT)  N37°26.12’ W110°33.86’
4395  B  NOTAM FILE CDC
RWY 01–19:  H5700X60 (ASPH)  S–12.5  MIRL  0.7% up N
   RWY 01:  PAPI(P2L)—GA 3.0° TCH 45’.  Hill.
   RWY 19:  PAPI(P2L)—GA 3.0° TCH 35’.  
SERVICE:  FUEL  100LL, JET A  LGT
   ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF.
AIRPORT REMARKS:  Attended continuously.
AIRPORT MANAGER:  435-587-3225
WEATHER DATA SOURCES:  AWOS–3 134.375 (435) 684–2419.
COMMUNICATIONS:  CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION:  NOTAM FILE PGA.
   PAGE (L) VOR/W/DME 117.6  PGA  Ch 123  N36°55.86’ W111°26.85’  041° 52.0 NM to fld. 4250/13E.  
VOR/DME unusable:  
      105°–230° byd 30 NM blo 11,000’
      230°–245° byd 30 NM blo 12,000’

HANKSVILLE  (HVE/KHVE)  3 N  UTC–7(–6DT)  N38°25.17’ W110°42.18’
4454  B  NOTAM FILE CDC
RWY 09–27:  H5001X75 (ASPH)  S–12.5 PCN 4 F/D/X/T  MIRL
   RWY 09:  PAPI(P4L)—GA 3.0° TCH 43’.  
   RWY 27:  PAPI(P4L)—GA 3.0° TCH 42’.  
   RWY 17–35:  4841X120 (DIRT–NONE)  0.5% up N
   RWY 17:  Fence.
   RWY 35:  Actf.
SERVICE  LGT ACTIVATE PAPI Rwy 09 and Rwy 27; MIRL Rwy 09–27—CTAF.
AIRPORT MANAGER:  301-575-7915
WEATHER DATA SOURCES:  AWOS–3 120.0 (435) 542–1020.
COMMUNICATIONS:  CTAF/UNICOM 122.8
RCD 122.65 (CEDAR CITY 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 HVE.
   (H) VORTACW 115.9  HVE  Ch 106  N38°25.01’ W110°41.98’ at fld. 4431/15E.  
VOR unusable:  
      030°–060° byd 25 NM blo 7,500’
      160°–180° byd 15 NM blo 9,500’
TACAN AZIMUTH unusable:  
      030°–060° byd 25 NM blo 7,500’
      160°–180° byd 15 NM blo 9,500’
DME unusable:  
      030°–060° byd 25 NM blo 7,500’
      160°–180° byd 15 NM blo 9,500’

SW, 12 AUG 2021 to 7 OCT 2021
HEBER VALLEY (HCR/KHCR)  1 S UTC–7 (–6 DT)  N40°28.91’ W111°25.73’
5637 B NOTAM FILE CDC
RWY 04–22: H6898X75 (ASPH) S–30 PCN 32 F/B/X/T MIRL
0.8% up NE
RWY 22: PAPI(P4L)—GA 4.0º TCH 42’. Pole.
SERVICE: S4 FUEL 100LL, JET A, J OX 1, 2 LGT ACTVT PAPI Rwy 22;
MIRL Rwy 04–22—CTAF. Rwy 22 PAPI unusbl byd 3.5 NM fm thld and byd 6 degs left and right of cntrln.
AIRPORT REMARKS: Attended May–Oct 1430–0130Z‡, Nov–Apr
1500–0000Z‡. Glider activity on and invof arpt. Balloon activity on and invof arpt in summer months during morning hrs. Snow removal daylight hrs only during winter months. Acft departing south–southwest bound be aware of high tfc volume descending to 16,000’ over SPANE intersection. Preferred calm wind Rwy 22. Cold temperature airport.
Altitude correction required at or below –17C. Landing fees (transient acft more than 8,000 lbs MTOW) $4.00 per 1,000 lbs. MTOW landing fees (transient acft less than 8,000 lbs MTOW) $4.00.
AIRPORT MANAGER: 435-657-7949
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

HILL AFB (HIF/KHIF) AF  6 S UTC–7 (–6 DT)  N41º07.44’ W111º58.38’
4789 B TPA—See Remarks NOTAM FILE HIF Not insp.
RWY 14–32: H13500X200 (PEM–PFC) PCN 55 R/B/W/T HIRL
RWY 14: ALSF2. REIL. PAPI(P4L)—GA 2.8º TCH 59’. RVR–TMR
RWY 32: ODALS. REIL. PAPI(P4L)—GA 2.5º TCH 52’. RVR–TMR Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–13500 TODA–13500
RWY 32: TORA–13500 TODA–13500
ARRESTING GEAR/SYSTEM
RWY 14: BAK–14 BAK–12B(B) (1250 FT) HOOK BAK–12B(B) (2574 FT)
HOOK BAK–12B(B) (2584 FT) BAK–14 BAK–12B(B) (1250 FT) RWY 32
SERVICE: S4 OX 1, 2 LGT PAPI RRP and ILS RPI not coincidental; Tallest lgt on Rwy 32 ODAL 16 ft 8 in AGL.
MILITARY—A–GEAR BAK–12B dep end active rwy in raised posn, 15 min (30 min non–duty hr) PN rqr to erect on apch end of act rwy. BAK–12B(14) O/R fr twr. JASU 4(MA–1A) 7(A/M32A–86) 5(AM32A–60) FUEL A++ FLUID SP PRESAIR LHOX
NOISE: Strict adherence to NS ABTMT rqr. Tran acft rstd to straight–in full stop only on weekends, hol, and on weekdays between 0000–1500‡ daily.

CONTINUED ON NEXT PAGE
MILITARY REMARKS: Opr 1500–0700Z‡ Mon–Sat, 1600–0000Z‡ Sat–Sun, clsd fed hol. See FLIP AP/1 Supplementary Arpt Remark. RSTD Engine running offloads unauthorized. PPR all acft ctc Base Afd mgmt ops DSN 777–1861, C801–777–1861. Tran acft with unexpected live ordnance unauthorized without prior coord. Lifeguard/MEDEVAC/Search and Rescue/Msn essential acft ctc Afd mgmt ops DSN 777–1861, C801–777–1861 fd ext 2221 as possible prior to arr to ensure coord will be completed. VIP acft ctc PTD 30 min prior to ETA with firm block time.

CAUTION Parachute Jumping exercises east of Ogden Arpt, 4 NM north of HIF 1 NM east of final. Heavy airline and civ tfc on apch and departure. Strict adherence to ATC alt and heading mandatory. Exp turbulence apch and ldg Rwy 14 during medium to high sfc winds. Wind velocity may vary from apch to departure end of rwy. Do not mistake Ogden Arpt 4.5 NM north for Hill AFB. Acft departures should not exceed 6300’ until past departure end of rwy to avoid overhead tfc pat. Rwy cond code not reported. RAF PAT—Rectangular 6300(1511), overhead 6800(2011), maintain 6800(2011) until turning base leg. USAF (AF, ANG, AFRC) fighter acft exp resuced rwy separation day, VFR—3000’ between similar acft, 6000’ between dissimilar acft. Variations exist for different type opr. Tran fighter acft must notify twr on initial ctc if reduced rwy separation is not desired. Rgt breaks for Rwy 32. CSTMS/AG/IMG CSTMS/IMG avbl to ACC and AMC flt. See FCG KHIF entry. MISC First 2800 FT Rwy 14 and first 1500’ Rwy 32 is grooved conc. Mid 9200’ Rwy 14–32 is grooved asphalt. Afd wx monitored by AN/FMQ–19 ASOS. Utah Test and Training Range OPS see CLOVER CONTROL.

AIRPORT MANAGER: 801-777-1861

COMMUNICATIONS: ATIS 134.925 397.9 PTD 139.3 372.2

SALT LAKE CITY A/P/DEP CON 121.1 319.25

TOWER 127.15 263.15 251.05 (Mon–Sat 1500–0700Z‡, Sat–Sun 1600–0000Z‡)

GND CON 121.6 275.8 CLNC DEL 124.1 335.8

HILL COMO POST (ACC–RAYMOND 23, others CONVOY) 381.3 PMSV METRO 342.3 Ceil and vis are freq lower on N end of the rwy and E–SE along mtns. Due to obstructing terrain, PMSV unus by 20 NM blw 16,000 ft and from 100–150 degree byd 25 NM blw 15,000 ft. Manual observation limited from 120 deg–260 deg due to fac obstn. During wx flt clsd remote briefing and forecast svc avbl 24 hrs from 25 OWS Davis Monthan AFB DSN 228–6598/6599/6588, C520–228–6598/6599/6588.

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake City Apch at 801-325-9670.

AIRSPACE: CLASS D svc 1500–0700Z‡ Mon–Sat, 1600–0000Z‡ Sat–Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OGD.

OGDEN (H) VORTACW 115.7 OGD Chan 104 N41º13.45´ W112º05.89´ 123º 8.3 NM to fid. 4225/14E.

VOR unusable:
030º–070º byd 25 NM blo 17,000’
070º–130º byd 15 NM
355º–030º byd 15 NM

TACAN AZIMUTH unusable:
255º–280º byd 30 NM blo 11,000’
355º–130º byd 15 NM

DME unusable:
255º–280º byd 30 NM blo 11,000’
355º–130º byd 15 NM

(L) TACAN Chan 49 HIF (111.2) N41º07.23´ W111º57.82´ at fid. 4805/14E. NOTAM FILE HIF.

TACAN AZIMUTH unusable:
003º–123º byd 10 NM
003º–123º byd 5 NM blo 13,500’
123º–138º byd 10 NM
333º–003º byd 22 NM

DME unusable:
003º–123º byd 10 NM
003º–123º byd 5 NM blo 13,500’
123º–138º byd 10 NM
333º–003º byd 22 NM

ILS 109.9 1–HIF Rwy 14. Class ID.
UTAH

HUNTINGTON MUNI (69V) 3 NE UTC–7(–6DT) N39°21.67´ W110°55.02´
5915 B NOTAM FILE CDC
RWY 08–26: H4048X75 (ASPH) S–12.5 MIRL 0.8% up W
RWY 08: Thld dsplcd 214´.
RWY 26: Road.
RWY 12–30: 3640X70 (DIRT) S–6 1.2% up NW
RWY 12: Fence.
RWY 30: Road.
RWY 18–36: 2079X56 (DIRT) 0.6% up NE
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 08–26—122.8.
AIRPORT MANAGER: (435) 381-3589
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE PUC.
CARBON (H) VOR/DME 115.5 PUC Chan 102 N39º36.19´ W110º45.21´ 194º 16.4 NM to fld. 5830/14E.
VOR portion unusable:
275º–300º byd 25 NM blo 12,000´
300º–330º byd 25 NM blo 13,500´
330º–010º byd 25 NM blo 17,300´
DME portion unusable:
275º–010º byd 27 NM blo 17,300´
275º–010º byd 35 NM
VOR/DME unusable:
010º–070º byd 25 NM blo 14,000´
200º–275º byd 27 NM blo 13,000´
COMM/NAV/WEATHER REMARKS: Local wx avbl on CTAF 122.8, 3 clicks.

HURRICANE

GENERAL DICK STOUT FLD (1L8) 3 S UTC–7(–6DT) N37º08.41´ W113º18.36´
3351 NOTAM FILE CDC
RWY 01–19: H3282X60 (ASPH) S–12.5
RWY 01: Road.
RWY 19: Road. Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A, MOGAS
AIRPORT REMARKS: Attended continuously. Fuel 24 hr credit card svc avbl.
Parachute Jumping. To provide pattern separation from Grassy Meadows arpt, base leg for Rwy 01 should be flown north of gravel pit located 1.5 miles south of arpt.
AIRPORT MANAGER: 435-272-9999
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.
ST GEORGE (T) VOR/DME 108.6 UTI Chan 23 N37º01.06´ W113º31.07´ 042º 12.5 NM to fld. 2848/12E.
DME unusable:
125º–175º byd 15 NM blo 10,000´
VOR unusable:
140º–270º

SW, 12 AUG 2021 to 7 OCT 2021
JUNCTION (U13)  1 N  UTC–7(–6DT)  N38°15.00′ W112°13.53′
6069   NOTAM FILE CDC
RWY 17–35:  H4505X60 (ASPH)
RWY 35:  Tree.
AIRPORT REMARKS:  Unattended.
AIRPORT MANAGER:  435-231-1223
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8  BCE  Chan 75  N37°41.35′ W112°18.23′ 351° 33.8 NM to fld. 9039/15E.

KANAB MUNI (KNB/KKNB)  2 S  UTC–7(–6DT)  N37°00.63′ W112°31.89′
4868   B   NOTAM FILE CDC
RWY 01–19:  H6200X75 (ASPH)  S–12.5 PCN 22 F/A/X/U MIRL
0.7% up NE
RWY 01:  REIL. P API(P2L)—GA 3.0º TCH 40′.
SERVICE:  FUEL  100LL, JET A LGT
01–19—CTAF. PAPI Rwy 01 opr consly.
AIRPORT REMARKS:  Attended continuously. Fuel svc avbl 24/7.
AIRPORT MANAGER:  435-644-2299
WEATHER DATA SOURCES:  AWOS–3 133.175 (435) 644–2267.
COMMUNICATIONS:  CTAF/UNICOM 122.8
L.A. CENTER APP/DEP CON 124.2
CLEARANCE DELIVERY PHONE:  For CD ctc Los Angeles ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8  BCE  Chan 75  N37°41.35′ W112°18.23′ 180° 42.1 NM to fld. 9039/15E.

LOA WAYNE WONDERLAND (38U)  3 SE  UTC–7(–6DT)  N38°21.77′ W111°35.76′
7029   B   NOTAM FILE CDC
RWY 13–31:  H5693X75 (ASPH)  S–16 MIRL
SERVICE:  FUEL  100LL LGT ACTVT MIRL Rwy 13–31—CTAF.
AIRPORT MANAGER:  (435) 836-1300
COMMUNICATIONS:  CTAF/UNICOM 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:  NOTAM FILE HVE.

HANKSVILLE (H) VORTACW 115.9  HVE  Chan 106  N38°25.01′ W110°41.98′ 251° 42.4 NM to fld. 4431/15E.
VOR unusable:
030°–060° byd 25 NM bly 7,500′
160°–180° byd 15 NM bly 9,500′
TACAN AZIMUTH unusable:
030°–060° byd 25 NM bly 7,500′
160°–180° byd 15 NM bly 9,500′
DME unusable:
030°–060° byd 25 NM bly 7,500′
160°–180° byd 15 NM bly 9,500′
LOGAN–CACHE (LGU)(KLGU)  3 NW  UTC–7(–6DT)  N41º47.51´ W111º51.10´

4457  B  Class IV, ARFF Index A  NOTAM FILE LGU

RWY 17–35: H9010X100 (ASPH)  S–24, D–68  PCN 51 F/C/X/U  HIRL

RWY 17: MALSR. PAPI(P2L)—GA 3.0º TCH 40´. Railroad.

RWY 35: REIL. PAPI(P2L)—GA 3.0º TCH 39°.

RWY 10–28: H4075X60 (ASPH)  S–12

RWY 28: Railroad.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–4075  TODA–4075

RWY 17: TORA–9010  TODA–9010  ASDA–9010  LDA–9010

RWY 28: TORA–4075  TODA–4075

RWY 35: TORA–9010  TODA–9010  ASDA–9010  LDA–9010

SERVICE: S4  FUEL  100LL, JET A  OX 1, 2  LGT  ACTVT MALSR Rwy 17;

REIL Rwy 35; PAPI Rwy 17 and Rwy 35; HIRL Rwy 17–35—CTAF.

AIRPORT REMARKS: Attended 1500–0200Z‡. 100LL avbl H24 with credit card;

fuel svc aft hr—435–753–2221/435–752–5955. Birds on and

invof arpt drg spring/summer. Rwy 10–28 dalgt use only. Flt trng invof

arpt. Cold temperature rstd arpt. Alt correction required at or blo –15C.

AIRPORT MANAGER: (435) 752-8111

WEATHER DATA SOURCES: ASOS 135.275 (435) 752–6941.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER  APP/DEP CON 127.7

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

RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.

BRIGHAM CITY (L) VOR/W/DM 112.9  LHO  Chan 76  N41º47.57´ W112º00.59´  076º 7.1 NM to fld. 5370/14E.

VOR portion unusable:

010º–045º byd 20 NM blo 15,000´

045º–070º byd 20 NM blo 16,000´

070º–110º byd 20 NM blo 15,000´

110º–155º byd 15 NM blo 12,000´

155º–215º byd 15 NM blo 15,000´

155º–215º byd 20 NM

305º–320º byd 20 NM blo 15,000´

DMC portion unusable:

010º–045º byd 20 NM blo 15,000´

045º–070º byd 20 NM blo 16,000´

070º–125º byd 20 NM blo 15,000´

155º–245º byd 15 NM

245º–320º byd 20 NM blo 15,000´

ILS/DMC 109.15 I–LGU  Chan 28(Y)  Rwy 17.  Class IE.  LOC unusable byd 12º left of course. ILS is unmonitored.

LUCIN  N41º21.78´ W113º50.44´  NOTAM FILE CDC.

(I) VORTAC 113.6  LCU  Chan 83  176º 39.6 NM to Wendover. 4400/17E.

VORTAC unusable:

180º–240º byd 35 NM blo 12,000´

RCO 122.1R 113.6T (CEDAR CITY RADIO)

SALT LAKE CITY  H–3D, L–11D

IAP AD

SW, 12 AUG 2021 to 7 OCT 2021

MICHAEL AAF (DUGWAY PROVING GROUND)  (DPG)(KDPG) A  9 W  UTC–7(–6DT)  N40º11.84’
W112º56.10’
4350 B TPA—See Remarks NOTAM FILE CDC  Not insp.
RWY 12–30: H10999X150 (ASPH–GRVD)  PCN 73 R/B/W/T  HIRL
RWY 12: PAPI(P4R)—GA 3.0º TCH 88´. Thld dstd 1000’.
RWY 30: PAPI(P4R)—GA 3.0º TCH 85´. Thld dstd 1000’.
ARRESTING GEAR/SYSTEM
RWY 12 HOOK E5 (965 FT)
SERVICE: LGT ACTIVATE PAPI RWY 12 and RWY 30; HIRL RWY 12–30; TWY LGTS—CTAF . Rwy 12–30 NW first 5000’
HIRL OTS indef.
MILITARY:  JASU 1(A/M32A–86) 1(A/M32A–60)
FUEL  A++. Aircard rqr.
OIL  O–156
TRAN ALERT  Opr
1400–0030Z‡ Mon–Thu exc hol.
MILITARY REMARKS: Attended Mon–Thu 1400–2400Z‡, clsd Fri–Sun and hol. See FLIP AP/1 Supplementary Arpt Information.
RSTD 24 hr PPR for ldg and fuel; ctc Base OPS DSN 789–5322, C435–831–5322. All USAF, ANG, and AFRES AMC acft consult ASRR for this location. CAUTION Ldg short of Rwy 30 is a significant haz. The E–5 barrier protrudes several inches abv the gnd. Acft ctc with the barrier short of the rwy thld can cause damage to the barrier and substantial damage to the acft. Potential for wild animals to cross rwy and foreign object damage haz dur high wind cond. Bird activity monitored on req. Limited ARFF capability for manned acft, call BASE OPS for information.  TFC PAT TPA—Fixed wing 6000(1650), Rotary wing 5000(650).
AIRPORT MANAGER: 435-831-5322
COMMUNICATIONS: CTAF 126.2 270.3
RANGE CON 36.1 126.2 270.0 CLOVER CON SOUTH 134.1 363.5 FIRE STATION 126.2R
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:  NOTAM FILE DPG.
(T) TACAN  Chan 79 MJ (113.2) N40º11.50’ W112º55.34’ at fld. 4348/13E.
AIRPORT MANAGER: (435) 463-9565
WEATHER DATA SOURCES: ASOS 135.025 (435) 387–5201.
COMMUNICATIONS: CTAF/UNICOM 122.8
MILFORD RCO 112.1T 122.1R (CEDAR CITY RADIO)
SALT LAKE CENTER APP/DEP CON 125.575
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 MLF.
(H) VORTAC 112.1 MLF Chan 58 N38º21.62’
W113º00.80’  5042 B NOTAM FILE MLF
RWY 16–34: H5004X75 (ASPH)  S–26  MIRL  0.3% up S
RWY 16: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
RWY 34: REIL. PAPI(P2L)—GA 3.0º TCH 42’.
SERVICE: FUEL  100LL, JET A
LGT ACTVT REIL Rwy 16 and Rwy 34, MIRL Rwy 16–34—CTAF. PAPI Rwy 16 and Rwy 34 on consly.
AIRPORT REMARKS: Unattended. Pilots advise if doing touch and go ldg. Cold temperature airport. Altitude correction required at or below –27C.
AIRPORT MANAGER: (435) 463-9565
WEATHER DATA SOURCES: ASOS 135.025 (435) 387–5201.
COMMUNICATIONS: CTAF/UNICOM 122.8
MILFORD RCO 112.1T 122.1R (CEDAR CITY RADIO)
SALT LAKE CENTER APP/DEP CON 125.575
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 MLF.
(H) VORTAC 112.1 MLF Chan 58 N38º21.62’
W113º00.79’  344º 4.0 NM to fld. 4980/16E.
TACAN AZIMUTH & DME portion unusable:
010º–030º byd 35 NM blo 10,400’
030º–040º byd 26 NM blo 10,300’
040º–080º byd 23 NM 13,700’
080º–100º byd 17 NM 12,900’
100º–115º byd 16 NM blo 11,600’
115º–125º byd 22 NM blo 11,600’
235º–275º byd 30 NM blo 11,300’
275º–300º byd 25 NM blo 11,200’
300º–320º byd 30 NM blo 9,300’
TACAN AZIMUTH & DME portion unusable:
010º–030º byd 20 NM blo 15,000’
030º–055º byd 20 NM
055º–065º byd 10 NM
065º–080º byd 10 NM blo 14,000’
080º–080º byd 22 NM
080º–115º byd 10 NM
115º–125º byd 20 NM
225º–240º byd 20 NM blo 16,000’
240º–270º byd 15 NM blo 16,000’
270º–305º byd 20 NM blo 16,000’
305º–320º byd 20 NM blo 12,000’
**CANYONLANDS RGNL** (CNY)(KCNY) 15 NW UTC–7(–6DT) N38°45.45′ W109°45.21′

**RWY 03–21:** H7360X100 (ASPH–GRVD) D–85 PCN 30 F/C/X/T MIRL

**RWY 03:** REIL. PAPI(P4L)—GA 3.0′ TCH 40′. Thld dsplcd 799′.

**RWY 21:** REIL. PAPI(P4L)—GA 3.0′ TCH 40′. Thld dsplcd 260′.

P–line. Rgt tfc.

**RWY 15–33:** 2000X60 (GRVL) 1.2% up NW

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 03:** TORA–7100 TODA–7360 ASDA–7100 LDA–6301


**RWY 21:** TORA–6561 TODA–7360 ASDA–6561 LDA–6301


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

**OX** 1, 2

**LGT** ACTIVATE REIL Rwy 03 and Rwy 21, PAPI Rwy 03 and Rwy 21, MIRL Rwy 03–21—CTAF. Rwy 21 PAPI unusbl byd 2.9 NM; does not prvd obst clnc byd 2.9 NM from thr.

**AIRPORT REMARKS:** Attended Mar–Nov 1400–0200Z‡, Dec–Feb 1500–0000Z‡. Rwy 15–33 and Twy B clsd to acr opns. Parachute Jumping. Ldg fee.

**AIRPORT MANAGER:** 435-259-4849

**WEATHER DATA SOURCES:** ASOS 118.525 (435) 259–8576.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**MOAB RCO** 122.3 (CEDAR CITY RADIO)

**DENVER CENTER APP/DEP CON** 134.5

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

**MOAB (T) VOR/DME** 109.8 OAB Chan 35 N38°45.37′ W109°44.96′ at fld. 4542/10E.

VOR unusable:

280°–292° blo 6,700′

280°–295° byd 10 NM

DME unusable:

035°–050° byd 15 NM blo 9,000′

180°–190° byd 15 NM blo 10,000′

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**MONTICELLO** (U64) 3 N UTC–7(–6DT) N37°55.95′ W109°20.47′

**RWY 16–34:** H5998X75 (ASPH) S–12.5 MIRL 0.3% up N

**RWY 16:** REIL. PAPI(P2L)—GA 3.0′ TCH 42′.

**RWY 34:** REIL. PAPI(P2L)—GA 3.0′ TCH 42′.

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

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

**AIRPORT REMARKS:** Unattended. 24 hr self svc credit card fuel facility.

**AIRPORT MANAGER:** 435-587-2271

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Denver ARTCC at 303-651-4257.

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

**DOVE CREEK (H) VORTACW** 114.6 DVC Chan 93 N37°48.52′ W108°55.88′ 277° 20.8 NM to fld. 6990/14E.
LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 21 17–35 4600

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 21 17–35 4600

SERVICE:
S4 FUEL
100, JET A1+ Ox

AIRPORT MANAGER:
(801) 629-8100

AIRPORT MANAGER:
(801) 629-8100

COMMUNICATIONS:
CTAF 118.7
ATIS 125.55
UNICOM 122.95
RCO 122.45 (CEDAR CITY RADIO)

COMMUNICATIONS:
CTAF 118.7
ATIS 125.55
UNICOM 122.95
RCO 122.45 (CEDAR CITY RADIO)

COMM/NAV/WEATHER REMARKS:
Emerg freq 121.5 not avbl at twr.
PANGUITCH MUNI  (U55)  3 NE UTC–7(–6DT)  N37°50.71’ W112°23.52’
6763  B  NOTAM FILE CDC
RWY 18–36: H5700X75 (ASPH)  S–20  MIRL
    RWY 18: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
    RWY 36: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
SERVICE: S2  LGT ACTVT REIL RWY 18 and RWY 36; PAPI RWY 18 and RWY 36; MIRL RWY 18–36—CTAF.
AIRPORT REMARKS: Unattended. Antelope on and in vicinity of arpt during summer months. Cold temperature rstd arpt. Altitude correction required at or blo –28C.
AIRPORT MANAGER: 435-676-8585
WEATHER DATA SOURCES: AWOS–3 133.125 (435) 676–8784.
COMMUNICATIONS: CTAF 122.9
© SALT LAKE CENTER APP/DEP CON 133.6
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE BCE.
BRYCE CANYON (H) VORTACW 112.8  BCE  Chan 75  N37°41.35’ W112°18.23’ 321º 10.2 NM to fld. 9039/15E.

PAROWAN  (1L9)  1 NE UTC–7(–6DT)  N37°51.58’ W112°48.95’
5930  B  NOTAM FILE CDC
RWY 04–22: H5000X75 (ASPH)  S–12.5  MIRL  1.3% up SW
    RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
    RWY 22: REIL. PAPI(P2L)—GA 3.0º TCH 40’ . Rgt tfc.
SERVICE: S3  FUEL  100LL, JET A  OX 1, 2  LGT ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04 and PAPI Rwy 22, REIL Rwy 04 and REIL Rwy 22—CTAF.
AIRPORT REMARKS: Attended 1500–0000Z‡. Prairie dog mounds and holes on rwy edges and twy.
AIRPORT MANAGER: (435) 477-8911
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

SW, 12 AUG 2021 to 7 OCT 2021
CARBON CO RGNL/BUCK DAVIS FLD  (PUC(KPUC)  3 E  UTC–7(–6DT)  N39º36.83´ W110º45.10´

5958  B  NOTAM FILE PUC

RWY 01–19: H8316X100 (ASPH–GRVD)  S–30, D–40  PCN 18 F/B/X/U  HIRL
RWY 01: MALSF. PAPI(P4L)—GA 3.0º TCH 52´. 1.7% up.
RWY 19: REIL. PAPI(P2L)—GA 4.0º TCH 45´. 1.8% down.
RWY 15–33: H4513X75 (ASPH)  S–13  PCN 13 F/B/X/U  MIRL  1.1% up NW
RWY 33: Road.
RWY 08–26: H3151X75 (ASPH)  S–12.5  PCN 3  F/B/Z/U  1.0% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 37´. Thld dsplcd 128´.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Road.

SERVICE:
S2  FUEL  100LL, JET A  LGT ACTVT MALSF Rwy 01; REIL Rwy 19, Rwy 08 and Rwy 26; PAPI Rwy 01 and Rwy 19, Rwy 08 and Rwy 26; HIRL Rwy 01–19, MIRL Rwy 15–33—CTAF. Rwy 19 PAPI unusbl byd 3 NM due to trrn; byd 9 degs right of cntrln.

AIRPORT REMARKS:
Attended Mon–Fri 1500–2300Z‡, Sat–Sun clsd. 24 hr self svc fuel avbl with credit card.

AIRPORT MANAGER:  435-637-9556


COMMUNICATIONS:  CTAF/UNICOM 122.8

RCO 122.2 (CEDAR CITY 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 PUC.

(H) VOR/W–DME  115.5  PUC Chan 102  N39º36.19´ W110º45.21´ at fld. 5830/14E.

VOR portion unusable:
275º–300º byd 25 NM blo 12,000´
300º–330º byd 25 NM blo 13,500´
330º–010º byd 25 NM blo 17,300´

DME portion unusable:
275º–010º byd 27 NM blo 17,300´
275º–010º byd 35 NM

VOR/DME unusable:
010º–070º byd 25 NM blo 14,000´
200º–275º byd 27 NM blo 13,000´

PROVO MUNI  (PVU)(KPVU)  2 SW  UTC–7(–6DT)  N40°13.15´ W111°43.40´  
4497  B  TPA—See Remarks  Class I, ARFF Index B  NOTAM FILE PVU  
2D–140  MIRL  
RWY 31: PAPI(P2L)—GA 3.0º TCH 46´.  
RWY 18: PAPI(P2L)—GA 3.0º TCH 45´. Rgt tfc.  
RWY 36: PAPI(P2L)—GA 3.0º TCH 46´.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 18: TORA–6614  TODA–6614  ASDA–6614  LDA–6614  
RWY 31: TORA–8599  TODA–8599  ASDA–8599  LDA–8599  
RWY 36: TORA–8599  TODA–8599  ASDA–8599  LDA–8599  
SERVICE:  S4  FUEL  100, JET A  OX  2, 4  
AIRPORT MANAGER: 801-852-6715  
WEATHER DATA SOURCES: AWOS–3PT 135.175 (801) 373–9782. LAWRS.  
COMMUNICATIONS: CTAF 135.175  RCO 122.6 (CEDAR CITY RADIO)  
SALT LAKE CITY APP/DEP CON 118.85  TOWER 125.3 (1400–0400Z)  GND CON 119.4  
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc slc Apch at 801-325-9670.  
AIRSPACE: CLASS D svc 1400–0400Z‡; other times CLASS E.  
RADIO AIDS TO NAVIGATION: NOTAM FILE PVU.  
(T) VOR/DME 108.4  PVU Chan 21  N40º12.90´ W111º43.28´ at fld. 4493/15E.  
VOR/DME unusable: 350º–080º byd 10 NM  
ILS/DME 110.3 I–PVU Chan 40  Rwy 13  Class IT. ILS/DME unmonitored when ATCT clsd. Pvu LOC unusable byd 14.5 DME blw 7,900´.  

RICHFIELD MUNI  (RIF)(KRIF)  1 SW  UTC–7(–6DT)  N38º44.05´ W112º06.10´  
5318  B  NOTAM FILE CDC  
RWY 01–19: H7100X100 (ASPH–GRVD)  S–45, D–75 PCN 36 F/D/X/T  
MIRL  0.5% up S  
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Rgt tfc.  
RWY 19: REIL. PAPI(P2L)—GA 3.0º TCH 45´.  
SERVICE:  S4  FUEL  100LL, JET A, A+  LGT ACTIVATE REIL Rwy 01 and  
Rwy 19; MIRL Rwy 01–19—CTAF.  
AIRPORT REMARKS: Attended 1500–0000Z‡. For fuel after hours call 435–896–3053. Cold temperature airport. Altitude correction required at or below –12C.  
AIRPORT MANAGER: (435) 896-9413  
WEATHER DATA SOURCES: AWOS–3 133.375 (435) 896–1775.  
COMMUNICATIONS: CTA/UNICOM 122.8  
RCO 122.5 (CEDAR CITY RADIO)  
SALT LAKE CENTER APP/DEP CON 125.575  
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 CDC.  
DELTA (H) VORTAC W 116.1  DTA Chan 108  N39º18.13´  
W112º30.33´  135º 38.9 NM to fld. 4642/16E.  
VOR unusable: 045º–090º byd 25 NM blw 10,700´.
ROOSEVELT MUNI (74V) 3 SW UTC–7(–6DT) N40°16.70´ W110°03.08´ SALT LAKE CITY H–3E, L–90, 11D
5176 B NOTAM FILE CDC
RWY 07–25: H6501X75 (ASPH) S–12 PCN 15 F/C/X/T MIRL 1.0% up W
RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 40´.
RWY 25: REIL. PAPI(P4L)—GA 3.0º TCH 40´.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT and incr intst REIL Rwy 07 and Rwy 25; MIRL Rwy 07–25—CTAF; PAPI Rwy 07 and Rwy 25 on consly.
AIRPORT DATA SOURCES: Unattended. Fuel 24 hr credit card svc avbl.
AIRPORT MANAGER: 435-722-7778
WEATHER DATA SOURCES: AWOS–3P 118.975 (435) 722–4201.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 135.775
RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.
MYTON RCO 122.1R 112.7T (CEDAR CITY RADIO)
®
ST GEORGE RGNL (SGU(KSGU)) 5 SE UTC–7(–6DT) N37°02.18´ W113°30.62´ LAS VEGAS H–4I, L–9C
2884 B Class I, ARFF Index B NOTAM FILE SGU
RWY 01–19: H9300X150 (ASPH–GRVD) S–75, D–150 HIRL
RWY 01: REIL. PAPI(P4L)—GA 3.0º TCH 50´.
RWY 19: MALSR. PAPI(P4L)—GA 3.1º TCH 55´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–9300 TODA–9300 ASDA–9300 LDA–9300
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 19; REIL Rwy 01; HIRL Rwy 01–19—CTAF. PAPI Rwy 01 and 19 opr continuously.
AIRPORT DATA SOURCES: Attended 1300–0700Z‡. PPR for ldg acft over 150,000 lbs ctc arpt manager. Ldg fee act 12,500 lb+. Cold temperature airport. Altitude correction required at or below –6C. Calm wind Rwy 19.
AIRPORT MANAGER: (435) 627-4085
WEATHER DATA SOURCES: AWOS–3PT 135.075 (435) 634–0940.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (CEDAR CITY RADIO)
® L.A. CENTER APP/DEP CON 124.2
CLNC DEL provided by Los Angeles Center on 133.3.
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.
(T) VOR/DME 108.6 UTI Chan 23 N37°01.06´ W113°31.07´ 006º 1.2 NM to fld. 2848/12E.
DME unusable:
125º–175º byd 15 NM bio 10,000´
VOR unusable:
140º–270º
ILS/DME 110.9 I–SGU Chan 46 Rwy 19. LOC unusable wi 0.7 NM fm thld. ILS monitored by zla soc 24–hrs daily.
SALINA–GUNNISON (44U)  5 NE UTC–7(–6DT)  N39º01.75´ W111º50.30´
5159  B  NOTAM FILE CDC
RWY 02–20:  H3855X60 (ASPH)  S–6  MIRL  0.7% up N
SERVICE:  LGT ACTIVATE MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS:  Unattended.
AIRPORT MANAGER:  (435) 979-9234
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION:  NOTAM FILE CDC.
DELTA (H) VORTACW 116.1 DTA Chan 108 N39º18.13´ W112º30.33´ 102º 35.2 NM to fld. 4642/16E.

SALT LAKE CITY
SALT LAKE CITY INTL (SLC)(KSLC)  P (ANG)  3 W UTC–7(–6DT)  N40º47.30´ W111º58.67´
4231  B  LRA  Class I, ARFF Index E  NOTAM FILE SLC
RWY 16L–34R:  H12002X150 (ASPH–GRVD) S–60, D–200, 2S–175, 2D–350, 2D/2D2–850  HIRL  CL
RWY 16L:  ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TMR
RWY 34R:  ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 73´. RVR–TMR
RWY 16R:  ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 73´. RVR–TMR
RWY 34L:  ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 73´. RVR–TMR
RWY 17:  MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 74´. RVR–TR
RWY 35:  MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 74´. RVR–TR
Thld dispcld 324º. Antenna.
RWY 14:  PAPI(P4L)—GA 3.0º TCH 40´.
RWY 32:  PAPI(P4L)—GA 3.0º TCH 41´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14:  TORA–4892 TODA–4892 ASDA–4892 LDA–4892
RWY 16L:  TORA–12002 TODA–12002 ASDA–12002 LDA–12002
RWY 16R:  TORA–12000 TODA–12000 ASDA–12000 LDA–12000
RWY 17:  TORA–9597 TODA–9597 ASDA–9597 LDA–9597
RWY 32:  TORA–4892 TODA–4892 ASDA–4892 LDA–4892
RWY 34L:  TORA–12000 TODA–12000 ASDA–12000 LDA–12000
RWY 34R:  TORA–12002 TODA–12002 ASDA–12002 LDA–12002
RWY 35:  TORA–9597 TODA–9597 ASDA–9597 LDA–9273
SERVICE:  FUEL  100LL, JET A+  DX 1, 2, 3, 4  MILITARY— JASU (MD–3M) (MA–1A) (M32A–60A) FUEL A++ FLUID
LPOX OIL (C–148(Mil))
AIRPORT REMARKS:  Attended continuously. Flocks of birds on and inof arpt. Rwy 14–32 CLOSED blw 1200´ RVR. Due to tfc volume, lcl dep and arr ops are discouraged and delays can be expd btt 1500–1730Z‡ and 0130–0300Z‡. See current NOTAMs for dates and additional info. Twy Y rstd to wingspans less than 171´ between Twy H3 and Twy H4. Spots 20 and 21 to be renamed 2 West on 15 Sep 2020. Spots 22 and 23 to be renamed 1 West on 15 Sep 2020. Special VFR is not recommended at the arpt, if req, exp delays. Use caution for extv paragliding ops invof point of the mountain. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Use minimum thrust in construction areas. Ctc ground on 123.775 before taxing out of north cargo. Flight Notification Service (ADCUUS) avbl.

CONTINUED ON NEXT PAGE
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AIRPORT MANAGER: (801) 575-2408
WEATHER DATA SOURCES: ASOS 125.625 (801) 359–4103. TDWR.
COMMUNICATIONS: D–ATIS 125.625 124.75 801–325–9749 UNICOM 122.95
RCO 122.4 (CEDAR CITY RADIO)

SALT LAKE CITY APP CON 120.9 (South of 41° latitude blo 8000´) 121.1 (North of 41° latitude blo 8000´) 128.6
(110°–160° TCH abv 8,000´) 124.9 (300°–340° abv 8000´) 128.1 (160°–250° abv 8000´) 135.5 (340°–110° abv
8000´) 125.7 126.25

SALT LAKE CITY DEP CON 120.9 (South of 41° latitude blo 8000´) 121.1 (North of 41° latitude blo 8000´) 128.6
(110°–160° TCH abv 8,000´) 126.25 (250°–300° abv 8000´) 128.1 (160°–250° abv 8000´) 135.5 (340°–110° abv
8000´) 125.7

TOWER 118.3 (Rwy 17–35 and Rwy 14–32) 119.05 (Rwy 16L–34R) 132.65 (Rwy 16R–34L)
GND CON 121.9 (Rwy 17–35 and Rwy 14–32) 123.775 (Rwy 16R–34L and Rwy 16L–34R) CLNC DEL 127.3
PRE–TAXI CLNC 127.3 PRE–DEP CLNC 127.3

CPDLC (LOGON KUSA)
PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SLC.

VOR PORTAIL WATRACW 116.8 TCH Chan 115 N40º51.02´ W111º58.91´ 161° 3.7 NM to fld. 4216/16E.

VOR portion unusable:
015°–030° blo 26,000´
030°–050° byd 20 NM
050°–085° byd 20 NM blo 18,000´
085°–125° byd 30 NM blo 15,000´
360°–015° byd 20 NM blo 17,000´

DME unusable:
030°–080° byd 17 NM blo 17,000´
030°–080° byd 25 NM
080°–140° byd 17 NM blo 15,000´
080°–140° byd 25 NM

TACAN AZIMUTH unusable:
030°–140°

TACAN AZIMUTH & DME unusable:
185°–220° byd 25 NM blo 16,000´
260°–290° byd 25 NM blo 11,000´
350°–360° byd 30 NM blo 16,000´
360°–030° byd 17 NM blo 16,000´

ILS/DME 109.5 I–MOY Chan 32 Rwy 16L. DME also serves ILS Rwy 34R.

ILS/DME 111.9 I–UAT Chan 56 Rwy 16R. Class IIIE. DME also serves ILS Rwy 34L.

ILS/DME 111.5 I–BNT Chan 52 Rwy 17. Class IIIE. DME also serves ILS Rwy 35L.

ILS/DME 111.9 I–UUIH Chan 56 Rwy 34L. Class IIIE. DME also serves ILS Rwy 16R.

ILS/DME 109.5 I–SLC Chan 32 Rwy 34R. Class IIIE. DME also serves ILS Rwy 16L.

ILS/DME 111.5 I–UTJ Chan 52 Rwy 35. DME also serves ILS Rwy 17

HELIPAD HB: H60X60 (ASPH)
HELIPAD HF: H60X60 (ASPH)

HELIPORT REMARKS: Helipads B and F lctd on general aviation aprons. Lgtd pole 51´ AGL 383´ ESE of Helipad B.
SOUTH VALLEY RGNL (U42) P (ARNG) 7 SW UTC–7(–6DT) N40°37.17′ W111°59.57′

Service: S4  Fuel: 100LL, Jet A  Ox 1, 4  LGT Activate Reil Rwy 16 and Rwy 34, MIRL Rwy 16–34—CTAF. PAPI Rwy 16 and Rwy 34 opr continuously.

Airport Remarks: Attended 1400–0400Z‡. Flocks of birds on and inv of arpt. Use caution for extensive paragliding ops inv of point of the mountain.

Airport Manager: (801) 556-4082


Communications: CTAF/UNICOM 122.7

Salt Lake City App/Dep Con 120.9 128.6

Clearance Delivery Phone: For CD ctc Salt Lake City Apch at 801-325-9670.

Radio Aids to Navigation: NOTAM FILE SLC.

WASATCH (H) VORTAC 116.8 TCH Chan 115 N40°51.02′ W111°58.91′ 166° 13.8 NM to fld. 4216/16E.

VOR portion unusable:
- 015°–030° byd 26,000′
- 030°–050° byd 20 NM
- 050°–085° byd 20 NM blo 18,000′
- 085°–125° byd 30 NM blo 15,000′
- 360°–015° byd 20 NM blo 17,000′

DME unusable:
- 030°–080° byd 17 NM blo 17,000′
- 030°–080° byd 25 NM
- 080°–140° byd 17 NM blo 15,000′
- 080°–140° byd 25 NM

TACAN AZIMUTH unusable:
- 030°–140°

TACAN AZIMUTH & DME unusable:
- 185°–220° byd 25 NM blo 16,000′
- 260°–290° byd 25 NM blo 11,000′
- 350°–360° byd 30 NM blo 16,000′
- 360°–030° byd 17 NM blo 16,000′
- 360°–030° byd 30 NM
SPANISH FORK MUNI/WOODHOUSE FLD  (SPK/KSPK)  2 N UTC–7(–6DT)  N40º08.70´
W111º40.06´
4530 B TPA—See Remarks NOTAM FILE CDC
RWY 12–30: H6500X100 (ASPH) S–24 PCN 17 F/D/X/T MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Road.
RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 40 ´. Road.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 12 and Rwy 30, PAPI Rwy 12 and Rwy 30, MIRL Rwy 12–30—CTAF.
AIRPORT MANAGER: 801-420-8888
WEATHER DATA SOURCES: AWOS–3PT 119.275 (801) 804–5801.
COMMUNICATIONS: CTAF
SALT LAKE CITY APP/DEP CON 118.85
PROVO (T) VOR/DME 108.4 PVU Chan 21 N40º12.90´ W111º43.28´ 135º 4.9 NM to fld. 4493/15E.
VOR/DME unusable: 350º–080º byd 10 NM

TOOELE
BOLINDER FLD–TOOELE VALLEY  (TVY/KTVY)  5 NW UTC–7(6DT)  N40º36.75´ W112º21.05´
4322 B NOTAM FILE CDC
RWY 17–35: H6100X100 (ASPH) S–30, D–43 MIRL 0.8% up S
RWY 17: MALS R. PAPI(P4R)—GA 3.0º TCH 55´. Thld dsplcd 50´. Road.
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 45 ´. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–6100 TODA–6100 ASDA–6100 LDA–6100
RWY 35: TORA–6100 TODA–6100 ASDA–6100 LDA–5980
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 17–35, MALS Rwy 17, REIL Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF.
AIRPORT MANAGER: (801) 556-4082
COMMUNICATIONS: CTAF/UNICOM 123.0
SALT LAKE CITY APP/DEP CON 126.25 135.5 CLNC DEL 120.9 124.4
CONTINUED ON NEXT PAGE
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake City Aporch at 801-325-9670/9671/9672.

RADIO AIDS TO NAVIGATION: NOTAM FILE SLC.

WASATCH (H) VORTACW 116.8 TCH Chan 115 N40°51.02’ W111°58.91’ 214º 22.1 NM to fld. 4216/16E.

VOR portion unusable:
- 015º–030º blo 26,000’
- 030º–050º byd 20 NM
- 050º–085º byd 20 NM blo 18,000’
- 085º–125º byd 30 NM blo 15,000’
- 360º–015º byd 20 NM blo 17,000’

DME unusable:
- 030º–080º byd 17 NM blo 17,000’
- 030º–080º byd 25 NM
- 080º–140º byd 17 NM blo 15,000’
- 080º–140º byd 25 NM

TACAN AZIMUTH unusable:
- 030º–140º

TACAN AZIMUTH & DME unusable:
- 185º–220º byd 25 NM blo 16,000’
- 260º–290º byd 25 NM blo 11,000’
- 350º–360º byd 30 NM blo 16,000’
- 360º–030º byd 17 NM blo 16,000’
- 360º–030º byd 30 NM

ILS/DME 111.15 I–TVY Chan 48(Y) Rwy 17. Class IT.

VERNAL RGNL

(VEL/KVEL) 1 SE UTC–7(–6DT) N40º26.16’ W109º30.69’

5274 B Class I, ARFF Index A NOTAM FILE VEL MON Airport

RWY 17–35: H7000X100 (ASPH–GRVD) S–45, D–55 PCN 18 F/C/X/T

MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 48’. Pole.

RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 48’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–7000

RWY 35: TORA–7000

SERVICE: FUEL 100LL, JET A OX 1, 2 LGT ACTVT REIL Rwy 17 and Rwy 35; MIRL Rwy 17–35—CTAF. PAPI Rwy 17 and Rwy 35 on consly.


AIRPORT MANAGER: (435) 789-3400

WEATHER DATA SOURCES: ASOS 118.125 (435) 781–1224.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.35 (CEDAR CITY RADIO)

SALT LAKE CENTER APP/DEP CON 119.95

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‡ and 2300–0300Z‡ Mon–Fri, 1300–2300Z‡ Sat, 1700–2100Z‡ and 2300–0300Z‡ Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE VEL.

(L) VOR/W/DME 108.2 VEL Chan 19 N40º22.73’ W109º29.60’ 331º 3.5 NM to fld. 5339/15E.

VOR unusable:
- 220º–260º byd 23 NM blo 15,000’

DME unusable:
- 070º–080º byd 30 NM blo 12,000’
- 200º–260º byd 15 NM blo 17,000’
WASATCH  N40°51.02’ W111°58.91’  NOTAM FILE SLC.
(H) VORTACW  116.8 TCH Chan 115  161° 3.7 NM to Salt Lake City Intl. 4216/16E.

VOR portion unusable:
015°–030° blo 26,000’
030°–050° byd 20 NM
050°–085° byd 20 NM blo 18,000’
085°–125° byd 30 NM blo 15,000’
360°–015° byd 20 NM blo 17,000’

DME unusable:
030°–080° byd 25 NM
080°–140° byd 17 NM blo 15,000’

TACAN AZIMUTH unusable:
030°–140°

TACAN AZIMUTH & DME unusable:
185°–220° byd 25 NM blo 16,000’
260°–290° byd 25 NM blo 11,000’
350°–360° byd 25 NM blo 15,000’

WENDOVER  (See LOA on page 380)

WENDELOVER  (ENV)(KENV)  1 SE UTC–7(–6DT)  N40°43.12’ W114°01.72’
4237  B  Class I, ARFF Index B  NOTAM FILE ENV
RWY 08–26: H10002X150 (ASPH–GRVD)  S–75, D–140, 2S–175,
  2D–208  PCN 49 F/C/X/T  MIRL
  RWY 08: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Rgt tfc.
  RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 50’.
  RWY 12–30: H8002X100 (ASPH–GRVD)  S–75, D–140, 2S–108,
  2D–180  PCN 73 F/C/X/T  MIRL
  RWY 12: REIL. Rgt tfc.
  RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 45’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–10002 TODA–10002 ASDA–10002 LDA–10002
RWY 26: TORA–10002 TODA–10002 ASDA–10002 LDA–10002
RWY 30: TORA–8002 TODA–8002 ASDA–8002 LDA–8002

SERVICE: S2 FUEL 100, JET A LGT ACTIVATE REIL Rwy 08, 12, 26,
30; PAPI Rwy 08, 26, 30; MIRL Rwy 08–26 and Rwy 12–30—CTAF.

AIRPORT REMARKS: Attendee 1500–0100Z‡. PPR for air carrier ops with
more than 30 passenger seats call arpt manager 435–665–2308. Cold
temperature airport. Altitude correction required at or below –13C.

AIRPORT MANAGER: 435-665-2308

WEATHER DATA SOURCES: AWOS–3PT
120.55 (435) 665–2521.

COMMUNICATIONS: CTAF/UNICOM
122.8

BONNEVILLE RCO 122.1R 112.3T (CEDAR CITY RADIO)

@SALT LAKE CENTER APP/DEP CON 128.55

RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.

BONNEVILLE (H) VORTAC  112.3  BVL Chan 70  N40°43.57’ W113°45.45’
256° 12.4 NM to fld. 4220/12E.

TACAN AZIMUTH unusable:
305°–315° byd 35 NM blo 14,000’

WEST DESERT AIRPARK  (See FAIRFIELD on page 374)
For additional information see Special Notices on the following page.
DISNEYLAND THEME PARK
NOTICE
Pursuant to Public Law 108–199, Section 521, aircraft flight operations are prohibited at and below 3,000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles). This restriction does not apply to: (A) those aircraft authorized by ATC for operational or safety purposes, including aircraft arriving or departing from an airport using standard air traffic procedures; (B) Department of Defense, law enforcement, or aeromedical flight operations that are in contact with ATC; Those who meet any of the following criteria may apply for a waiver to these restrictions: (A) for operational purposes of the venue, including the transportation of equipment or officials of the governing body; (b) for safety and security purposes of the venue.

RADAR HAZARD
BEALE AFB (KBAB)
Avoid flight below 6000’ MSL within 1 NM of PAVE PAWS radar site located at Beale TACAN 072º radial, 4.2 DME (N39.13º W121.35º) to prevent hazard to aircraft carrying electro–explosive devices.

LIGHTS–OUT OPERATIONS
Desert/Reveille MOAs, Nevada and Utah
Lights–out night vision goggle flight training operations conducted within the Desert and Reveille North/South Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Nellis ATC Facility (Nellis Control) on 126.65 or 124.95.

LIGHTS–OUT OPERATIONS
Lucin/Seveir/Gandy MOAs, Utah
Lights–out night vision goggle flight training operations conducted within the Lucin, Seveir, and Gandy Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Clover ATC Facility (Clover Control) on 118.45 or 134.1.

NOTICE TO PILOTS AND OTHER INTERESTED PERSONNEL IN SOUTHERN ARIZONA
Night Vision Goggle Lights-Out Operations Sells Low/Sells 1 MOA, Arizona
Lights–out night vision goggle training operations will be conducted within the Sells Low/Sells 1 MOAs at all altitudes from sunset to 0700Z, Monday–Friday, or as scheduled by NOTAM when the MOAs are activated for military training. Nonparticipating pilots should contact Albuquerque Center on 126.45 or 125.25 for traffic advisories and NOTAM information.
HOLLYWOOD BOWL, FORD THEATER AND GREEK THEATRE SUMMER CONCERT SEASON

Avoidance requested during events:
The Hollywood Bowl outdoor theatre has musical concerts and events scheduled throughout the summer. These events are scheduled every day through the season and commence nightly at 7 or 8 pm. A white strobe is activated atop the concert hall to give a visual signal to aviation when a performance is taking place.

The Ford Theatre, just east of the Hollywood Bowl and the Greek Theatre ¼ mile ENE of the Griffith Park Observatory have outdoor musical concerts and events scheduled through October.

In order to maintain the ambience of the events, pilots are requested to avoid overflying the venue areas during performances.

FAA/Air Traffic Service/Western Service Center/Operations Support Group
2200 South 216TH Street/Des Moines, WA 98198/(206) 231-2236

SW, 12 AUG 2021 to 7 OCT 2021
LOS ANGELES, CA, LOS ANGELES INTERNATIONAL AIRPORT (LAX)
NOISE ABATEMENT PROCEDURES
Successive or simultaneous departures from Runways 24L/R and Runways 25L/R are authorized, with course divergence beginning within 2 miles from the departure end of parallel runways, due to noise abatement restrictions.

MODEL AIRCRAFT ACTIVITY—DAVIS, CALIFORNIA
Model aircraft activity conducted 1200’ AGL and below, 0.5 NM radius of N38°35’, W121°42’ (5 NM NE EDU), Sunrise–Sunset. Caution advised.

MODEL AIRCRAFT ACTIVITY—EL TORO, CALIFORNIA
Model aircraft activity conducted 500’ AGL and below, 0.5 NM radius of apch end of Rwy 25L. CLOSED MCAS El Toro, daily 1500–0400Z‡. For NOTAM information check the Federal NOTAM System (FNS) website (https://notams.aim.faa.gov/notamSearch/) or contact Flight Service.

MODEL AIRCRAFT ACTIVITY—WITTMANN, ARIZONA
Model aircraft activity conducted 2000’ AGL and below, 1 NM radius of the Buckeye VORTAC (BXK) R–034 at 24 DME. Daily, Sunrise–Sunset.

EXTENSIVE HELICOPTER FLIGHT TRAINING IN THE VICINITY OF ROCKY MOUNTAIN METROPOLITAN AIRPORT (BJC), BROOMFIELD, COLORADO
Frequent usage of Runway 11R–29L, Taxiway D, and the north end of Runway 20 by helicopter flight schools. Pilots are cautioned to listen carefully to ATC for turnoff instructions when landing on Runway 11R–29L.

U.S. AIR FORCE ACADEMY
KAFF is a military airfield. No civil/unassigned acft allowed. No services available. Use caution in area for high density student pilot training, parachute ops, glider ops and UAS. Ctc Airfield Operations 719-333-2526 with questions or requests. Check NOTAMs for most current information. CTAF 124.15 ATIS 128.525 269.375 PMSV METRO 376.0.
Effective from 10 Sep 2020 to 6 Sep 2022

INTENSE HELICOPTER OPERATIONS
LOS ANGELES BASIN AREA, CALIFORNIA
CAUTION: Intense helicopter operation below 2000’ AGL. All pilots transitioning the area at or below 2000’ AGL are encouraged to make regular position reports as follows:

When operating along a line parallel to and one mile North along the 91 Freeway corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas North of this line in the LA Basin, pilots are encouraged to make regular position reports on 123.025 when not in contact with ATC.

When operating along a line parallel to and one mile North along the 91 Freeway corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas South of this line in the LA Basin, pilots are encouraged to make regular position reports on 122.85 when not in contact with ATC.
LASER LIGHT DEMONSTRATIONS
Anaheim, California

A laser light demonstration will be conducted nightly between sundown and midnight at Disneyland, Anaheim, California (SLI VORTAC 060 radial at 7NM LAT 33º48´40"N/LON 117º55´00"W). The beam may be injurious to eyes if viewed within 300 feet vertically and 600 feet laterally of the light sources. Cockpit illumination--flash blindness may occur beyond these distances.

LBTO Observatory

Airspace Graham County, AZ, laser research within an area defined as Mount Graham, AZ, 324205N/1095321W or the San Simon/SSO/VORTAC 296 radial at 41 NM SFC–UNL at an angle of 30 to 88 degrees from the sfc. Avoid airborne hazard by 9 NM. Laser light beam will be terminated if aircraft enter the laser buffer zone. Laser light beam may be injurious to pilots/aircrews and passengers eyes. Albuquerque Center/ZAB/ telephone 5058564591 is the FAA Coordination Facility.

Lick Observatory

Laser research will be conducted at the Lick Observatory, Mount Hamilton, CA, 372035N/1213814W or the San Jose VOR/DME 081 degree radial at 15 nautical miles. The laser beam elevation will be a maximum of 90 degrees and a minimum of 45 degrees. This beam may be injurious to pilots/aircrews' and passengers' eyes for a distance of 5 nautical miles horizontally and unlimited vertically. Other effects such as cockpit illumination, startle/glare affect and temporary flash blindness may occur beyond these distances. Oakland Air Route Traffic Control Center is the FAA Coordination Facility.

Monument Peak, California

Laser research within an area defined as the Satellite Laser Ranging Station at Monument Peak, CA, located 325331N 1162522W. Operation is intermittent, with operations happening 24 hours a day, 7 days a week, propagating at an angle of 20 to 90 degrees. The area will be monitored and the laser beam terminated if aircraft are detected entering the affected area. This beam may be injurious to pilots'aircrews' and passengers' eyes. The Los Angeles ARTCC at 661-265-8205, is the FAA coordination facility.

Mt Wilson, California

Laser research will be conducted at Mt Wilson, CA, 341329N 1180321W or the Pomona/POM/VORTAC 288 degree radial at 16 NM at an angle of 10 to 85 degrees, from the sfc-unl. This beam will be terminated if aircraft enter the affected area. This beam may be injurious to pilots'aircrews' and passengers' eyes. Southern California/SCT/approach telephone number 858- 537-5894 is the FAA coordination facility.

CONTROLLED FIRING AREA (CFA) EAST OF YUMA, AZ

The military has established a controlled firing area (CFA) east of Yuma, AZ. The CFA is bordered by the following fixes: BZA058015 - BZA068035 - BZA072034 - BZA075030 - BZA075015 - BZA058015. Operations will be conducted at or below 3000´AGL. The hours of operation are Monday through Saturday from sunrise to sunset.

EXTENSIVE PARACHUTE DROP ACTIVITIES
SAN DIEGO, CALIFORNIA

Use caution when transiting the corridor south of San Diego Class B airspace and north of the international border between the coast and east to the Tecate area. A wide variety of civilian and military aircraft types (Cessna 182–C–130) use this corridor to make high rates of ascent and descent from the surface to 15000 MSL. Note the San Diego, Trident, and Otay Reservoir jumping areas located in this corridor and to the northeast of Brown Field Municipal Airport. Use VHF 121.95 to monitor parachute drop activities.
AEROBATIC OPERATIONS SOUTHEAST OF PHOENIX
GOODYEAR AIRPORT, GOODYEAR, ARIZONA

The aerobatic training area center point is located on the Stanfield VOR 300º radial at 26.5 DME. The area exists approximately 2 nautical miles on each side of the TFD VOR 300º radial from 22 to 31 DME, surface to 8000’ MSL. Pilots should use caution in this area. Frequency 128.92 is provided for air-to-air communications with pilots using or transiting the area. For information regarding hours of operation, contact 623–932–1650.

SW, 12 AUG 2021 to 7 OCT 2021
A transit route extends from Gila Bend to the Eric Marcus Airport over Arizona Highway 85 at 500 feet above ground level (AGL). VFR rules govern civilian flight through the Goldwater Air Force Range. Airevac flights will be given priority over all other air traffic other than inflight emergencies. The Airevac call sign will be used only when the aircraft is on an actual air evacuation mission. Department of Public Safety (DPS) “Ranger” call signs must indicate they are on an Airevac mission to receive priority. Military aircraft will have priority over all remaining aircraft. Aircraft requesting to transition this airspace may encounter delays. General aviation aircraft must coordinate their route of flight, departure, and return times with Range Operations prior to departure. Phone (623) 856–8818/8819. Once airborne, aircraft from the north contact Gila Bend AFAF Tower (primary) on 257.65/127.75 (UHF/VHF) or Range Operations (secondary) on 264.125/122.775. Aircraft from the south contact Range Operations 264.125/122.775. Aircraft must hold outside restricted airspace until clearance is granted to transit the area. After receiving clearance into the Restricted Airspace, pilots shall monitor Range Operations frequency. The preferred VFR procedure will be to fly over Highway 85 at 500 feet AGL, monitoring Range Ops on VHF 122.775. At night aircraft will fly over Highway 85 at or below 1000 feet AGL. Military aircraft on manned ranges will be instructed to remain clear of Highway 85 or to transit the highway 500 feet above altitude of transiting aircraft. Caution: Due to repeater transmissions and mountainous terrain, flights north of the Sauceda Mountains (Black Gap) will normally only be able to contact Gila Bend Tower. Flights south of the mountains should contact Range Operations. Military aircraft on the Range may be operating lights out. The normal hours of the Goldwater Air Force Range are from 0630–2400 local Monday through Saturday. When the range is inactive, Gila Bend AFAF Tower and Range Operations are closed. When the range is active, Gila Bend AFAF Tower and Range Operations may be closed, and the transit route unavailable, Contact Albuquerque ARTCC on 126.45 or 125.25 to determine transit availability or request flight following.

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**ORANGE COUNTY GREAT PARK TETHERED BALLOON**  
**IRVINE, CALIFORNIA**  
(Until Further Notice)

Tethered balloon 767’ MSL daily (1700–0600Z‡), Located on the El Toro VOR/DME 234 radial at 1 mile (ELB234001).

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**UNAUTHORIZED TRANSMISSION**  
**ARIZONA, CALIFORNIA, AND NEVADA AREA**  
(Until Further Notice)

Attention all aircraft: Be alert to the possibility of UNAUTHORIZED AIR TRAFFIC CLEARANCES issued on ATC frequencies in the Arizona, California, and Nevada areas. If you received a transmission that is questionable verify with AIR TRAFFIC CONTROL.
AEROBATIC OPERATIONS IN ARIZONA

The following practice and competitive aerobatic areas are in use without notice SR–SS daily.

5 NMR DMA
2 NMR INW195055/PAN
1 NM N–S and 7 NM E–W of the PXRO17022 PXRO19020 PXR128013
1 Square mile of the PXR194023
1 NMR PXR129018
1 NMR PXR316026.2
3 NMR PXR 323024
2 NM N–S and 4 NM E–W PXR325027
1 NM Square TFD 3000 18/E60
1 NMR TFD065025/PØ8
1 NMR TFD143021
4 NMR TFD010020
1NMR TFD107036
PØ8–COOLIDGE
2 NW of DVT
5 NMR DRK215013

AEROBATIC OPERATIONS NORTHWEST OF TUCSON, AZ.

Practice and competitive aerobatic maneuvers are regularly scheduled on the Tucson VORTAC 295 radial at 25 miles and Tucson VORTAC 308 radial at 22 miles, sunrise to sunset, up to 5,000 MSL.

SW, 12 AUG 2021 to 7 OCT 2021
AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA
Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the PDZ VORTAC 045 radial at 23 nautical miles from 1,500’ AGL up to and including 7,500’ MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.05 is provided for air-to-air communications with other pilots using or transiting the area.

Aerobatic Area: N34.0559 W117.0704, N34.0631 W117.0704, N34.0631 W117.0625, N34.0559 W117.0625

AEROBATIC OPERATIONS NORTHEAST OF SANTA PAULA, CA
Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of FIM VORTAC, SR–SS, 1,500’ AGL to 5,500’ MSL. The main Aerobatic Area is defined by FIM 220/004, to FIM 260/008, to FIM 285/009, to FIM 360/005, to FIM 055/014, to FIM 070/013. The practice area is for waiver holders only. A second Aerobatic Area is defined as FIM 253/008.3 to FIM 245/007.8 to FIM 242/008.9 to FIM 246/009.6 to point of origin 1,500’ AGL to 3,500’ AGL, SR–SS. Pilots should use caution in these areas. Frequency 122.775 is provided for air–to–air communications with other pilots using or transiting these areas.

AEROBATIC OPERATIONS IN NORTHERN CALIFORNIA
Upon NOTAM issuance, practice and competitive aerobatic maneuvers are scheduled regularly during daylight hours in the vicinity of the King City, Mesa Del Rey Airport (KIC) and/or the Metz Private Airport (3CA7). Operations are authorized for waiver holders only. Pilots are advised to avoid these aerobatic areas entirely along with checking the Federal NOTAM System (FNS) website (https://notams.air.faa.gov/notamSearch/) or contacting Flight Service.
**AEROBATIC OPERATIONS IN COLORADO**

Practice and competitive aerobatic maneuvers are regularly conducted during daylight hours at the following locations:

a. 2 NM radius GLL 180/009, 10,000 MSL and below.
b. 1 NM radius Sterling Muni (STK), 4000 AGL and below.
c. 1 kilometer square, 800 to 3000 AGL 3 statute miles east of RWY 17–35, Kelly Airpark (CO15).
d. 1 statute mile square, surface to 4000 AGL. Center of the area is located 2850 feet east of RWY 18–36. Western boundary is 1000 feet from RWY 18–36 and northern boundary is 100 feet from RWY 08–26, Lamar Airport (LAA). The (LAA) ASOS will broadcast aerobatic area information when this area is active.
e. FMM Airport from surface to 6000’ AGL rectangle 1.25 km (north-south) x 4.5 km (east-west) centered over the airport at 40° 20’ 09”N x 103° 48’ 06” W.
f. 1 NM radius GLL 315/006, 10,000 MSL and below. Mon–Sat 1500–2359, Sun 1600–2359.
g. 1 NM radius 10000 MSL and below. 6.2 statute miles northwest of Vance Brand (LMO) Mon–Sat 1500–2359, Sun 1600–2359.

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**AEROBATIC PRACTICE AREA**

**JEAN AIRPORT, JEAN, NEVADA**

Aerobatic flight activity will be conducted within a 3300’ square box, located 2 miles west of Jean Airport (Specific area of operation is \( \frac{1}{2} \) mile radius from a point described by the LAS 190/20). Flights will occur from SFC to 6500 MSL, between 1 hour after sunrise to 1 hour before sunset daily. Pilots should use caution when operating within this area. To obtain a copy of the Certificate of Waiver outlining appropriate procedures for utilization of the practice area, ctc Henderson Executive Airport at (702) 261–4800.

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**EXTENSIVE FLIGHT TRAINING IN VICINITY OF**

**ERNEST A. LOVE FIELD, PRESCOTT, ARIZONA**

Extensive flight training activity in areas 5 to 38 miles from the Prescott Airport 14,000 MSL and below. These areas are in use from sunrise to sunset daily. Participating traffic reports on 123.5.

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**EXTENSIVE FLIGHT TRAINING IN VICINITY OF**

**ANGWIN–PARRETT FIELD (203), ANGWIN, CALIFORNIA**

Extensive flight training activity within a 10 NM radius of STS056024 (MAUCH INT), 4,500 MSL and below. This area is in use from 1400–0300 UTC daily. Participating traffic reports on 123.0.

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**EXTENSIVE FLIGHT TRAINING IN VICINITY OF**

**THE GREATER PHOENIX BASIN**

When planning for flight in the Phoenix area, please be aware of the extensive flight training activity in the area enclosed by a perimeter line from: Marana Regional Airport (KAVQ) to Gila Bend Municipal (E63) to the Wickenburg (E25) to Lake Pleasant (4AZ5) to Sky Ranch at CareFree (AZ18) to VPREN (11 mi east of KIWA) back to KAVQ.

Within this training area are the following special practices:

1. Parachuting in the vicinity of: Marana (KAVQ), Pinal (KMZJ), Eloy (E60), Coolidge (P08), and Estrella Sailport (E68)
2. Instrument procedures at Lufthansa private airport – Mobile (1AZ0)
4. IFR holding and approaches in a stack over Stanfield VOR (TFD) between 3500 to 6500 feet msl (Stanfield Traffic 122.7)
5. IFR holding at BANYO between the Northwest and Northeast Practice areas.
6. Heavy inbound/outbound transition traffic from the Federal prison (FCI Phoenix-33°49’58.12”N/112°09’54.72”W) southward to the Canal crossing I-17 to KDVT, between 2500 and 4000 MSL.

This training area is further subdivided (see maps at www.AFTW.ORG) into five practice areas:

- Northwest – 122.75; NorthEast – 122.75; SouthEast – 122.85; SouthWest – 122.85; Rainbow Valley (128.925). When transiting this area, it would be well advised to use flight following; monitor these frequencies; and also, monitor traffic (ADS–B, TIS, TAS, TACS, PCAS, etc.).
EXTENSIVE FLIGHT TRAINING IN VICINITY OF PROVO MUNICIPAL AIRPORT

Extensive flight training activity in areas from 5 to 30 miles Southwest to Northeast of Provo Municipal Airport from the PVU 190R clockwise to PVU 020R at 9000 MSL and below. Outside of Provo Class D airspace, Monitor 122.75, Utah Valley Traffic.

SW, 12 AUG 2021 to 7 OCT 2021
EXTENSIVE FLIGHT TRAINING IN VICINITY OF CEDAR CITY REGIONAL AIRPORT

Extensive rotor wing and fixed wing flight training activity in areas from 5 to 30 miles Southwest to Northeast of Cedar City Regional Airport from the EHK 181R clockwise to EHK 030R at 12000 MSL and below. Monitor 123.5, T-Bird Traffic.

SW, 12 AUG 2021 to 7 OCT 2021
ROCKET FIRING SOUTHEAST OF RENO, NEVADA
Rocket firing occurs approximately on the Mustang VORTAC 107 radial at 7 miles, normally seven days a week, sunrise to sunset, up to but not including 1,000 ft above ground level.

GLIDER OPERATIONS NORTHWEST OF TUCSON, ARIZONA
There is regularly scheduled glider/soaring activity conducted from El Tiro Airport, which is located approximately on the Tucson VORTAC (116.0 MHz) 297º radial at 31 nautical miles: this is south of Pinal (Marana) Airpark and bordered by V16, V66, and V105. Activity at El Tiro is normally scheduled for Saturday, Sunday, and Wednesday, with much of the soaring conducted near the intersection of V66 and V105 at altitudes up to, but not including flight level 180.

EXTENSIVE PARAGLIDING AND HANG GLIDING OPERATIONS BETWEEN SLC AND PVU AIRPORTS IN UTAH
CAUTION: Extensive paragliding and hang gliding operations in the vicinity of Point of the Mountain, East of I–15. All aircraft transitioning the area should be vigilant for solo and groups of paragliders and hang gliders.

CAUTION–TETHERED AEROSTAT RADAR SYSTEM (TARS)
A TARS (a large helium-filled balloon) operates continuously up to 15,000 feet, except during inclement weather or when the system is down for maintenance, in R–2312 near Fort Huachuca, Arizona. The tether is unmarked and is virtually impossible to see from only a few hundred feet. See the Phoenix Sectional Chart for location.

YOSEMITE NATIONAL PARK
Public law prohibits flight of VFR helicopters or fixed-wing act below 2000 feet above the surface of Yosemite National Park. “Surface” refers to the highest terrain within the park within 2000 feet laterally of the route of flight or, within the Yosemite Valley, the uppermost rim of the valley.

CALIFORNIA CONDORS
Central California Coast Ranges
California Condors, the largest land birds in North America, are currently being reintroduced to the Central California Coast by the Ventana Wildlife Society (a local non–government organization) and Pinnacles National Park. There are two release sites; one below Anderson Peak near Big Sur (BSR VOR radial 150, 2 NM, the other, in the Pinnacles National Park (SNS VOR radial 099, 24 NM)

Weighing 15–25 pounds with a wingspan of 9.5 feet, this endangered species presents a formidable inflight hazard. Condors are capable of soaring at an altitude of 15,000 feet, although they are more often found between 0 and 3,000 feet AGL. Condors have been known to fly up to 190 miles in a single day and could therefore be found over a very large area. A high–use condor flight area occurs over Pinnacles National Park and the nearby Ventana Wilderness. The park and Ventana are requesting a clearance of 3,000 feet AGL over both the Park and the Wilderness, as indicated, where these condors are consistently soaring.

Park and recovery program personnel thank the aviation community for adhering to this clearance, thus contributing to the conservation of this endangered species and the safety of all pilots. Please also be alert for the presence of these highly endangered species throughout the Coastal Range from Mt Hamilton near San Jose, south to the Simi Valley, near Fillmore VOR (FIM), as well as the foothills along the west side of the San Joaquin Valley. For additional information contact the Ventana Wildlife Society at 831–455–9541 or Pinnacles National Park at (831) 389–4486 x255.

CALIFORNIA CONDORS
Grand Canyon National Park
The adult California Condors in Grand Canyon National Park weigh approximately 20 pounds and have a wingspan of 9.5 feet. This endangered species could present a significant in-flight hazard. Condors are capable of soaring to an altitude of 15,000 feet but are more common between 2,000 and 10,000 feet MSL. High and moderate use condor flight areas in Grand Canyon National Park have been identified using GPS tracking devices. The high use area is roughly centered between Plateau Point and Dana Butte and has a radius of approximately 4 miles. The current designated air tour routes do not traverse the high use area. However, the Dragon Corridor crosses a 7 mile wide moderate condor use zone directly above the canyon. Pilots should practice see-and-avoid strategies at all times. This notice does not alter the Special Flight Rules Area (SFRA–50–2) rules in any way.
SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

- North Atlantic area: 123.45 MHz
- Caribbean area: 123.45 MHz
- Pacific area: 123.45 MHz

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission. Army installations, prior permission is required from the Commanding Officer of the installation. For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330. Use of USAF installations must be specifically justified. For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft. Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity. For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field. When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

NATURAL GAS FLARE

CARLSBAD/CAVERN CITY, NEW MEXICO

A natural gas flare is located at approximately N32°27′50.5″/W104°34′24.2″ (CNM 300/021), SFC to 4200 feet MSL. Pilots should use caution when operating in this area.
LOS ANGELES INTERNATIONAL AIRPORT
NOISE ABATEMENT PROCEDURES

This section sets forth the Los Angeles World Airports’ (LAWA’s) informal noise abatement procedures. All aircraft operators shall comply with Federal Aviation Administration (FAA) regulations and procedures for noise abatement and noise emission standards and with all rules, policies, procedures, resolutions and ordinances established by the City of Los Angeles, LAWA’s Board of Airport Commissioners relative to noise abatement.

It is not intended that any of the traffic or flight procedures contained herein shall, in any manner, abrogate the authority and responsibility of the pilot in command to ensure the safe operation of their respective aircraft. Nor do these procedures supersede Air Traffic Control (ATC) instruction.

No Turns Before the Shoreline: Early Turn Notification Program

To minimize noise in residential communities along the north and south airport boundaries, pilots of all aircraft departing toward the west (over the ocean) shall fly straight until past the shoreline before beginning any turns, unless specifically instructed otherwise by FAA ATC. Pilots should be advised that FAA ATC personnel may issue the departure clearance, “At the shoreline, turn left heading 210” for runway 25R/L departures; for runway 24R/L the clearance may be, “At the shoreline, turn right heading 271”.

Noise Management staff regularly monitors all early turns to the north and south, and uses ATC recordings to verify whether FAA ATC instructed the early turn. With regards to pilot initiated early turns based on our investigation findings, airlines and general aviation operators are asked to investigate the incident and to respond to LAWA with an explanation of why the incident occurred and what the airline or general aviation operator have done or will do to correct the problem for future departures.

Preferential Runway Use Procedure

During the daytime and evening hours between 0700L to 2200L, LAX prefers that the outer runways 24R and 25L are reserved for arrivals, and that the inner runways 24L and 25R are used for departures, which are usually louder than arrivals. During the noise-sensitive hours between 2200L to 0700L, FAA ATC maximizes the use of the inner runways and taxiways for all operations to lessen community noise impacts.

During the daytime and evening hours, the two “inner” runways are used for takeoffs and the two “outer” runways are used for landings to reduce noise impacts.
**Over-Ocean Operation Procedure**

During the noise-sensitive early morning hours between 2400L to 0630L, all aircraft operating at LAX shall approach and depart over the ocean, unless FAA ATC determines that weather or navigational equipment conditions are unsafe for such operations. LAX prefers arriving aircraft utilize the inner 06R runway and departing aircraft utilize the inner 25R runway.

**Maintenance/Run-up Restrictions Between 2300L and 0600L**

a. Operators unable to perform run-ups on approved leasehold run-up pads, must obtain approval and instructions from LAX Airport Operations (310) 646-4265, prior to conducting such activity on any non-leased areas of the Airport.

b. The run-up of mounted aircraft engines for maintenance or test purposes on both leased and non-leased areas is prohibited between the hours of 2300-0600 unless waived on a case by case basis by the Executive Director or his/her designee, as provided below:

   i. The engine(s) will be run in a sound suppression unit that will reduce the sound level at the Airport perimeter to 8dB in A-weighted sound level or less above the ambient background level in surrounding residential areas at the time the run-up is conducted.

   ii. A single engine will not be operated to exceed idle power at each leasehold area. If more than one engine is to be checked, each engine must be checked separately.

   iii. Auxiliary power units are only operated for maintenance and preflight checks.

c. Idle engine checks, run-ups and auxiliary power units are to be operated at minimum time required to accomplish the necessary maintenance or preflight check.

d. Maintenance or test running of jet engines not mounted on an aircraft is prohibited unless performed in a test cell of adequate design. Said cell shall meet noise level criteria at a measurement distance of 250 feet from the center thereof, as follows:

Between 2400L to 0630L, all aircraft land and takeoff over the ocean to keep air traffic away from communities directly east of LAX.
Airport Operations staff regularly inspects the airfield area and tenant facilities. If they observe any unauthorized run-up activity during night time hours as noted above, they will halt the operation as necessary.

**Helicopter Operating Procedures**

This section is for helicopter operators with a valid Operating Agreement with LAWA, including a signed Letter of Agreement.

a. All operators conducting helicopter operations at LAX shall carry a current LAX area Helicopter Route Chart and shall comply with ATC requirements and procedures pertaining to helicopter routes and altitudes within the Los Angeles Class B airspace, and with the procedures set forth herein.

b. Helicopter operators arriving or departing the airport shall utilize the flight routes designated by the FAA for Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) operations.

c. During SVFR operations, helicopter operators are requested to utilize the southerly industrial route when arriving or departing the airport unless specifically instructed otherwise by ATC.

d. In addition to using FAA designated flight routes, helicopters maintain an altitude of 2,000 feet, weather, traffic and safety permitting.

e. Helicopter operators shall use noise abatement approach and departure flight techniques.

f. Helicopter operators shall avoid nighttime (2200 to 0700) operations except in extreme emergency cases.

g. All helicopter training operations are prohibited, such as: touch-and-go, stop-and-go, and low approach, except for FAA certification flights.

h. Helicopter operators shall provide an identification symbol as prescribed by LAWA that is readily visible from the ground on each of the rotorcraft used in regularly scheduled LAX service.

i. Prior to issuance of a helicopter operating agreement, operators are required to develop, implement, and file with the Board of Airports Commissioners a “Fly Neighborly Program” that emphasizes noise abatement and community compatibility through actions in at least the following areas:

   i. Pilot Awareness

   ii. Pilot Training and Flight Operations Planning
iii. Noise Abatement Techniques

iv. Sensitivity to Community Concerns

v. Public Information/Helicopter Identification

vi. VFR/SVFR Approach and Departure Routes

vii. Hours of Operations

j. Fly Neighborly Programs shall be kept current and shall be re-filed with the Board of Airport Commissioners whenever revised.

k. All helicopter-operating agreements shall be issued for a period not longer than five years and shall be reviewed on an annual basis by the Executive Director. The Executive Director shall submit a compliance report to the Board of Airport Commissioners.

Imperial Terminal Procedures

a. All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) arriving at the Imperial Terminal will taxi to a position on Taxiway A adjacent to the terminal ramp. At this point, engines will be shut down and the aircraft towed into its assigned parking position.

b. All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) departing the Imperial Terminal will be towed to a position on Taxiway “A” adjacent to the terminal ramp and positioned facing east or west on Taxiway A prior to starting engines.

c. Jet engine runs and run-ups, and turbine-based ground power units are prohibited on the ramp and auxiliary power units may only be operated.

If you have any questions regarding these noise abatement procedures, please contact LAX Noise Management at 424-646-6500 or see the LAX Rules and Regulations located here: LAX's Aircraft Noise Abatement Operating Procedures and Restrictions.
SAN DIEGO INTERNATIONAL AIRPORT (SAN)
AIRCRAFT NOISE PROHIBITIONS/RESTRICTIONS

No departures or engine run-ups above idle power 0730–1430Z‡. FAR Part 36 Stage 2 departures prohibited 0600–1500Z‡. Per current FAA standards all helicopters are Stage 2. Valid emergency operations or mercy flights exempt from noise abatement restrictions. Operator must provide written report to SAN noise abatement office. Noise monitoring in effect continuously. All operations of aircraft which exceed 104 Effective Perceived Noise Decibels at the takeoff reference point per FAA AC 36 Series documentation are prohibited. Noise sensitive areas all quadrants; recommend pilots use best noise abatement procedures. Pilots are requested to minimize use of reverse thrust consistent with safe operations of aircraft to minimize noise impact on surrounding community. For additional noise level restrictions and information call 619–400–2660 (M–F – 0800L–1700L) and 619–400–2710 all other times.

SW, 12 AUG 2021 to 7 OCT 2021
Fly Quiet Program:

The Fly Quiet Program was developed to help pilots understand the rules and regulations for noise abatement at SFO and to show the public how well airline's participate in the noise abatement programs. The purpose of the Program is to encourage individual airlines to operate as quietly as possible at SFO. The Program promotes a participatory approach in complying with noise abatement procedures by grading airlines' performance and presenting these scores to the public via a published report. The Program consists of five grading elements:

1) The overall noise quality of each airline's fleet operating at SFO.
2) A measure of how well each airline complies with the nighttime Preferential Runway Use Program.
3) Assessment of how well each airline adheres to the Gap departure profile.
4) Assessment of how well each airline adheres to the Shoreline departure profile.
5) Evaluation of single overflight noise level exceedances.

Flight Crews: By operating your aircraft as quietly as possible, you can directly influence your airline's Fly Quiet Program score. Here are some guidelines for maintaining a high score in the Fly Quiet Program:

(a) Preferential Runway Use Program—Between 0100 and 0600 (LT) the preferred departure runways for noise abatement are Runways 10 L/R. Pilots of heavy aircraft can significantly improve their airline's Fly Quiet Program scores by departing on Runways 10 L/R (weather permitting).

(b) Shoreline Departure Turn Quality—The radius of the initial turn after departure off Runways 28 L/R is a grading element of the Fly Quiet Program. Runway 28 L/R departures making excessively wide right turns overfly residential neighborhoods. By completing the initial right turn prior to crossing Highway 101, aircraft remain over industrial and commercial areas. This applies to all Instrument Departure Procedures (IDPs) requiring right turns after departing Runways 28 L/R.

(c) Gap Departure Climb Quality—Aircraft making straight out departures off Runways 28 L/R overfly heavily populated areas immediately west of the airport. Since "higher is quieter," the Airport monitors aircraft altitudes along the departure route. Scores are assigned at specific points, or gates, set approximately one mile apart, with higher scores given to those aircraft that reach higher altitudes at the gates. It is preferred that aircraft making straight–out departures from Runways 28 L/R climb as rapidly as possible.

(d) Noise Exceedance Rating—Maximum noise level limits are established for selected noise monitor stations surrounding SFO. Pilots can improve their airline's exceedance rating by utilizing the Preferential Runway Use Program and complying precisely with the Gap and Shoreline Departure Procedures.
The SFO Nighttime Preferential Runway Use Program is a voluntary Program that was developed in 1988. SFO operates on two sets of parallel runways for both arrivals and departures, based on this runway configuration, there are three preferred nighttime
preferential runway procedures:

1) The primary goal of the Program is to use Runways 10 L/R for take–off because they offer departure routing over the bay which will reduce the noise impacts over the communities surrounding SFO.

2) When departures from Runways 10 L/R are not possible, the second preference would be to depart Runways 28 L/R on the Shoreline or Quiet Departure Procedures. Both of these Procedures incorporate an immediate right turn after departure to avoid residential communities northwest of SFO.

3) The third preference is to depart on Runways 01 L/R. While this procedure directs aircraft over the bay, jet blast from these departures affects communities south of SFO.

The least desirable departure procedure at SFO is a straight–out departure on Runways 28 L/R these departures overfly densely populated communities immediately west of SFO and are discouraged at all hours.

The Airport Director has established a Nighttime Noise Clearance Center operated during 2200–0700 by a duty officer whose responsibilities include monitoring compliance with SFO's Preferential Runway Use Program and responding to requests for exemptions to the noise regulations.

ENGINE RUN–UP RESTRICTIONS

Run–ups of mounted aircraft engines for maintenance or test purposes is prohibited between the hours of 2200–0700 daily except as provided below:

1) An idle check of a single engine is allowed under the following conditions:

   (a) An idle check of a single engine not to exceed a 5–minute duration may be conducted in the lease hold area. If more than one engine is to be checked, each engine must be checked separately and the cumulative duration of the idle checks cannot exceed 5–minutes.

   (b) An idle check of a single engine or multiple engines (checked separately) which will exceed a duration of five minutes will be accomplished in the designated run–up areas. For purposes of noise abatement monitoring, this will be considered a power run–up.

During the hours of 2200–0700, the Operations Supervisor shall be called and permission received prior to any engine idle check or engine idle run–up, including any idle run for more than a cumulative duration of 5–minutes.

During other hours, the Operations Supervisor shall be called and permission received prior to any engine run–up. Any request for an engine run–up during the hours 2200–0700, other than that described above, which is the result of unusual or emergency circumstances, may be approved by the Nighttime Noise Clearance Center.

When approved and accomplished, the Maintenance Supervisor of the airline concerned must provide to the Airport Director a monthly report detailing the following:

   (a) Date and time of the run–up

   (b) Type of aircraft

   (c) Aircraft identification number

   (d) Location of the run–up

   (e) Duration of the run–up

   (f) An explanation of the unusual or emergency circumstances making the run–up necessary

Reports will be submitted to the Airport Director, Attn: Airport Operations within three working days after the last day of each calendar month.
APU OPERATING RESTRICTIONS

Operators are encouraged to use ground power and air sources whenever practicable. APUs may be used when aircraft are being towed.

1) Domestic terminals—Use of APUs is prohibited between the hours of 2200–0600 except 30 minutes prior to departure, when passengers are aboard, or it is needed to test other aircraft equipment.

2) International Terminal—The following procedures apply:

(a) Aircraft scheduled to be at a gate in Boarding Areas A and G for more than 45 minutes between the hours of 0700–2200, are required to use 400Hz ground power and pre-conditioned air, where available. APUs are not authorized without prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

(b) All aircraft scheduled to be at an International Terminal gate between 2200–0700 hours are required to use 400Hz ground power and pre-conditioned air, where available, regardless of scheduled time at the gate. APUs are not authorized, unless prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

NOISE MONITORING SYSTEM

As of January 2005, the Airport installed a new Aircraft Noise Management System (ANMS) utilizing Lochard’s Airport Noise and Operations Monitoring System (ANOMS(tm)) B product suite. This system consists of 29 fixed Environmental Monitoring Units (EMU) and four portable units. The previous passive radar system was replaced with Lochard’s new hybrid, SkyTrak(tm), an integration of the FAA ARTS IIE and live Mode S with passive radar that will drive the SFO community web site and deliver flight data throughout the airport.

CONTACT INFORMATION

For more information about the Fly Quiet Program or noise abatement procedures contact 650–821–5100.
AIR CARRIER OPERATIONS VICINITY OF LONG BEACH (DAUGHERTY FIELD), CA.

A wide mix of aircraft types including Air Carriers landing and departing Long Beach Daugherty Field, utilize the airspace south of Long Beach Airport (Daugherty Field) (LGB), Long Beach, California. The Class E airspace between Point Vicente, Catalina Island, and Huntington Beach accommodates pilot training from local flight schools, numerous IFR and VFR enroute aircraft, and helicopter and other aviation activities.

Participating flight training aircraft in Class E airspace south of Long Beach may:

- Utilize helicopter frequency 122.85 at or below 2,000 MSL.
- Utilize air-to-air frequency 121.95 above 2,000 MSL and below 4,500 MSL.
- Participants are encouraged to make position reports relative to Palos Verde Point, Point Vicente and Point Fermin, Angels Gate, Queens Gate, Emmy & Eva Oil Platforms and the Queen Mary.

VFR flight following may be available from SOCAL TRACON as indicated on the LA Terminal Area Chart.
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.
COZY ONE VFR DEPARTURE (KASE)

- Aspen Airport Rwy 33 VFR departure procedure with transition to IFR clearance when Aspen is landing 15 and departing Rwy 33.
- Pilots should specifically request this procedure using the departure name.
- Aircraft unable to comply with the restrictions in this chart must advise tower prior to taxi and request the published SID.

VFR DEPARTURE ROUTE DESCRIPTION

RUNWAY 33 INITIAL CLIMB: After departure fly heading 343°, maintain VFR at or below 13,000. Expect a left turn (called by ASE Tower) to heading 273°, prior to DBL 8.0 DME. Fly heading 273° to intercept I-PKN NW course outbound to LINDZ INT (DBL R-244).

Receipt of a clearance to climb above 13,000 feet from Aspen Tower or Departure Control constitutes activation of IFR clearance upon leaving 13,000 feet.

SUGGESTED CLIMB GRADIENT:

RWY 33: 465’ per NM to 10000.

WEATHER MINIMUMS:

Ceiling 6,000’
Visibility 10 miles

LOST COMMUNICATIONS: In the event of lost communication prior to IFR activation, squawk 7600 Maintain VFR. Turn left heading 273° to join the I-PKN course outbound. Exercise extreme caution crossing runway 15 final approach course due to opposite direction arrivals. Cross LINDZ at 16,000. If unable to cross LINDZ at 16,000, climb in hold, southwest of LINDZ, inbound on DBL R-244, left turns, 5 mile legs, until reaching 16,000, then on course. IFR is activated leaving 13,000.

CONTACT FOR ADDITIONAL INFORMATION: Aspen Air Traffic Control Tower (970)925-3703

SW, 12 AUG 2021 to 7 OCT 2021
MONTGOMERY-GIBBS EXECUTIVE AIRPORT
San Diego, CA
(KMYF)
TERMINAL AREA GRAPHIC NOTICE
(Not to scale, not to be used for navigation)
Montgomery-Gibbs Executive Airport Westbound VFR Departure Procedure for use with an IFR clearance
“SOLEDAD DEPARTURE”
PILOTS SHOULD SPECIFICALLY REQUEST THIS PROCEDURE USING THE ABOVE NAME

Procedure Instructions:
After departure fly heading 280° maintain VFR at or below 2,500’ MSL.
Expect IFR activation and climb clearance 3NM West of KMYF

Receipt of a climb clearance constitutes activation of IFR clearance.  
WEATHER MINIMUMS: Ceiling 3,000’ and visibility 3 miles

For further information contact Southern California TRACON 858-537-5830
Pilots Are Highly Encouraged to Contact DEN / COS Approach For Traffic Advisories as GA-Type Trainer Aircraft From AFF & PUB are Extremely Difficult to Acquire Visually

FAA Class B, C, D Altitudes Not Depicted
All Altitudes Depicted Include (‘) Symbol & Are in MSL
Unless Identified as AGL

CAUTION
Heavy Traffic To / From & Between Training Areas 9500’ & Below

Overhead Pattern In Use
Initial Approach at 6000’

USAF Contracted Intro Flight Training (IFT) Areas (Grouped)
Mon – Fri, Ocnl Sat, 500’ AGL - 8000’

USAF Contracted Intro Flight Training (IFT)
Training Areas (Grouped)
Mon – Fri, Ocnl Sat, 500’ AGL - 8000’

Information Subject to Change
Only Volume Operations are Depicted, Some Ops are not Depicted due to Chart Size

306 OSS/OSO, USAF Academy CO
Phone: 719.333.0959 or 4617
Email: 306OSS.OSOA321565@us.af.mil

Not For In-Flight Navigation

Approximate Distance 10 NM

SW, 12 AUG 2021 to 7 OCT 2021
There is intense glider activity up to FL180 near the Reno–Tahoe International Airport. Gliders conduct aerobatic maneuvers and other soaring activities in airspace on or near arrival routes, departure routes, final approach courses and holding fixes for the Reno–Tahoe International Airport. Gliders operations may originate from the Air Sailing, Minden–Tahoe and Truckee (California) Airports. The Air Sailing Airport is located near the Mustang (FMG) 337 radial at 20 nautical miles, between Anahop, Pyram and Takle intersections. The Minden–Tahoe Airport is located near the FMG 172 radial at 32 nautical miles, between J5 and J94. The Truckee California Airport is located near the FMG 225 radial at 26 nautical miles, north of the Squee Valley VOR/DME between J32 and V392. Federal Aviation Regulations do not require gliders operators to equip, activate or to broadcast the location of their aircraft via transponder or radio communications while operating outside of Class A or C Airspace. Atmospheric conditions attract large quantities of gliders to the area and activity near mountain ridges or “hot spots” may be intense. Altitudes up to 17,999 have been observed and pilots should exercise due diligence when exiting Class A and C airspace. Pilots are encouraged to refer to the SFO Sectional Aeronautical Chart and to the remarks in the Airport/Facility Directory, Southwest US for the Reno–Tahoe International Airport (RNO) regarding glider activity. For further information, call Reno ATCT/TRACON at (775) 784–5582.
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/evrs. 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.

**LUKE AIR FORCE BASE (AFB), AZ**

**SPECIAL AIR TRAFFIC RULE F.A.R PART 93**

**EFFECTIVE MAY 6, 2010**

Title 14, Code of Federal Regulations, part 93, subpart O, has prescribed special air traffic rules and communication requirements for aircraft operating under Visual Flight Rules (VFR) in the vicinity of Luke Air Force Base.

Pilots are required to establish two-way communication with Luke Approach Control on 118.15 north of Luke AFB or 125.45 south of Luke AFB prior to entering the special air traffic rule area. See Phoenix Terminal Area Chart.

Pilots of non–radio equipped aircraft must request permission to enter the special air traffic rule area at least 24 hours before the proposed operation by telephoning Luke Approach Control at 623–856–6448.
Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part-time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings........................................... 1–800–WX–BRIEF (1–800–992–7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)


FLIGHT RESTRICTED ZONE FLIGHTS

Pilots wishing to fly within the Flight Restricted Zone (FRZ) must call the Washington ARTCC Flight Data Unit at 703–771–3476.
### FAA TELEPHONE NUMBERS AND NWS
### KEY AIR TRAFFIC FACILITIES

#### Air Traffic Control System Command Center
Main Number......................... 540–422–4100

---

#### RGNL AIR TRAFFIC DIVISIONS

<table>
<thead>
<tr>
<th>REGION</th>
<th>TELEPHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alaskan</td>
<td>907–271–5464</td>
</tr>
<tr>
<td>Central</td>
<td>816–329–2500</td>
</tr>
<tr>
<td>Eastern</td>
<td>718–553–4502</td>
</tr>
<tr>
<td>Great Lakes</td>
<td>847–294–7202</td>
</tr>
<tr>
<td>New England</td>
<td>404–305–6200</td>
</tr>
<tr>
<td>Northwest Mountain</td>
<td>425–227–2500</td>
</tr>
<tr>
<td>Southern</td>
<td>404–305–5500</td>
</tr>
<tr>
<td>Southwest</td>
<td>817–222–5500</td>
</tr>
<tr>
<td>Western Pacific</td>
<td>310–725–6500</td>
</tr>
</tbody>
</table>

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#### AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

<table>
<thead>
<tr>
<th>ARTCC NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>**CLEARANCE DELIVERY TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>505–856–4300</td>
<td>505–856–4561</td>
</tr>
<tr>
<td>Anchorage</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–269–1137</td>
<td></td>
</tr>
<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>770–210–7601</td>
<td>770–210–7692</td>
</tr>
<tr>
<td>Boston</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>603–879–6633</td>
<td>603–879–6859</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>630–906–8221</td>
<td>630–906–8921</td>
</tr>
<tr>
<td>Cleveland</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>440–774–0310</td>
<td>440–774–0490</td>
</tr>
<tr>
<td>Denver</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1600</td>
<td>303–651–4257</td>
</tr>
<tr>
<td>Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>817–858–7500</td>
<td>817–858–7584</td>
</tr>
<tr>
<td>Honolulu</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–840–6100</td>
<td>808–840–6201</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–5300</td>
<td>281–230–5622</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317–247–2231</td>
<td>317–247–2411</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>904–549–1501</td>
<td>904–845–1592</td>
</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>
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</tr>
<tr>
<td>Salt Lake City</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>787–253–8663</td>
<td>787–253–8664</td>
</tr>
<tr>
<td>Seattle</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>253–351–3500</td>
<td>253–351–3694</td>
</tr>
<tr>
<td>Washington</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703–771–3401</td>
<td>703–771–3587</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

**For use when numbers or frequencies are not listed in the airport listing.

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#### MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

<table>
<thead>
<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>404–669–1200</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>847–608–5509</td>
</tr>
<tr>
<td>Dallas–Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>972–615–2900</td>
</tr>
<tr>
<td>Denver</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1500</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–8400</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>516–683–2901</td>
</tr>
<tr>
<td>Northern CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>916–366–4001</td>
</tr>
<tr>
<td>Potomac</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>540–349–7500</td>
</tr>
<tr>
<td>Southern CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>858–537–5800</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

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**SW, 12 AUG 2021 to 7 OCT 2021**
<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
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<tbody>
<tr>
<td>Albuquerque Intl Sunport, NM</td>
<td>817–222–5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>505–842–4366</td>
</tr>
<tr>
<td>Andrews AFB, MD</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>301–735–2380</td>
</tr>
<tr>
<td>Baltimore/Washington Intl Thurgood Marshall, MD</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>410–962–3555</td>
</tr>
<tr>
<td>Boston Logan Intl, MA</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>617–455–3100</td>
</tr>
<tr>
<td>Bradley Intl, CT</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>203–627–3428</td>
</tr>
<tr>
<td>Burbank/Bob Hope, CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–5:30 p.m.</td>
<td>818–567–4806</td>
</tr>
<tr>
<td>Charlotte Douglas Intl, NC</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>704–344–6487</td>
</tr>
<tr>
<td>Chicago Midway, IL</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773–884–3670</td>
</tr>
<tr>
<td>Chicago O’Hare Intl, IL</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773–601–7600</td>
</tr>
<tr>
<td>Cleveland Hopkins Intl, OH</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>216–352–2000</td>
</tr>
<tr>
<td>Covington/Cincinnati, OH</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>859–372–6440</td>
</tr>
<tr>
<td>Dallas–Ft. Worth Intl, TX</td>
<td>817–222–5006</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>972–615–2531</td>
</tr>
<tr>
<td>Dayton Cox Intl, OH</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>937–415–6800</td>
</tr>
<tr>
<td>Denver Intl, CO</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1600</td>
</tr>
<tr>
<td>Detroit Metro, MI</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>734–955–5000</td>
</tr>
<tr>
<td>Fairbanks Intl, AK</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–425–8284</td>
</tr>
<tr>
<td>Fort Lauderdale Intl, FL</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305–356–7932</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
### Key to Aerodrome Forecast (TAF) and Aviation Routine Weather Report (METAR)

<table>
<thead>
<tr>
<th>TAF</th>
<th>KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA</td>
</tr>
<tr>
<td></td>
<td>OVC008CB</td>
</tr>
<tr>
<td></td>
<td>FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR</td>
</tr>
<tr>
<td></td>
<td>FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>METAR</th>
<th>KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>18/16 A2992 RMK SLP045 T01820159</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAF</td>
<td>Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report</td>
<td>METAR</td>
</tr>
<tr>
<td>KPIT</td>
<td>ICAO location indicator</td>
<td>KPIT</td>
</tr>
<tr>
<td>091730Z</td>
<td>Issuance time: ALL times in UTC &quot;Z&quot;, 2-digit date, 4-digit time</td>
<td>091955Z</td>
</tr>
<tr>
<td>091818</td>
<td>Valid period: 2-digit date, 2-digit beginning, 2-digit ending times</td>
<td>COR</td>
</tr>
<tr>
<td>15005KT</td>
<td>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</td>
<td>22015G25KT</td>
</tr>
<tr>
<td>5SM</td>
<td>Prevailing visibility: in U.S., Statute Miles &amp; fractions; above 6 miles in TAF Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)</td>
<td>3/4SM</td>
</tr>
<tr>
<td></td>
<td>Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; */&quot;; 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)</td>
<td>R28L/2600FT</td>
</tr>
<tr>
<td>HZ</td>
<td>Significant present, forecast and recent weather: see table (on back)</td>
<td>TSRA</td>
</tr>
<tr>
<td>FEW020</td>
<td>Cloud amount, height and type: SKy Clear 0/8, FEW &gt;0/8-2/8, SCA/tered 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 &quot;VV004&quot;. More than 1 layer may be reported or forecast. In automated METAR reports only, CLEaR for &quot;clear below 12,000 feet&quot;</td>
<td>OVC010CB</td>
</tr>
<tr>
<td></td>
<td>Temperature: degrees Celsius; first 2 digits, temperature */&quot; last 2 digits, dew-point temperature; Minus for below zero, e.g., M06</td>
<td>18/16</td>
</tr>
<tr>
<td></td>
<td>Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q- hectoPascals, e.g., Q1013)</td>
<td>A2992</td>
</tr>
</tbody>
</table>

**SW, 12 AUG 2021 to 7 OCT 2021**
## 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>WS010/31022KT</td>
<td>In U.S. TAF, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); &quot;r&quot;; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT</td>
<td></td>
</tr>
<tr>
<td>FM1930</td>
<td>FroM and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.</td>
<td></td>
</tr>
<tr>
<td>TEMPO 2022</td>
<td>TEMPorary: changes expected for &lt; 1 hour and in total, &lt; half of 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<tr>
<td>PROB40 0407</td>
<td>PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<tr>
<td>BECMG 1315</td>
<td>BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
</tbody>
</table>

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

### QUALIFIER

#### Intensity or Proximity
- Light"no sign" Moderate + Heavy
- VC Vicinity: but not at aerodrome; in U.S. METAR, between 5 and 10SM of the point(s) of observation; in U.S. TAF, 5 to 10SM from center of runway complex (elsewhere within 8000m)

#### Descriptor
- MI Shallow
- BL Blowing
- BC Patches
- SH Showers
- PR Partial
- DR Drifting
- TS Thunderstorm
- FZ Freezing

### WEATHER PHENOMENA

#### Precipitation
- DZ Drizzle
- IC Ice crystals
- RA Rain
- PL Ice pellets
- SN Snow
- GR Hail
- SG Snow grains
- GS Small hail/snow pellets

#### Observation
- UP Unknown precipitation in automated observations
- BR Mist (≥5/8SM)
- SA Sand
- FG Fog (<5/8SM)
- HZ Haze
- FU Smoke
- PY Spray
- SG Snow grains
- DU Widespread dust
- SS Squall
- FS Funnel cloud
- SS Sandstorm
- +FC tornedo/waterspout
- DS Duststorm
- PO Well developed
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
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>Location</th>
<th>Frequencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALBUQUERQUE CENTER –</td>
<td>121.5 121.5 132.8 134.6 243.0</td>
</tr>
<tr>
<td>H-4-5-6-7, L-5-6N-6S-7-8-10-15-17-19</td>
<td>243.0 251.15 346.35 CPDLC (LOGON KUSA)</td>
</tr>
<tr>
<td>Alamogordo –</td>
<td>132.65 132.65 257.6 257.6</td>
</tr>
<tr>
<td>Amarillo Nr 1 –</td>
<td>127.85 285.475</td>
</tr>
<tr>
<td>Amarillo Nr 2 –</td>
<td>134.75 239.25</td>
</tr>
<tr>
<td>Animas –</td>
<td>134.45 133.0 327.15 281.5</td>
</tr>
<tr>
<td>Carlsbad –</td>
<td>135.875 292.15</td>
</tr>
<tr>
<td>Childs Peak –</td>
<td>135.15 126.45 125.25 350.2 307.3 288.3</td>
</tr>
<tr>
<td>Clines Corner –</td>
<td>133.65 132.8 125.075 346.35 284.6 269.475</td>
</tr>
<tr>
<td>Douglas –</td>
<td>121.5 121.5</td>
</tr>
<tr>
<td>El Paso/A/ –</td>
<td>135.875 120.975 292.15 278.3</td>
</tr>
<tr>
<td>El Paso/B/ –</td>
<td>128.2 125.525 285.5 269.45</td>
</tr>
<tr>
<td>Fort Stockton –</td>
<td>135.875 120.975 292.15 278.3 243.0 243.0</td>
</tr>
<tr>
<td>Globe Nr 1 –</td>
<td>135.725 132.9 132.9 339.8 338.3 239.05 239.05</td>
</tr>
<tr>
<td>Globe Nr 2 –</td>
<td>135.15 133.85 132.35 132.35 125.4 353.9 353.9 350.2 290.3 269.3 260.6</td>
</tr>
<tr>
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| **Barstow** | 134.65 | 133.55 | 126.35 | 125.725 | 369.9 | 369.9 | 360.65 | 351.9 | 290.2 | 284.7 | 279.6 |
| **Blythe** | 134.475 | 127.525 | 121.5 | 121.5 | 371.85 | 269.05 |
| **Cedar City** | 135.55 | 135.25 | 127.35 | 124.2 | 369.9 | 369.9 | 346.3 | 343.6 | 299.2 | 257.675 |
| **Daggett** | 121.5 | 121.5 |
| **Edom Hill** | 133.75 | 126.7 | 353.65 |
| **Gaviota** | 121.5 | 121.5 | 369.9 | 243.0 | 243.0 |
| **Julian** | 127.525 | 126.775 | 371.85 | 307.8 |
| **Keeler** | 124.625 | 124.625 | 377.1 | 377.1 |
| **Laguna** | 128.6 | 128.15 | 121.5 | 369.9 | 346.4 | 346.4 | 291.7 | 285.6 | 277.4 |
| **Lebec** | 135.3 | 127.35 | 263.0 |
| **Mount Potosi** | 132.625 | 124.625 | 124.625 | 121.5 | 121.5 | 377.1 | 369.9 | 352.05 | 243.0 | 243.0 |
| **Nelson** | 134.65 | 128.075 | 127.35 | 124.85 | 124.2 | 118.025 | 360.65 | 346.3 | 343.6 | 323.2 | 319.2 | 317.4 |
| **Ontario** | 125.65 | 346.4 |
| **Palmdale** | 132.5 | 125.275 | 121.5 | 121.5 | 351.675 | 284.7 | 243.0 | 243.0 |
| **Pleasant Peak** | 132.85 | 125.275 | 119.95 | 351.7 | 322.4 | 277.4 |
| **Riverside** | 126.35 | 290.2 |
| **Saddle Peak** | 132.6 | 125.8 | 351.8 | 307.1 |
| **San Luis Obispo** | 119.05 | 269.5 |
| **Santa Barbara** | 135.5 | 132.15 | 126.525 | 121.5 | 121.5 | 119.05 | 346.3 | 338.3 | 327.1 | 269.5 |
| **Santa Catalina** | 134.575 | 354.1 |
| **Santa Maria** | 121.9 |
| **Seligman** | 133.2 | 124.85 | 348.65 | 319.2 |
| **Tonopah** | 124.625 | 377.1 |
| **Twenty Nine Palms** | 132.15 | 126.35 | 121.5 | 121.5 | 348.65 | 290.2 | 285.6 | 243.0 | 243.0 |
| **Whittier** | 125.275 | 351.7 |
| **Yuma** | 126.775 | 307.8 |

| **Angels Camp** | 134.375 | 132.95 | 127.95 | 126.85 | 121.25 | 119.75 | 327.0 | 322.55 | 316.1 | 296.7 | 296.7 | 284.6 |
| **Bishop** | 125.75 | 284.65 |
| **Fallon** | 134.45 | 128.8 | 121.5 | 121.5 | 296.7 | 296.7 | 285.5 | 269.3 | 243.0 | 243.0 |
| **Ferndale** | 134.15 | 134.15 | 355.6 | 355.6 |
| **Fresno** | 134.375 | 133.7 | 132.8 | 126.9 | 123.8 | 353.8 | 319.1 | 296.7 | 296.7 | 285.4 | 281.5 | 257.2 |
| **Half Moon Bay** | 134.15 | 134.15 | 127.45 | 125.45 | 119.475 | 357.6 | 355.6 | 355.6 | 307.3 | 225.4 |
| **Hollister** | 127.45 | 357.6 |
| **Lovelock** | 121.5 | 121.5 |
| **Mina** | 132.05 | 127.175 | 125.75 | 323.175 | 284.65 | 273.45 |
| **Mount Tamalpais** | 127.8 | 353.5 | 296.7 |
| **Paso Robles** | 121.5 | 121.5 |
| **Priest** | 134.55 | 133.7 | 132.8 | 128.7 | 319.1 | 307.0 | 290.5 | 285.4 | 257.2 |
| **Red Bluff** | 134.975 | 132.2 | 121.5 | 121.5 | 119.975 | 379.2 | 350.3 | 306.2 |
| **Reno** | 134.45 | 128.8 | 285.5 | 269.3 |
| **Sacramento** | 132.95 | 316.1 | 269.1 | 257.85 |
| **San Luis Obispo** | 128.7 | 307.0 |
| **South Lake Tahoe** | 134.3 |
| **Squaw Valley** | 127.95 |
| **Tonopah** | 132.05 | 125.75 | 284.65 | 273.45 |
| **Ukiah** | 134.975 | 132.2 | 127.8 | 121.5 | 121.5 | 119.975 | 379.2 | 350.3 | 306.2 |

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**© LOS ANGELES CENTER – 121.5 121.5 243.0 243.0 CPDLC (LOGON KUSA) H–3–4, L–3–4–5–7–8–9, A–2 (KZLA)**

**© OAKLAND CENTER – 121.5 121.5 243.0 243.0 CPDLC (LOGON KUSA) H–3–4, L–2–3–7–9–11, A–2 (KZOA)**

**SW, 12 AUG 2021 to 7 OCT 2021**
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</table>
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.

### ALBUQUERQUE RADIO
- ALAMOGORDO RCO 122.15
- ALBUQUERQUE RCO 122.55 255.4
- ANIMAS RCO 122.5
- ANTON CHICO VORTAC 117.8T 122.1R
- CARLSBAD RCO 122.65 255.4
- CIMARRON VORTAC 116.4T 122.1R
- CLINES CORNERS RCO 122.3
- CLOVIS RCO 122.5
- CONCHAS LAKE RCO 122.6
- CORONA VORTAC 115.5T 122.1R
- DEMING RCO 122.2 255.4
- EL PASO RCO 122.55 255.4
- FARMINGTON RCO 122.4 255.4
- GALLUP RCO 122.6 255.4
- GALLUP VORTAC 115.1T 122.1R
- GUADALUPE PASS RCO 122.35 255.4
- HOBBS RCO 122.2
- LAS VEGAS RCO 122.6 255.4
- ROSWELL RCO 122.45 255.4
- RUIDOSO RCO 122.25
- SANTA FE RCO 122.2 255.4
- SILVER CITY RCO 122.3
- SILVER CITY VOR/DME 110.8T 122.1R
- SOCORRO VORTAC 116.8T 122.1R
- TAOS RCO 122.25
- TAOS VORTAC 117.6T 122.1R
- TRUTH OR CONSEQUENCES RCO 122.2 255.4
- TUCUMCARI VORTAC 122.35 255.4
- WEST MESA RCO 122.5
- ZUNI RCO 122.05 255.4

### CEDAR CITY RADIO
- ABAJO PEAK RCO 122.55
- BONNEVILLE VORTAC 112.3T 122.1R
- BRYCE CANYON RCO 122.2
- BULLFROG BASIN RCO 122.4
- CARBON VOR/DME 122.2
- CEDAR CITY RCO 122.3
- CEDAR CITY RCO 122.2 255.4
- DELLE RCO 122.5
- DELTA VORTAC 122.55
- FAIRFIELD RCO 122.25
- FRANCIS PEAK RCO 122.2
- HANKSVILLE VORTAC 122.65
- LUCIN VORTAC 113.6T 122.1R
- MILFORD VORTAC 112.1T 122.1R
- MOAB RCO 122.3
- MYTON VOR/DME 112.7T 122.1R
- OGDEN RCO 122.45
- PROVO RCO 122.6
- RICHFIELD RCO 122.5
- SALT LAKE CITY RCO 122.4 255.4
- ST GEORGE RCO 122.5
- SUNNYSIDE RCO 122.5
- VERNAL RCO 122.35
## DENVER RADIO

- Akron RCO 122.2
- Alamosa RCO 122.3
- Alamosa VORTAC 122.15
- Badger Mountain RCO 122.2
- Black Forest VOR/DME 122.25
- Blue Mesa RCO 122.55
- Correze RCO 122.3
- Denver RCO 122.4
- Denver RCO 122.2 255.4
- Douglas Creek RCO 122.4
- Dove Creek VORTAC 122.5
- Durango RCO 122.6
- Durango VOR/DME 122.25
- Eagle RCO 122.2
- Fort Collins/Loveland RCO 122.4
- Gill VOR/DME 122.65
- Glenwood Springs RCO 122.2
- Grand Junction RCO 122.6
- Grand Mesa RCO 122.2 255.4
- Greenhorn RCO 122.5
- Hayden RCO 122.25
- Kremmling RCO 122.3
- La Junta RCO 122.6 255.4
- Limon RCO 122.3
- MEEKER RCO 122.15
- Montrose RCO 122.65
- Pueblo RCO 122.2
- Rangeley RCO 122.65
- Red Table Mountain RCO 122.4
- Rifle RCO 122.5
- Steamboat Springs RCO 122.2
- Telluride RCO 122.15
- Trinidad RCO 255.4
- Trinidad RCO 122.2

## HAWTHORNE RADIO

- Fillmore VORTAC 112.5T 122.1R
- Guadalupe VOR 111.0T 122.1R
- Lake Hughes RCO 122.3
- Paso Robles RCO 122.4 255.4
- Saddle Peak RCO 255.4
- San Luis Obispo RCO 122.4
- San Marcus VORTAC 114.9T 122.1R
- Santa Barbara RCO 122.3 255.4

## OAKLAND RADIO

- 10057 Central East Pacific Family One 11282 Central East Pacific Family Two 13288 Central East Pacific Family One 13288 Central East Pacific Family Two 17904 Central East Pacific Family One 17904 Central East Pacific Family Two 2869 Central East Pacific Two 3413 Central East Pacific Family One 5547 Central East Pacific Family One 5547 Central East Pacific Family Two 6673 Central East Pacific Family Two 8843 Central East Pacific One
- Arcata RCO 122.6 255.4
- Big Sur RCO 122.2
- Crescent City RCO 122.3
- Ferndale RCO 122.5
- Friant RCO 122.5
- Garberville RCO 122.3
- Mountain View RCO 122.5
- Oakland RCO 122.5 255.4
- Point Arena RCO 122.6
- Point Reyes RCO 122.3
- Salinas RCO 122.6 255.4
- Ukiah RCO 122.35
- Ukiah RCO 122.2
FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES

PRESCOTT RADIO
AJO RCO 122.65
BAGDAD RCO 122.5
BISBEE RCO 122.4
BLACK METAL PEAK RCO 122.55
BUCKEYE VORTAC 110.6T 122.1R
COTTONWOOD RCO 122.3
DOUGLAS RCO 122.6 255.4
FLAGSTAFF VOR/DME 113.9T 123.65R
GILA BEND VORTAC 116.6T 122.1R
GLOBE RCO 122.5
GRAND CANYON RCO 122.4
HUMBOLDT MOUNTAIN RCO 122.6
KINGMAN VOR/DME 108.8T 122.1R
MOUNT LEMMON RCO 122.4
NEEDLES VORTAC 115.2T 122.1R
NOGALES VOR/DME 122.4
PAGE RCO 122.6
PEACH SPRINGS VOR/DME 122.25
PHOENIX RCO 122.2 255.4
PRESCOTT RCO 122.2 255.4
SEIGMAN RCO 122.6
ST JOHNS VORTAC 112.3T 122.1R
STANFIELD VORTAC 114.8T 122.1R
TUBA CITY VORTAC 113.5T 122.05R
TUCSON RCO 122.2 255.4
WINLOW RCO 122.6 255.4
YUMA RCO 122.2

RANCHO MURIETA RADIO
ANGELS CAMP RCO 122.3
ANTELOPE MTN RCO 122.4 255.4
BAKERSFIELD RCO 255.4
FALL RIVER MILLS RCO 122.4
FELLOWS VOR/DME 117.5T 122.1R
FORT JONES VOR/DME 122.2
FRESNO RCO 255.4
GORMAN VORTAC 116.1T 122.1R
HANGTOWN VOR/DME 115.5T 122.1R
MARYSVILLE VOR/DME 110.8T 122.1R 122.6
MODESTO VOR/DME 114.6T 122.1R
PANOCHE VORTAC 112.6T 122.1R
QUINCY RCO 122.4
RED BLUFF RCO 122.4 255.4
REDDING VOR/DME 108.4T 122.1R
SACRAMENTO RCO 122.2 255.4
SACRAMENTO RCO 122.05
SACRAMENTO RCO 122.5
SHAFTER VORTAC 122.5
STOCKTON RCO 122.65 255.4
TULE VOR/DME 109.2T 122.1R
VISALIA VOR/DME 109.4T 122.1R
WEAVERVILLE RCO 122.4

SW, 12 AUG 2021 to 7 OCT 2021
### RENO RADIO
- **Battle Mountain RCO** 122.65
- **Beatty Vortac** 114.7T 122.1R
- **Coaldaile Vortac** 117.7T 122.1R
- **Currant RCO** 122.3
- **Elko RCO** 122.6 255.4
- **Ely RCO** 122.2 255.4
- **Eureka RCO** 122.3
- **Hazen Vortac** 114.1T 122.1R
- **Jackpot RCO** 122.5
- **Las Vegas RCO** 122.4 255.4
- **LoveLock RCO** 122.4 255.4
- **Mina Vortac** 115.1T 122.1R
- **Mormon Mesa Vortac** 114.3T 122.1R
- **Mount Potosi RCO** 122.6
- **Reno RCO** 122.5
- **Reno RCO** 122.2 255.4
- **Sod House Vortac** 122.6
- **Squaw Valley RCO** 122.5
- **Tonopah RCO** 122.5 255.4
- **Wells VOR/DME** 114.2T 122.1R
- **Wilson Creek RCO** 122.6
- **Wilson Creek Vortac** 116.3T 122.1R
- **Winnemucca RCO** 122.3

### RIVERSIDE RADIO
- **Barstow RCO** 122.3
- **Bishop VOR/DME** 122.6
- **Blythe RCO** 122.4 255.4
- **Daggett RCO** 122.2 255.4
- **Furnace Creek RCO** 122.2 255.4
- **Goffs Vortac** 114.4T 122.05R
- **Hector Vortac** 112.7T 122.1R
- **Mammoth Lakes RCO** 122.15
- **Needles RCO** 122.2 255.4
- **Palm Springs Vortac** 115.5T 122.1R
- **Parker Vortac** 117.9T 122.1R
- **Pearblossom RCO** 122.2 255.4
- **Rand Mountain RCO** 122.4
- **Riverside RCO** 122.2 255.4
- **Santa Ana RCO** 122.45
- **Thermal RCO** 122.3 255.4
- **TwentyNine Palms Vortac** 114.2T 122.1R

### SAN DIEGO RADIO
- **Bard Vortac** 116.8T 122.1R
- **Imperial RCO** 122.5 255.4
- **Imperial Vortac** 115.9T 122.1R
- **Julian RCO** 122.6
- **Montgomery RCO** 122.2 255.4
- **Oceanside Vortac** 115.3T 122.1R
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.

ARIZONA

VOR RECEIVER CHECKPOINTS

<table>
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<th>Facility Name (Airport Name)</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac. Mag.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
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<td>Libby (Sierra Vista Muni/Libby AAF) ..........</td>
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<td>Runup area Twy G at Rwy 26 end.</td>
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</tr>
<tr>
<td>Page (Page Muni) .................</td>
<td>G 168</td>
<td>0.8</td>
<td>Twy A runup nr Rwy 33.</td>
<td></td>
</tr>
<tr>
<td>Truth or Consequences (Truth or Consequences Munil) .............</td>
<td>G 154</td>
<td>3.1</td>
<td>On Twy A 2000’ fmr apch end.</td>
<td></td>
</tr>
<tr>
<td>Tucson (Tucson Intl) .............</td>
<td>G 318</td>
<td>0.7</td>
<td>On runup pad NE of Twy A17.</td>
<td></td>
</tr>
<tr>
<td>Tucumcari (Tucumcari Munil) ..........</td>
<td>G 258</td>
<td>0.5</td>
<td>100’ in front of term on twy.</td>
<td></td>
</tr>
<tr>
<td>Willie (Phoenix–Mesa Gateway) ........</td>
<td>G 299</td>
<td>1.4</td>
<td>On Twy G between Rwy 12R and Rwy 12C.</td>
<td></td>
</tr>
<tr>
<td>Willie (Phoenix–Mesa Gateway) ........</td>
<td>G 124</td>
<td>0.6</td>
<td>On Twy P runup area 30C</td>
<td></td>
</tr>
</tbody>
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VOR TEST FACILITIES (VOT)

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<tr>
<th>Facility Name (Airport Name)</th>
<th>Type, VOT Facility</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>Phoenix Sky Harbor Intl</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Prescott (Prescott Rgnl-Ernest A. Love Fld)</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

CALIFORNIA

VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</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>Arcata (Arcata) ...............</td>
<td>G 148</td>
<td>0.8</td>
<td>At apch end Rwy 32 runup area.</td>
<td></td>
</tr>
<tr>
<td>Lake Hughes (General Wm J. Fox Afld)</td>
<td>G 065</td>
<td>18.1</td>
<td>On the main ramp at East terminal gas pit.</td>
<td></td>
</tr>
<tr>
<td>Los Alamitos AAF ...............</td>
<td>G 016</td>
<td>0.8</td>
<td>Runup area Rwy 22R.</td>
<td></td>
</tr>
<tr>
<td>Los Alamitos AAF ...............</td>
<td>G 028</td>
<td>1.1</td>
<td>Runup area Rwy 22L.</td>
<td></td>
</tr>
<tr>
<td>Los Alamitos AAF ...............</td>
<td>G 284</td>
<td>0.5</td>
<td>Twy C at Rwy 4R.</td>
<td></td>
</tr>
<tr>
<td>Modesto (Modesto City–Co–Harry Sham Fld)</td>
<td>G 093</td>
<td>0.6</td>
<td>On ramp area next to intersection of Taxiways A and A1.</td>
<td></td>
</tr>
<tr>
<td>Paso Robles (Paso Robles Muni)</td>
<td>G 247</td>
<td>0.4</td>
<td>Transient parking ramp front of terminal.</td>
<td></td>
</tr>
<tr>
<td>Redding (Redding Muni) ..........</td>
<td>G 308</td>
<td>0.5</td>
<td>On North end of transient ramp.</td>
<td></td>
</tr>
<tr>
<td>Sacramento (McClellan Airfield)</td>
<td>G 358</td>
<td>0.9</td>
<td>Twy A at AER 16.</td>
<td></td>
</tr>
<tr>
<td>Sacramento (McClellan Airfield)</td>
<td>G 015</td>
<td>0.4</td>
<td>On Taxiway B.</td>
<td></td>
</tr>
<tr>
<td>Salinas (Salinas Muni) ..........</td>
<td>G 247</td>
<td>0.4</td>
<td>Intersection of Twys C and D.</td>
<td></td>
</tr>
<tr>
<td>San Jose (Norman Y. Mineta San Jose Intl)</td>
<td>G 125</td>
<td>1.4</td>
<td>On runup area Twy W and D.</td>
<td></td>
</tr>
<tr>
<td>Santa Barbara (Santa Barbara Muni)</td>
<td>G 197</td>
<td>5.8</td>
<td>At intersection of Twy D and H.</td>
<td></td>
</tr>
<tr>
<td>Santa Rosa (Charles M. Schulz–Sonoma Co)</td>
<td>G 121</td>
<td>0.5</td>
<td>Runup Rwy 32.</td>
<td></td>
</tr>
<tr>
<td>Santa Rosa (Charles M. Schulz–Sonoma Co)</td>
<td>G 344</td>
<td>0.4</td>
<td>Runup Rwy 14.</td>
<td></td>
</tr>
</tbody>
</table>

SW. 12 AUG 2021 to 7 OCT 2021
### VOR RECEIVER CHECKPOINTS and VOR TEST FACILITIES

**Facility Name** (Airport Name) | Freq/Ident | Type, VOT Facility | Remarks
--- | --- | --- | ---
Thermal (Jacqueline Cochran Rgnl) | 116.2/TRM | G | On centerline of twy 375’ in front of hangar.
Van Nuys | 113.1/VNY | G | At intersection of Twy D and Twy A.
Van Nuys | 113.1/VNY | G | On West runup area Rwy 34L.
Ventura (Camarillo) | 108.2/VTU | G | Runup area Rwy 16L.
Ventura (Oxnard) | 108.2/VTU | G | Runup Rwy 26.
Ventura (Oxnard) | 108.2/VTU | G | Runup Rwy 28L.
Woodside (Hayward Executive) | 113.9/OSI | G | Runup area Rwy 28L.

### COLORADO VOR RECEIVER CHECKPOINTS

**Facility Name** (Airport Name) | Freq/Ident | Type, VOT Facility | Remarks
--- | --- | --- | ---
Durango (Durango–La Plata Co) | 116.55/DRO | G | Runup area Rwy 03.

### VOR TEST FACILITIES (VOT)

**Facility Name** (Airport Name) | Freq. | Type, VOT Facility | Remarks
--- | --- | --- | ---
Bakersfield (Meadows Fld) | 111.2 | G | Unusable on South taxiway.
Hawthorne (Jack Northrop Fld/Hawthorne Muni) | 113.9 | G | Unusable all areas except runup Rwy 26L at Twy J, runup Rwy 26R.
Los Angeles Intl | 113.9 | G | Unusable all areas except intersection of Twy C and Twy C10.
Sacramento Executive | 111.4 | G | Unusable all areas except Twy B4.
San Diego (Mount Soledad) (San Diego Intl) | 109.0 | G | Unusable all areas except runup areas for Rwys 05, 28L, 28R.
San Diego (Mount Soledad) (Montgomery) | 109.0 | G | Unusable all areas except runup areas for Rwys 18 and 29.
San Diego (Mount Soledad) (North Island NAS–Halsey Fld) | 109.0 | G | Unusable all areas except runup areas for Rwy 05.
San Francisco Intl | 111.0 | G | Unusable area Rwy 28L.
Santa Ana (John Wayne Airport/Orange Co) | 110.0 | G | Unusable area Rwy 30.
Torrance (Zamperini Fld) | 113.9 | G | Unusable area Rwy 30.

**COLORADO VOR RECEIVER CHECKPOINTS**

**Facility Name** (Airport Name) | Freq/Ident | Type, VOT Facility | Remarks
--- | --- | --- | ---
Durango (Durango–La Plata Co) | 116.55/DRO | G | Runup area Rwy 03.

**VOR TEST FACILITIES (VOT)**

**Facility Name** (Airport Name) | Freq. | Type, VOT Facility | Remarks
--- | --- | --- | ---
Colorado Springs | 110.4 | G | VOT unusable east of Twy C–4.
Denver (Centennial) | 108.2 | G | VOT unusable in terminal area N of Twy AA to Twy BN and W Twy L to Twy F.
Denver International | 110.0 | G | VOT unusable east of Twy C–4.

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SW, 12 AUG 2021 to 7 OCT 2021
## VOR RECEIVER CHECKPOINTS and VOR TEST FACILITIES

### NEVADA

#### VOR RECEIVER CHECKPOINTS

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<tr>
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<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ely (Ely Arpt/Yelland Fld)</strong></td>
<td>110.6/ELY</td>
<td>G</td>
<td>059</td>
<td>0.6</td>
<td></td>
<td>At intersection of Twy A and Twy B.</td>
<td></td>
</tr>
<tr>
<td><strong>Silverbow (Tonopah Test Range)</strong></td>
<td>113.0/TQQ</td>
<td>G</td>
<td>113</td>
<td></td>
<td></td>
<td>Twy A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>113.0/TQQ</td>
<td>G</td>
<td>332</td>
<td></td>
<td></td>
<td>Twy E.</td>
<td></td>
</tr>
<tr>
<td><strong>Winnemucca Muni</strong></td>
<td>108.2/INA</td>
<td>G</td>
<td>134</td>
<td>0.8</td>
<td></td>
<td>Runup area Rwy 32.</td>
<td></td>
</tr>
</tbody>
</table>

#### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td><strong>Las Vegas (North Las Vegas)</strong></td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

### NEW MEXICO

#### VOR RECEIVER CHECKPOINTS

<table>
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<tr>
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<th>Check Pt.</th>
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<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roswell (Roswell Air Center)</strong></td>
<td>116.1/CME</td>
<td>G</td>
<td>100</td>
<td>5.2</td>
<td></td>
<td>On middle W ramp adj to twy.</td>
<td></td>
</tr>
<tr>
<td><strong>Silver City (Grant Co)</strong></td>
<td>110.8/SVC</td>
<td>G</td>
<td>100</td>
<td>0.9</td>
<td></td>
<td>Twy entrance to Rwy 26 west of AER.</td>
<td></td>
</tr>
<tr>
<td><strong>Truth or Consequences (Truth or Consequences Muni)</strong></td>
<td>112.7/TCS</td>
<td>G</td>
<td>154</td>
<td>3.1</td>
<td></td>
<td>On Twy A 2000 ft from AER 31.</td>
<td></td>
</tr>
<tr>
<td><strong>Tucumcari (Tucumcari Muni)</strong></td>
<td>113.6/TCC</td>
<td>G</td>
<td>258</td>
<td>0.5</td>
<td></td>
<td>100 ft in front of terminal on twy.</td>
<td></td>
</tr>
</tbody>
</table>

#### VOR TEST FACILITIES (VOT)

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<thead>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Albuquerque Intl. Sunport</strong></td>
<td>111.0</td>
<td>G</td>
<td>VOT unusable North of Rwy 08–26.</td>
</tr>
</tbody>
</table>
## VOR RECEIVER CHECKPOINTS

### UTAH

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type, VOR Facility</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provo (Provo Muni)</td>
<td>108.4/PVU</td>
<td>G</td>
<td>180</td>
<td>0.4</td>
<td>Runup area Twy D.</td>
</tr>
<tr>
<td></td>
<td>108.4/PVU</td>
<td>G</td>
<td>331</td>
<td>0.7</td>
<td>Runup area Twy B.</td>
</tr>
<tr>
<td>St. George (St. George Rgnl)</td>
<td>108.6/UTI</td>
<td>G</td>
<td>005</td>
<td>1.9</td>
<td>Runup area Twy B1.</td>
</tr>
<tr>
<td></td>
<td>108.6/UTI</td>
<td>G</td>
<td>011</td>
<td>1.9</td>
<td>Runup area Twy A1.</td>
</tr>
</tbody>
</table>

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Salt Lake City Intl</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>
The following tabulation lists all reported parachute jumping areas in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. NOTAM D's may be issued to advise users of specific dates and times if outside the times/altitudes that are published. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Parachute jumping areas within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact Flight Service, tower, or ARTCC.

Qualified parachute jumping areas will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jumping area is charted.

To qualify for charting, a jump area must meet the following criteria:
(1) Been in operation for at least 1 year.
(2) Log 1,000 or more jumps each year.

In addition, parachute jumping areas can be nominated by FAA Regions if special circumstances require charting.

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<th>LOCATION</th>
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<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td><strong>ARIZONA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Buckeye Muni..........................</td>
<td>8 NM; 089° Buckeye</td>
<td>14,000</td>
<td>2 NM radius. Daily SR–2 hours after SS.</td>
</tr>
<tr>
<td>(c) Bullhead City, Eagle Airpark........</td>
<td>10 NM; 300° Needles</td>
<td>15,000</td>
<td>3 NM radius. Daily 0645–1835.</td>
</tr>
<tr>
<td>(c) Casa Grande Muni.......................</td>
<td>9 NM; 041° Stanfield</td>
<td>12,000</td>
<td>2 NM radius. Daily 0600–1700.</td>
</tr>
<tr>
<td>(c) Coolidge Muni..........................</td>
<td>25 NM; 070° Stanfield</td>
<td>17,999</td>
<td>15 NM radius. Daily. High altitude, full canopy, free fall, and low level combat parachute jumping. Large military transports in vicinity of arpt. ALBUQUERQUE ARTCC (ZAB) 125.25.</td>
</tr>
<tr>
<td>(c) Cottonwood Arpt .......................</td>
<td>22 NM; 072° Drake</td>
<td>14,000</td>
<td>Continuous during dalgt hrs. Albuquerque Center 124.5</td>
</tr>
<tr>
<td>(c) Eloy Muni...............................</td>
<td>17 NM; 094° Stanfield</td>
<td>17,999</td>
<td>10 NM radius. Continuous 24-hrs (ctc unicom for PAJA advisories) other altitudes by NOTAM.</td>
</tr>
<tr>
<td>Kingman Arpt ..................................</td>
<td>25 NM; 334° Kingman</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Laguna AAF/Yuma Proving Ground..........</td>
<td>11.8 NM; 048° Bard</td>
<td>25,000</td>
<td>5 NM radius. Continuous 24 hrs.</td>
</tr>
<tr>
<td>(c) Maracopa, Hidden Valley Arpt ...</td>
<td>16.7 NM; 295° Stanfield</td>
<td>13,500 MSL</td>
<td>3 NM radius. Daily 0700-2000. PHOENIX TRACON (P50) 123.7.</td>
</tr>
<tr>
<td>(c) Marana Rgnl..................................</td>
<td>25 NM; 308° Tucson</td>
<td>17,999</td>
<td>15 NM radius. Continuous. Tucson Tower 125.1</td>
</tr>
<tr>
<td>(c) Marana, Pinal Airpark..................</td>
<td>33 NM; 308° Tucson</td>
<td>25,000</td>
<td>15 NM radius. Continuous.</td>
</tr>
<tr>
<td>(c) Sawtooth Arpt............................</td>
<td>17.71 NM; 127° Stanfield</td>
<td>17,999</td>
<td>10 NM radius. Continuous 24-hrs. ALBUQUERQUE ARTCC (ZAB) 125.25.</td>
</tr>
<tr>
<td>Sierra Vista/Fort Huachuca..................</td>
<td>3.5 NM; 117° Libby</td>
<td>8,000</td>
<td>0.25 NM radius. Saturday.</td>
</tr>
<tr>
<td>(c) Tusayan, Grand Canyon National Park Arpt, Grand Canyon DZ........</td>
<td>1 NM; 184° Grand Canyon</td>
<td>17,500</td>
<td>2 NM radius. SR–SS.GRAND CANYON ARTCC (GCN) 119.0 LOS ANGELES ARTCC (ZLA) 124.85</td>
</tr>
<tr>
<td>Yuma/Yuma Proving Ground..................</td>
<td>13 NM; 027° Bard</td>
<td>40,000</td>
<td>1 NM radius. SR–SS, Mon-Fri. Drop zones at this location- Green, Phillips, Red.</td>
</tr>
<tr>
<td><strong>CALIFORNIA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apple Valley Arpt..........................</td>
<td>10 NM; 073° Victorville</td>
<td>15,000</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Banning Arpt............................</td>
<td>18.9 NM; 048° Homeland</td>
<td>14,500</td>
<td>2 NM radius. Daily SR–SS. Drops announced on CTAF 122.8. Southern California Tracon (SCT) 134.0.</td>
</tr>
<tr>
<td>(c) Bakersfield, San Joaquin Valley Arpt........</td>
<td>23.21 NM; 163° Shafter</td>
<td>14,000</td>
<td>2 NM radius. Daily SR–SS. Meadows Fld ATCT TRACON 112.975.</td>
</tr>
</tbody>
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<tbody>
<tr>
<td>(c) Blythe Arpt ............................</td>
<td>2.6 NM; 044° Blythe ........................................</td>
<td>24,999</td>
<td>10 NM radius. Continuous 24 hrs. Parachute training high and low levels all hrs NE quad of arpt. LOS ANGELES ARTCC (ZLA) 128.15.</td>
</tr>
<tr>
<td>(c) Birkland’s Ranch ......................</td>
<td>12.5 NM; 339° Redding ........................................</td>
<td>3,900</td>
<td>3 NM radius. May 1 thru Nov 1 yearly.</td>
</tr>
<tr>
<td>(c) Byron Arpt ................................</td>
<td>33 NM; 227° Linden .............................................</td>
<td>15,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) California City Muni Arpt ...........</td>
<td>30 NM; 348° Palmdale ..........................................</td>
<td>17,500</td>
<td>1 NM radius, usually blo 10,000’, SR–SS; Listen for 1-minute call on Camarillo Twr freq.</td>
</tr>
<tr>
<td>(c) Camarillo Arpt ...........................</td>
<td>8.4 NM; 000° Ventura .........................................</td>
<td>14,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Camp Pendleton ..................................</td>
<td>At field .......................................................</td>
<td>4,500</td>
<td>Continuous. All drops made in maneuver area 1200-4500, East half of V-23/V165 bten San Clemente and Oceanside.</td>
</tr>
<tr>
<td>Camp Park ........................................</td>
<td>16 NM; 075° Oakland .........................................</td>
<td>10,000</td>
<td>0.5 NM radius.</td>
</tr>
<tr>
<td>(c) Cloverdale Muni Arpt ..................</td>
<td>21.4 NM; 126° Mendocino ......................................</td>
<td>12,500</td>
<td>1 NM radius. Mon–Sun 0800–2100. OAKLAND ARTCC (ZOA) 119.75</td>
</tr>
<tr>
<td>(c) Davis/Woodland/Winters, Yolo Co ......</td>
<td>16.5 NM; 283° Sacramento ....................................</td>
<td>13,500</td>
<td>3 NM radius. Daily SR–2300.</td>
</tr>
<tr>
<td>El Centro NAF ...................................</td>
<td>At field .......................................................</td>
<td>40,000</td>
<td>0700-1600 Mon-Fri.</td>
</tr>
<tr>
<td>(c) Fall River Mills Arpt .................</td>
<td>34.4 NM; 063° Redding .......................................</td>
<td>8,700</td>
<td>2 NM radius. Daily May 1–Nov 30. Weekends, holidays and occasional weekdays.</td>
</tr>
<tr>
<td>Fort Irwin ........................................</td>
<td>20 NM; 338° Daggett ..........................................</td>
<td>10,000</td>
<td>3 NM radius. Wed–Fri 0900–SS, Sat–Sun 0800–SS, other days and times by request.</td>
</tr>
<tr>
<td>(c) Hemet/Diamond Valley ...................</td>
<td>12.5 NM; 107° Homeland ......................................</td>
<td>14,000</td>
<td>1 NM radius. Daily 0800–SS. Southern California Tracon (SCT) 134.0.</td>
</tr>
<tr>
<td>(c) Lake Elsinore, Skylark Arpt ..........</td>
<td>10.3 NM; 199° Homeland ......................................</td>
<td>14,000</td>
<td>1 NM radius. 0800–SS.</td>
</tr>
<tr>
<td>(c) Lincoln Rgnl/Karl Harder Fld ..........</td>
<td>14.7 NM; 353° McClellan .....................................</td>
<td>15,000</td>
<td>1 NM radius. Continuous 24 hrs. Other altitudes by NOTAM.</td>
</tr>
<tr>
<td>(c) Lodi Arpt ....................................</td>
<td>15 NM; 285° Linden ............................................</td>
<td>15,000</td>
<td>4 NM radius. SR–30 min after SS, exc Christmas day.</td>
</tr>
<tr>
<td>(c) Lompoc Arpt ................................</td>
<td>20 NM; 277° Gaviota .........................................</td>
<td>17,999</td>
<td>Weekends and occasional weekdays.</td>
</tr>
<tr>
<td>Los Alamitos AAF ...............................</td>
<td>At field .......................................................</td>
<td>1,500 AGL</td>
<td>3 NM radius. Daily SR–1 hour after SS. Fresno Yosemite Intl ATCT–TRACON (FAT) 119.6.</td>
</tr>
<tr>
<td>(c) Madera Muni Arpt ........................</td>
<td>25.8 NM; 236° Friant ........................................</td>
<td>15,000</td>
<td>0.5 NM radius. SR–SS Sat and Sun.</td>
</tr>
<tr>
<td>(c) Marina Muni ...............................</td>
<td>7.6 NM; 259° Salinas .........................................</td>
<td>12,500</td>
<td>3 NM radius. SR–SS, OAKLAND ARTCC (ZOA) 119.75</td>
</tr>
<tr>
<td>(c) Mariposa-Yosemite ........................</td>
<td>24.5 NM; 030° El Nido .......................................</td>
<td>Unrestricted</td>
<td>3 NM radius. SR–SS. OAKLAND ARTCC (ZOA) 119.75</td>
</tr>
<tr>
<td>(c) Oceano, Co. Arpt ........................</td>
<td>11 NM, 140° Morro Bay .......................................</td>
<td>13,500</td>
<td>3 NM radius. Daily 0700–2000.</td>
</tr>
<tr>
<td>(c) Oceanside, Bob Maxwell Memorial Airfield</td>
<td>3.6 NM; 097° Oceanside ...................................</td>
<td>13,500</td>
<td>1.5 NM radius. Daily SR–SS. LOS ANGELES ARTCC 121.1.</td>
</tr>
<tr>
<td>(c) Novato (Gnoss Jump Zone) ..............</td>
<td>9.1 NM; 240° Scaggs Island ................................</td>
<td>9,500</td>
<td>2 NM radius. Daily 0800-1800. Oakland ARTCC 127.8.</td>
</tr>
<tr>
<td>Palm Springs .....................................</td>
<td>12 NM; 130° Palm Springs ...................................</td>
<td>14,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Perris Valley Arpt .......................</td>
<td>1 NM; 220° Homeland .........................................</td>
<td>14,500</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Salinas, Davis Road Drop Zone ..........</td>
<td>6 NM; 235° Salinas ..........................................</td>
<td>18,000</td>
<td>1 NM radius. Daily 0500–1900.</td>
</tr>
<tr>
<td>(c) San Diego, Beiriger Drop Zone .........</td>
<td>11.5 NM; 192° Mission Bay ...................................</td>
<td>2,800</td>
<td>1 NM radius. Continuous. Altitudes above 2800’–15000’ MSL avbl upon request, (ctc SOCAL prior to entering Class B airspace).</td>
</tr>
<tr>
<td>(c) San Diego, Brown Fld Muni ..............</td>
<td>2.3 NM 157° Poggi .............................................</td>
<td>14,000</td>
<td>2 NM radius. Mon–Fri 0800–1800.</td>
</tr>
<tr>
<td>(c) San Diego, Lilly Ann Drop Zone ........</td>
<td>7 NM; 136° Mission Bay .....................................</td>
<td>2,800</td>
<td>1 NM radius. Daily SR–SS. Altitudes above 2800’–3300’ MSL avbl upon request, (ctc SOCAL prior to entering Class B airspace).</td>
</tr>
<tr>
<td>(c) San Diego, Otay Reservoir .............</td>
<td>4.4 NM; 058° Poggi ..........................................</td>
<td>14,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) San Diego, Trident .......................</td>
<td>4 NM; 114° Poggi .............................................</td>
<td>15,000</td>
<td>1 NM radius. Daily SR–SS.</td>
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### PARACHUTE JUMPING AREAS

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<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td>Santa Maria</td>
<td>5 NM; 021° Guadalupe</td>
<td>12,500 AGL</td>
<td>2 NM radius. Daily 0900–SS. Sat, Sun and holidays. 1.5 NM NE of Northside airpark.</td>
</tr>
<tr>
<td>(c) Santa Ynez</td>
<td>8 NM; 293° Gaviota</td>
<td>17,999</td>
<td>1 NM radius. Daily 1600–0400.</td>
</tr>
<tr>
<td>(c) Slate Creek</td>
<td>30 NM; 323° Redding</td>
<td>5,500</td>
<td>3 NM radius. May 1 thru Nov 1 yearly.</td>
</tr>
<tr>
<td>(c) Taft Drop Zone</td>
<td>25.7 NM; 197° Shafter</td>
<td>13,000</td>
<td>1 NM radius. SR–SS, occasional night jumps by NOTAM.</td>
</tr>
<tr>
<td>Taft–Kern Co Arpt</td>
<td>21 NM; 066° Fellows</td>
<td>13,000</td>
<td>2 NM radius. Daily SR–SS, occasional night jumps by NOTAM.</td>
</tr>
<tr>
<td>(c) Tracy, Skydive California Arpt</td>
<td>19.04 NM; 272° Modesto</td>
<td>17,999</td>
<td>1 NM radius. Daylight hrs. Northern California TRACON 125.1.</td>
</tr>
<tr>
<td>(c) Tres Pinos Drop Zone</td>
<td>16 NM; 045° Salinas</td>
<td>12,500</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Twentynine Palms</td>
<td>12 NM; 265° Twentynine Palms</td>
<td>12,500</td>
<td>1 NM radius. O900–SS, Sat, Sun, and holidays.</td>
</tr>
<tr>
<td>(c) Watsonville Muni Arpt</td>
<td>21.9 NM; 305° Salinas</td>
<td>14,000</td>
<td>2 NM radius Daylight hrs. Northern California TRACON, 123.85.</td>
</tr>
<tr>
<td>(c) Wilton Drop Zone</td>
<td>17.5 NM; 080° Sacramento</td>
<td>1,500 AGL</td>
<td>Hvy equip, paratroopers.</td>
</tr>
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### COLORADO

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<tr>
<th>LOCATION</th>
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<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>Boulder Muni</td>
<td>9 NM; 328° Jeffco</td>
<td>18,000</td>
<td>2 NM radius. Daylight hrs.</td>
</tr>
<tr>
<td>(c) Brush Muni</td>
<td>19.6 NM; 277° Akron</td>
<td>17,700</td>
<td>2 NM radius. Daily 0800–SS.</td>
</tr>
<tr>
<td>(c) Canon City, Fremont County Arpt</td>
<td>32.9 NM; 276° Pueblo</td>
<td>17,500</td>
<td>2 NM radius. Daily 0600–2359.</td>
</tr>
<tr>
<td>(c) Colorado Springs, USAF Academy Airfield</td>
<td>9 NM; 271° Black Forest</td>
<td>17,500</td>
<td>Daily SR–SS, occasionally til 2200.</td>
</tr>
<tr>
<td>(c) Fort Carson, Yankee Drop Zone</td>
<td>21.5 NM; 279° Gill</td>
<td>17,900</td>
<td>0.5 NM radius. Weekends and holidays.</td>
</tr>
<tr>
<td>(c) Fort Morgan Muni Arpt</td>
<td>31 NM; 278° Akron</td>
<td>17,500</td>
<td>3 NM radius. Fri–Sun SR–SS.</td>
</tr>
<tr>
<td>Greeley, Easton/Valley View Arpt</td>
<td>10.6 NM; 181° Gill</td>
<td>17,900</td>
<td>Daily SR–SS. Denver TRACON 127.05.</td>
</tr>
<tr>
<td>Greeley, Skydive the Farm</td>
<td>16 NM; 308° Gill</td>
<td>14,500</td>
<td>2 NM radius. Fri–Sun 0800–SS.</td>
</tr>
<tr>
<td>(c) Hugo, Kelly Drop Zone</td>
<td>10 NM; 259° Hugo</td>
<td>8,000</td>
<td>2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.</td>
</tr>
<tr>
<td>(c) Longmont, Vance Brand Arpt</td>
<td>15 NM; 346° Jeffco</td>
<td>17,900</td>
<td>2 NM radius. Daily SR–2 hrs after SS.</td>
</tr>
<tr>
<td>(c) Trinidad, Pinon Drop Zone</td>
<td>28 NM; 279° Tobe</td>
<td>8,000</td>
<td>2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.</td>
</tr>
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</table>

### NEVADA

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<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
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<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td>(c) Boulder City Arpt</td>
<td>3 NM; 164° Boulder City</td>
<td>17,000</td>
<td>0.5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) El Dorado Jump Zone</td>
<td>7 NM; 195° Boulder City</td>
<td>17,000</td>
<td>0.5 NM radius. Daily, SR–SS.</td>
</tr>
<tr>
<td>Indian Springs/Creech AFB</td>
<td>38 NM; 304° Las Vegas</td>
<td>10,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Jean, Golden Jump Zone</td>
<td>20.3 NM; 190° Las Vegas</td>
<td>15,000</td>
<td>0.25 NM radius. Daylight operations only. Must be signatory to a LOA with Las Vegas TRACON. South of the main airport building west of the runway. Las Vegas TRACON 118.4.</td>
</tr>
<tr>
<td>(c) Jean Arpt, Knights Drop Zone</td>
<td>24.0 NM; 189° Las Vegas</td>
<td>15,000</td>
<td>1 NM radius. Daylight operations only. Must be signatory to a LOA with Las Vegas TRACON. Las Vegas TRACON 188.4.</td>
</tr>
<tr>
<td>(c) Mesquite Arpt</td>
<td>11.4 NM; 054° Mormon Mesa</td>
<td>17,500</td>
<td>2 NM radius. Continuous SR–SS.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</td>
<td>MAXIMUM ALTITUDE</td>
<td>REMARKS</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>------------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>(c) Nellis AFB, Gunfighter Drop Zone</td>
<td>12.7 NM; 024° Las Vegas.................</td>
<td><strong>17,500 AGL</strong></td>
<td>0.3 NM radius. East of rwys. SR–SS</td>
</tr>
<tr>
<td>(c) Overton, Perkins Fld Arpt</td>
<td>45 NM; 035° Las Vegas.................</td>
<td><strong>12,000</strong></td>
<td>0.2 NM radius.</td>
</tr>
<tr>
<td>(c) Pahrump</td>
<td>49 NM; 126° Beatty...............</td>
<td><strong>12,500</strong></td>
<td>Tue–Sun SR–SS</td>
</tr>
<tr>
<td>(c) Reno/Stead Arpt</td>
<td>15 NM; 292° Mustang...............</td>
<td><strong>14,000</strong></td>
<td>1.0 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Tonopah Arpt</td>
<td>10 NM; 270° Tonopah................</td>
<td><strong>10,000</strong></td>
<td>1 NM radius. Daily SR–SS.</td>
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</table>

**SW, 12 AUG 2021 to 7 OCT 2021**
### NEW MEXICO

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque</td>
<td>6 NM; 050° Albuquerque .....................................................</td>
<td>18,000</td>
<td>Weekends and holidays.</td>
</tr>
<tr>
<td></td>
<td>17 NM; 140° Albuquerque .....................................................</td>
<td>17,000</td>
<td>SR–SS weekends.</td>
</tr>
<tr>
<td></td>
<td>17 NM; 345° Albuquerque .....................................................</td>
<td>10,000 AGL</td>
<td>3 NM radius. SR-SS weekends.</td>
</tr>
<tr>
<td>(c) Belen, Belen Rgnl</td>
<td>12 NM; 346° Socorro ..............................................................</td>
<td>16,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Centerfire Drop Zone</td>
<td>22 NM; 128° Albuquerque .....................................................</td>
<td>14,500</td>
<td>3 NM radius. By NOTAM. Albuquerque Int'l Sunport, 123.9.</td>
</tr>
<tr>
<td>Hollowman Drop Zone</td>
<td>2 NM; 270° Hollowman ............................................................</td>
<td>3,500 AGL</td>
<td>SR-SS. Occasional use. Occasional night drops.</td>
</tr>
<tr>
<td>(c) Santa Teresa/Dona Ana Co Arpt</td>
<td>22 NM; 268° El Paso .................................................................</td>
<td>13,000</td>
<td>1 NM radius. SR-SS Sat–Sun. S side of arpt.</td>
</tr>
</tbody>
</table>

### UTAH

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camp WG Williams/Williams South Drop Zone</td>
<td>8 NM; 350° Fairfield ..............................................................</td>
<td>10,000</td>
<td>0.25 NM radius. Occasional Use.</td>
</tr>
<tr>
<td>(c) Canyonlands Rgnl Arpt</td>
<td>0.23 NM; 061° Moab .................................................................</td>
<td>14,000</td>
<td>5 NM radius. Daily SR-SS. Mar–Nov from official SR-SS. Parachute jumping 1500’ south, southeast of Rwy 21 thld, south of hangars.</td>
</tr>
<tr>
<td>(c) Cedar Fort, Cedar Valley Arpt ...............................................</td>
<td>6.5 NM; 313° Fairfield .............................................................</td>
<td>17,500</td>
<td>3 NM radius. Daily SR–2300.</td>
</tr>
<tr>
<td>Dugway Proving Ground/Clay Flats Drop Zone</td>
<td>50 NM; 118° Bonneville .............................................................</td>
<td>18,000</td>
<td>0.5 NM radius. Occasional Use.</td>
</tr>
<tr>
<td>Goshen Wells, Cedar Valley</td>
<td>4 NM; 270° Fairfield .................................................................</td>
<td>10,000</td>
<td>0.25 NM radius. Occasional use.</td>
</tr>
<tr>
<td>Hurricane, General Dick Stout Fld</td>
<td>13 NM; 042° St George ..............................................................</td>
<td>15,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Logan, Logan–Cache Arpt .............................................................</td>
<td>7.2 NM; 051° Brigham City ..........................................................</td>
<td>15,000</td>
<td>0.5 NM radius. 0900–SS. Weekends and Holidays.</td>
</tr>
<tr>
<td>(c) Nephi Muni ........................................................................</td>
<td>29.6 NM; 178° Provo .................................................................</td>
<td>17,999</td>
<td>3 NM radius. Mar-Nov SR–SS.</td>
</tr>
<tr>
<td>(c) Ogden–Hinckley .................................................................</td>
<td>4.6 NM; 097° Ogden .................................................................</td>
<td>17,999</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Bolinder Fld–Tooele Valley Arpt ...........................................</td>
<td>24 NM; 215° Wasatch .................................................................</td>
<td>17,000</td>
<td>2 NM radius. Daily 1300–0600.</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

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<th>FREQUENCY</th>
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<td>Navy Cabaniss Tower 119.65 299.6 (Mon–Thu 1400–0500Z‡, Fri 1400–0100Z‡)</td>
<td></td>
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<tr>
<td>Fentress NALF, VA (NFE)</td>
<td></td>
<td>H–4J, L–5B, L–27E</td>
</tr>
<tr>
<td>Oceana App/Dep Con 123.9 266.8</td>
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<tr>
<td>Fry, OH (OØH8)</td>
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<tr>
<td>Columbus App/Dep Con 118.425</td>
<td></td>
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<tr>
<td>Gila Bend AF AUX, AZ (GXF)</td>
<td>H–4J, L–5B</td>
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<tr>
<td>Luke App/Dep Con 125.45 263.125 (South) (Mon–Thu 1300–0530Z, Fri 1300–1300Z, clsd weekends and hol)</td>
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<tr>
<td>Glasgow Industrial, MT (Ø7MT)</td>
<td>H–IE, 2G, L–13D</td>
<td></td>
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<tr>
<td>Salt Lake Center App/Dep Con 126.85 305.2</td>
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<tr>
<td>Joe Williams NOLF, MS (NJW)</td>
<td>H–6J, L–18G</td>
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<td>Meridian App/Dep Con 276.4</td>
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<td>Bravo Tower 118.475 279.2 355.8 (Mon–Fri 1400–2330Z‡)</td>
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<td>Oak Grove MCOLF, NC (13NC)</td>
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<td>Cherry Point App/Dep Con 119.35 377.175</td>
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<tr>
<td>Shell AHP, AL (SXS)</td>
<td>L–22I</td>
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<tr>
<td>Cairns App/Dep Con 133.45 239.275 (24 hrs Tue–Sat, 1200–0500Z‡ Sun–Mon) other times ctc</td>
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<tr>
<td>Jax Center App/Dep Con 134.3 322.55</td>
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<td>Shell Tower 139.125 244.5 (1230–0600Z‡ Mon–Fri, exc hol)</td>
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<td>USAF Academy Bullseye Aux Airfield, CO (CO9Ø)</td>
<td>L–1OF</td>
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<tr>
<td>ASOS 125.0</td>
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<tr>
<td>Webster NOLF, MD (NUJ)</td>
<td>H–10I, 12I, L–34E, 36l</td>
<td></td>
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<tr>
<td>Patuxent App/Dep Con 121.0 250.3</td>
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<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>
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<tr>
<td>For Cnc Del when NHK Apch is clsd ctc Potomac Apch at 866–640–4124</td>
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<tr>
<td>Whitehouse NOLF, FL (NEN)</td>
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<td>Jax Center Dep Con 127.775 379.9</td>
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<td>Whitehouse Tower 125.15 307.325 340.2 (Manned during scheduled operations only)</td>
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<tr>
<td>Palm Beach App/Dep Con 317.4</td>
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<tr>
<td>Gwinn Tower 120.4 279.25 (Mon–Fri 1300–2100Z‡)</td>
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<tr>
<td>Gnd Con 121.65 279.25</td>
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### CANADA

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<th>FREQUENCY</th>
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<tr>
<td>ATIS 119.8 (1500–0700Z‡)</td>
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<tr>
<td>Victoria Trml App/Dep Con 132.7 (Avbl on ground)</td>
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</tr>
<tr>
<td>Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡)</td>
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<tr>
<td>Gnd Con 121.8</td>
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</tr>
<tr>
<td>MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500’)</td>
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<td>Amos/Magny, QC (CYEY)</td>
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<td>Montreal Center App/Dep Con 125.9</td>
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<td>Atikokan Muni, ON (CYIB)</td>
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<td>MF 122.3 (5 NM to 4500’ No ground station)</td>
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<td>Barrie–Orillia (Lake Simcoe Rgnl), ON (CYLS)</td>
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<td>Vancouver App/Dep Con 132.3 363.8</td>
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<td>Tower 118.1 (Inner) 127.6 (Outer) 1500–0700Z‡</td>
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<td>Gnd Con 124.3</td>
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<td>Brampton, ON (CNC3)</td>
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<td>Brandon Muni, MB (CYBR)</td>
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<td>MF 122.1 (5 NM to 4000’)</td>
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<td>FACILITY NAME</td>
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<td>MF 122.1 (5 NM to 6500’)</td>
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<td>MF 118.0 (5 NM to 3200’)</td>
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<td>Collingwood, ON (CNY3)</td>
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<td>MF 122.3 (5 NM to 6100’)</td>
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<td>Debert, NS (CCQ3)</td>
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<td>Halifax Trml App/Dep Con 119.2</td>
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<td>Toronto Center App/Dep Con 133.4</td>
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<td>MF 126.2 (1300–2300Z), 3 NM to 1700’</td>
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<td>Drummondville, QC (CSC3)</td>
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<td>ATIS 127.55 (1045–0345Z), OT AWOS</td>
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<td>MF 119.0 (0345–1045Z), 5 NM to 3500’</td>
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<td>268.75  Tower 125.0 308.475</td>
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<td>ATIS 125.1 (1200–0400Z‡)</td>
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<td>Waterloo Tower 126.0 118.55 (1200–0400Z‡)  Gnd Con 121.8</td>
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<td>Lachute, QC (CSE4)</td>
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<td>Leamington, ON (CLM2)</td>
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<td>Lethbridge, AB (CYQL)</td>
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<td>MF 119.4 (0345–1120Z‡ 5 NM to 3000’)</td>
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<td>MF 122.35 (5 NM to 2500’). No gnd station. Excluding the portion S of the</td>
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<td>N shore of Riviere des Milles–îles and 1 NM around Lac Agile Mascoacque arpt.)</td>
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<td>Medicine Hat, AB (CYYH)</td>
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<td>Montreal Center App/Dep Con 124.65 268.3</td>
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<td>(emerg only 450–476–3141)  VFR Advisory 134.15</td>
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<td>Montreal Trml App Con 118.9 126.9 132.85 268.3</td>
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<td>5 NM shape irregular to 2000’</td>
<td>VFR Advisory 134.15 MIL 135.9 322.1 (438 Sqn Ops)</td>
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<td>ATIS 128.425 (1–877–517–2847)</td>
<td>VFR Advisory 122.1 291.8 1330–0530Z‡ (5 NM to 2500’)</td>
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<td>ATIS 128.8 (1100–0400Z$) Winnipeg Center App/Dep Con 132.125 Tower 118.1 (1100–0400Z$) Gnd Con 121.9 (1100–0400Z$) App/Dep 119.2 MF 118.1 (0400–1100Z$ 5 NM to 4000')</td>
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<td>MF 124.8 (No gnd station. 5 NM shape irregular 2000 ASL)</td>
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<td>Toronto/Billy Bishop Toronto City Airport, ON (CYTZ)</td>
<td>ATIS 133.6 (1130–0400Z$) App/Dep Con 133.4 Tower 118.2 119.2 (1130–0400Z$) Gnd Con 121.7</td>
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<td>Toronto/Lester B Pearson Intl, ON (CYYZ)</td>
<td>ATIS 120.825 139.1 App Con 132.8 124.475 125.4 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 121.9 121.65 119.1 Clnc Del 121.3 (1200–0400Z$) A–CDM Coordinator 122.875 (122.825) Apron Tow Coordinator 136.525</td>
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<td>Trenton, ON (CYTR)</td>
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<td>Dep Con 126.125 (north) 132.3 (south) 363.8</td>
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**MEXICO**

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</table>
A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC navaids.
7. Intersection names are spelled out.
8. Navaid and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished.
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 STARSs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

**LOW ALTITUDE**

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<th>Route</th>
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<td>ALBUQUERQUE (ABQ)</td>
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<td>CHICAGO (ORD)</td>
<td>J18 GCK J96 IRK BRADFORD–STAR</td>
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<td>or (TURBOJETS – RNAV 1)J18 GCK J96 IRK BENKY (RNAV–STAR)</td>
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<td>(TURBOJETS – DME/DME/IRU OR GPS) KIDDZ (RNAV–STAR)</td>
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<td>or (TURBOJETS &amp; TURBOPROPS – DME/DME/IRU OR GPS) IAH WEST FLOW DIESL MSCOT (RNAV–STAR)</td>
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<td>OAKLAND (OAK)</td>
<td>(TURBOJETS) ORRCA Q120 GALLI ONL J94 FOD MYRRS FYTTE (RNAV–STAR)</td>
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**HIGH ALTITUDE**

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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
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<tr>
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<td>(TURBOJETS) ORRCA Q120 GALLI ONL J94 FOD MYRRS FYTTE (RNAV–STAR)</td>
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*SW, 12 AUG 2021 to 7 OCT 2021*
**PREFERRED IFR ROUTES**

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<thead>
<tr>
<th>Terminals</th>
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<tbody>
<tr>
<td>DENVER (DEN)</td>
<td>TIPRE Q126 INSLO LBERT LONGZ (RNAV)–STAR... or ORRCA Q120 GALLI BAM J154 TCH KAMPRI LONGZ (RNAV)–STAR...</td>
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<tr>
<td>DETROIT SATS (DME/ME/IRU OR GNSS REQUIRED) GALLI BAM J94 DBQ BAE WEBOR RRALF (RNAV)–STAR...</td>
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<tr>
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<td>HOUSTON (HOU)</td>
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<tr>
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<td>(TURBOJETS &amp; TURBOPROPS – DME/ME/IRU OR GPS) IAH WEST FLOW) BOILE Q4 ELP PEQ FUSCO DIESL MSCOT (RNAV)–STAR...</td>
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<td>PHOENIX (PHX)</td>
<td>BOILE BLH HYDRR (RNAV)–STAR...</td>
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<td>GUP J102 ALS PUB GLD J197 OBH J100 OBK J584 CRL J554 JHW J70 LVZ LENDY SIX–STAR...</td>
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**Terminals Route Effective Times (UTC)**

**SW, 12 AUG 2021 to 7 OCT 2021**
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<td>MVA INSLO LIBERT LONZ (RNAV)–STAR</td>
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<td>HOUSTON(HOU)</td>
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**Terminals Route Effective Times (UTC)**

**SW, 12 AUG 2021 to 7 OCT 2021**
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<tr>
<th>Terminals</th>
<th>Route</th>
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<td>NEW YORK (JFK)</td>
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<tr>
<td>PHOENIX (PHX)</td>
<td>BOILE BLH HYDRR (RNAV)–STAR</td>
<td>1600–0500</td>
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<td>PITTSBURGH (PIT)</td>
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<td>TORONTO (YYZ)</td>
<td>ORRCA Q120 GALLI BAM J32 ABR J70 GEP GRB YZEMN NUBER (CANADIAN) (RNAV)–STAR</td>
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<td>DENVER (DEN)</td>
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<td>HOUSTON (IAH)</td>
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**SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES**

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<th>Terminals</th>
<th>Route</th>
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<tr>
<td>TRAFFIC ARRIVING SALT LAKE CITY TERMINAL AREA</td>
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<td>SOUTH OVER BCE</td>
<td>MLF DTA TCH</td>
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<td>SOUTH OVER MLF</td>
<td>EKR MTU SPANE–STAR</td>
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<td>SOUTHEAST OVER EKR</td>
<td>JNC J12 HELPR SPANE–STAR</td>
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<tr>
<td>WEST OVER BVL</td>
<td>BVL BONNEVILLE–STAR</td>
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*SW, 12 AUG 2021 to 7 OCT 2021*
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_within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "Tower Enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to use the TEC route descriptions provided in the Southwest U.S. Chart Supplement when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. The following items should be noted before using the graphics and route descriptions.

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show geographic areas connected by these routes. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains five columns of information after geographic area listed in the heading, where the departure airport is located; i.e., the airport/airports of intended landing using FAA three letter/letter-two number identifiers, the coded route number, route direction (See item 8), the specific route (airway, radial, etc.), the altitude allowed for type of aircraft and the routes.

3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC or radials are listed (See item 5).

5. Routes beginning and ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, ensure you file correct route for type of aircraft which is denoted after the route in the altitude column using J,M,P, or Q. These are listed after item 10 under Aircraft Classification.

7. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in the proximity of major airports via the same routing.

8. The runway in use at San Francisco International Airport (SFO) determines which route to file in Northern California. When SFO is landing Runways 28/01, file the applicable SFOW route. When SFO is landing Runways 19/10, file the applicable SFOE route. If there is no direction listed, the route may be filed regardless of the runway in use at SFO.

9. Aircraft types (i.e. J, M, P, and Q) are listed at the beginning of the altitude and should be used with the route of flight filed. (See Aircraft Classification below). The altitudes shown are to be used for the route. This allows for separation of various arrival routes, departure routes, and overflights to, from, and over all airports in the Northern California area.

10. Until further notice, do not file coded route identifiers; file the full route listed

LEGENDS

AIRCRAFT CLASSIFICATION
  (J) = Jet powered
  (M) = Turbo Props/Special (cruise speed 190 knots or greater)
  (P) = Non-jet (cruise speed 190 knots or greater)
  (Q) = Non-jet (cruise speed 189 knots or less)
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<th>Route</th>
<th>Direction</th>
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<th>Altitude</th>
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<td><strong>ROUTE</strong></td>
<td><strong>DIRECTION</strong></td>
<td><strong>ROUTE</strong></td>
<td><strong>ALTITUDE</strong></td>
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*SW, 12 AUG 2021 to 7 OCT 2021*
### TOWER ENROUTE CONTROL

#### SAN JOSE
FROM: SJC NUQ PAO RHV E16

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TOWER ENROUTE CONTROL (TEC)
SOUTHERN CALIFORNIA

SW, 12 AUG 2021 to 7 OCT 2021
TOWER ENROUTE CONTROL (TEC) FOR SOUTHERN CALIFORNIA

Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as “Tower Enroute” which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to use the TEC route descriptions provided in the Southwest U.S. Chart Supplement when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. The following items should be noted before using the graphics and route descriptions.

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains four columns of information after geographic area listed in the heading, where the departure airport is located; i.e., the airport/airports of intended landing using FAA three letter/letter–two number identifiers, the coded route number (this should be used when filing the flight plan and will be used by ATC in lieu of reading out the full route description), the specific route (airway, radial, etc.), the altitude allowed for type of aircraft and the routes.

3. The word “DIRECT” will appear as the route when radar vectors will be used or no airway exists. Also this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC or radials are listed (See item 5).

5. Routes beginning and ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, ensure you file correct route for type of aircraft which is denoted after the route in the altitude column using J,M,P, or Q. These are listed after item 10 under Aircraft Classification.

7. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in the proximity of major airports via the same routing.

8. Los Angeles International Airport (LAX) and four other airports (ONT–SAN–TOA–SNA) have two options due to winds and these affect the traffic flows and runways in use. To indicate the difference the following symbols are used after the airport: Runway Number, W for west indicating normal conditions, E for East, and N for North indicating other than normal operation. If nothing follows the airport use this route on either West, East, or North plan. Other destinations have different arrivals due to LAX being East and they have the notation “(LAXE).” Torrance Airport is also unique in that the airport is shared between Los Angeles and Coast area of Southern California TRACON; for Runway 11 departures use Coast area routings and for Runway 29 departures use Los Angeles area routings.

9. When filing flight plans, the coded route identifier, i.e. SANL2, VTUL4, POML3 may be used in lieu of the route of flight.

10. Aircraft types i.e. J, M, P, and Q are listed at the beginning of the altitude and should be used with the route of flight filed. (See Aircraft Classification below). The altitudes shown are to be used for the route. This allows for separation of various arrival routes, departure routes, and overflights to, from, and over all airports in the Southern California area.

AIRCRAFT CLASSIFICATION

(J) = Jet powered
(M) = Turbo Props/Special (cruise speed 190 knots or greater)
(P) = Non-jet (cruise speed 190 knots or greater)
(Q) = Non-jet (cruise speed 189 knots or less)
### Tower Enroute Control for Southern California

#### Burbank Area

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**SW, 12 Aug 2021 to 7 Oct 2021**
TOWER ENROUTE CONTROL

TO: ROUTE ROUTE ALTITUDE
FROM: AVX

TO: ROUTE ROUTE ALTITUDE
FROM: SNA

TO: ROUTE ROUTE ALTITUDE
FROM: FUL SNI SNA TOA (RWY11)

TO: ROUTE ROUTE ALTITUDE
FROM: AVX

SW, 12 AUG 2021 to 7 OCT 2021
EMPIRE AREA
FROM: CCB CNO EMT HMT REI L65 AJO RAL RIR RIV SBD F70 ONT POC

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TOWER ENROUTE CONTROL 473

SW, 12 AUG 2021 to 7 OCT 2021
FROM: LAX WEST AND EAST (M CLASS)

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**SW, 12 AUG 2021 to 7 OCT 2021**
FROM: SBP SMX V66 LPC IZA

TO: ROUTE ALTIMETRY
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F70.
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RNM.
RNM (LAXE).
RNM.
OX R CMA NTD.
PSP UDD TRM.

ROUTE
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In support of the Federal Aviation Administration’s Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:
1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,  
2. Approach lighting systems that do not bear a system identification are indicated with a negative “#” beside the name.
A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., #*

To activate lights, use frequency indicated in the communication section of the chart with a # or the appropriate lighting system identification e.g., UNICOM 122.8 #, ##, #

KEY MIKE  FUNCTION
7 times within 5 seconds  Highest intensity available
5 times within 5 seconds  Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds  Lowest intensity available (Lower REIL or REIL-off)

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 Procedure Amendment
Orig 31DEC09 Amrd 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 underlie not-to-scale distance depictions or symbols.
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

**Runways**

- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Closed Runway
- Closed Surface
- Under Construction
- Water Runway

**ARRESTING GEAR**: Specific arresting gear systems; e.g., BAX 12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

- uni-directional
- bi-directional
- Jet Barrier

**ARRESTING SYSTEM**

**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

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

**NOTE**

- 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, 20-325

**LEGEND**

- Helicopter Alighting Areas
- Negative Symbols used to identify Copter Procedures landing point
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

**NOTE**

- Runway TDZ elevation
- 0.3% DOWN
- 0.8% UP

- 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.

**Agroach 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.
**AIRPORT DIAGRAMS 483**

**HOT SPOTS**

An “Airport surface hot spot” is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A “hot spot” is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

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<tr>
<th>CITY/AIRPORT</th>
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<th>DESCRIPTION</th>
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</thead>
<tbody>
<tr>
<td><strong>ARIZONA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHANDLER</td>
<td>HS 1</td>
<td>Rwy 22R may be used as an alternate taxi route due to run-up area and twy congestion.</td>
</tr>
<tr>
<td>GLENDALE</td>
<td>HS 1</td>
<td>Eastbound tfc from ramp must remain alert so as not to cross Twy A and enter rwy environment. Acft exiting rwy at Twy A4, Twy A5 and Twy A6 must remain alert for acft on Twy A.</td>
</tr>
<tr>
<td>GRAND CANYON</td>
<td>HS 1</td>
<td>Pilots sometimes confuse Twy A and Twy B at the Rwy 21 end because of the close proximity. Verify correct taxi route.</td>
</tr>
<tr>
<td>PHOENIX</td>
<td>HS 1</td>
<td>Pilots sometimes cross Rwy 07R–25L at Twy B5 without ATC clearance.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots sometimes cross Rwy 07R–25L at Twy B9 without ATC clearance.</td>
</tr>
<tr>
<td></td>
<td>HS 1</td>
<td>Rwy 07L and Rwy 07R departures sometimes misidentify Twy F for Rwy 07L or Rwy 07R.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots sometimes cross Rwy 07L/25R at Twy F8, Twy F9, or Twy F10 without authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross Rwy 25L at Twy H3.</td>
</tr>
<tr>
<td>PRESCOTT</td>
<td>HS 1</td>
<td>Run up area at Twy F1 not visible from the twr.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Tfw A1, Tfw B4, Tfw B5 and Rwy O3L confusing intersection in close proximity to Rwy O3L. Tfw A1 crosses aphp end Rwy O3L. Pilots taxiing to/from hangars via Tfw B4 sometime mistakenly taxi on Tfw A1 or B5.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Tfw C4, Tfw D4 and Rwy O3R–21L intersection, frequent rwy crossings.</td>
</tr>
<tr>
<td>TUCSON</td>
<td>HS 1</td>
<td>Air tfc often taxies act via Tfw B and onto Rwy 33 for departure on Rwy O6R. Use caution not to enter Rwy O6R without ATC authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 29R sometimes mistaken for Rwy 29L.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots instructed to hold short of Rwy 11R–29R or Rwy 11R–29L sometimes cross the aphp area of these rwys without authorization.</td>
</tr>
<tr>
<td><strong>CALIFORNIA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATWATER</td>
<td>HS 1</td>
<td>Complex area. Verify correct taxi route. Areas south of Tfw A and Tfw G are private ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Tfw congestion due to large volume of actf proceeding to and from Rwy 31.</td>
</tr>
<tr>
<td>BURBANK</td>
<td>HS 1</td>
<td>Acft taxiing westbound fr tml ramp sometimes cros Rwy 33–15 rwy holding posn markings and enter Rwy 33–15 wo authorization.</td>
</tr>
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<tr>
<td>CARLSBAD</td>
<td>HS 1</td>
<td>ATC has difficulty seeing small acft taxying eastbound on Twy A, when “Large Jets” are parked on the ramps.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots exiting Rwy 24 sometimes turn onto Twy A3 when instructed to exit at Twy A4.</td>
</tr>
<tr>
<td>CHINO</td>
<td>HS 1</td>
<td>Pilots taxiing south on Twy D, sometimes fail to turn on to Twy A and proceed onto Rwy 08L–26R by mistake.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots taxiing west on Twy L, sometimes turn onto Rwy 03–21 by mistake.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Pilots taxiing south on Twy K sometimes fail to turn onto Twy A and proceed onto Rwy 08L–26R by mistake.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Complex int – after crossing Rwy 21 westbound on Twy L, pilots sometime confuse Twy D and Twy K and cross the 08L–26R rwy holding posn marking wo authorization.</td>
</tr>
<tr>
<td>CONCORD</td>
<td>HS 1</td>
<td>Pilots departing the Rwy 32L run–up area sometimes mistake Twy J for Rwy 32L.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Complex intersection at Rwy 01R–19L, Twy J, Twy A, Twy C and Twy K.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Pilots on Twy A sometimes fail to comply with hold short instructions for Rwy 32L apch area and/or fail to proceed completely through Rwy 32L apch area when instructed by ATC.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Acft approaching Rwy 32R from Twy B, Twy J, and the run up area often cros the rwy holding posn wo ATC auth.</td>
</tr>
<tr>
<td>EL MONTE</td>
<td>HS 1</td>
<td>Acft taxiing on Twy A on gnd freq be vigilant for tfc exiting the rwy at Twy C.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft taxiing on Twy A on gnd freq be vigilant for tfc exiting the rwy at Twy D.</td>
</tr>
<tr>
<td>HAYWARD</td>
<td>HS 1</td>
<td>Rwy 25 run–up area, do not depart the run–up area without ATC clearance.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft approaching Twy A from the ramp sometimes fail to turn onto Twy A, proceeding onto Twy E and ultimately Rwy 10L–28R. Acft exiting Rwy 10L–28R sometimes fail to ctc GND prior to taxiiing to parking.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Area not visible from ATCT. Acft exiting Rwy 10L–28R sometimes fail to ctc GND prior to taxiiing to parking.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Area not visible from ATCT.</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Rwy 28L hold bars on Twy A1 and Twy Z1 are at non–typical lctn. Pilots sometime pass the hold bar wo authorization.</td>
</tr>
<tr>
<td>LA VERNE</td>
<td>HS 1</td>
<td>Short distance between parallel Rwy 26R and Rwy 26L. Be aware of the rwy holding position markings for the parallel rwy and do not cross without authorization.</td>
</tr>
<tr>
<td>LANCANTER</td>
<td>HS 1</td>
<td>Pilots taxiing from ramp sometimes mistake Rwy 06–24 for Twy A.</td>
</tr>
<tr>
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<tr>
<td>LIVERMORE MUNI (LVK)</td>
<td>HS 1</td>
<td>Pilots instructed to hold short of Rwy 25R at Twy B sometimes fail to comply. Pilots sometimes land on Rwy 25R without clearance.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots instructed to hold short of Rwy 25L at Twy C sometimes fail to comply.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Pilots instructed to hold short of Rwy 07L at Twy H sometimes fail to comply.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Pilots instructed to hold short of Rwy 07R at Twy G sometimes fail to comply.</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Pilots instructed to hold short of Rwy 25R at Twy G sometimes fail to comply.</td>
</tr>
<tr>
<td></td>
<td>HS 6</td>
<td>Pilots may be confused at the intersections of Twy J, Twy A, and Twy G sometimes fail to comply with taxi instructions.</td>
</tr>
<tr>
<td>LONG BEACH</td>
<td>HS 1</td>
<td>Acft northbound on Twy B and instructed to hold short of Rwy 12–30 at Twy K sometimes miss the turn onto Twy K and proceed straight ahead onto Rwy 12–30 and Rwy 08L–26R.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of Rwy 08R–26L.</td>
</tr>
<tr>
<td>LOS ANGELES</td>
<td>HS 1</td>
<td>Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy AA.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy Z.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Pilots sometimes cross Rwy 25L and Rwy 25R &quot;Hold Bars&quot; at Twy F, no authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Pilots sometimes fail to hold short of Twy H5 at Intermediate Holding Posn Marking when taxiing westbound on Twy H.</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Acft exiting Rwy 25L onto Twy H6 sometimes mistakenly turn to Twy H5.</td>
</tr>
<tr>
<td>MARYSVILLE</td>
<td>BEALE AFB (BAB)</td>
<td>HS 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 3</td>
</tr>
<tr>
<td>MOJAVE</td>
<td>MOJAVE AIR AND SPACE PORT (MHV)</td>
<td>HS 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2</td>
</tr>
<tr>
<td>NAPA</td>
<td>NAPA CO (APC)</td>
<td>HS 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 3</td>
</tr>
<tr>
<td>OAKLAND</td>
<td>METRO OAKLAND INTL (OAK)</td>
<td>HS 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 3</td>
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<tr>
<td><strong>ONTARIO</strong></td>
<td>HS 1</td>
<td>Southbound tfc crossing Rwy 08R/26L at Twy F sometime fly the incorrect cntrln and mistakenly turn onto Rwy 26L westbound, since Twy S is not easily seen from N of the Rwy.</td>
</tr>
<tr>
<td><strong>ONTARIO INTL (ONT)</strong></td>
<td>HS 2</td>
<td>Southbound tfc crossing Rwy 08R/26L at Twy P or Twy Q sometime select the incorrect Twy cntrln and enter the wrong twy or enter Rwy 26L, since Twy S is not easily seen from N of the Rwy.</td>
</tr>
<tr>
<td><strong>PALM SPRINGS</strong></td>
<td>HS 1</td>
<td>Pilots sometimes mistake Twy C for Rwy 13R–31L or Rwy 13L–31R.</td>
</tr>
<tr>
<td><strong>PALM SPRINGS INTL (PSP)</strong></td>
<td>HS 2</td>
<td>Pilots instructed to taxi to Rwy 13R via Twy B and Twy C sometimes miss the turn onto Twy C and enters Rwy 13R–31L without authorization.</td>
</tr>
<tr>
<td><strong>Palm Springs</strong></td>
<td>HS 3</td>
<td>Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.</td>
</tr>
<tr>
<td><strong>RIVERSIDE</strong></td>
<td>HS 1</td>
<td>Westbound tfc on Twy A to Twy B must remain alert so as to not cross Rwy 34.</td>
</tr>
<tr>
<td><strong>RIVERSIDE MUNI (RAL)</strong></td>
<td>HS 2</td>
<td>ATC non–visibility area.</td>
</tr>
<tr>
<td><strong>SACRAMENTO</strong></td>
<td>HS 1</td>
<td>Pilots sometimes confuse the inbound Twy A with the outbound Twy B.</td>
</tr>
<tr>
<td><strong>SACRAMENTO EXEC (SAC)</strong></td>
<td>HS 2</td>
<td>Portion of Twy E not visible from twr.</td>
</tr>
<tr>
<td><strong>SACRAMENTO INTL (SMF)</strong></td>
<td>HS 1</td>
<td>Portions of the ramp not vis to the twr. Act dep the SE concourse B gates sometimes conflict with inbd actf.</td>
</tr>
<tr>
<td><strong>SACRAMENTO INTL (SMF)</strong></td>
<td>HS 2</td>
<td>Pilots should use caution at twy intersections W and Y at Y2. There is concentrated N/S gnd veh tfc at these twy intersections.</td>
</tr>
<tr>
<td><strong>SAN DIEGO</strong></td>
<td>HS 1</td>
<td>Acft ldg Rwy 28R and exiting onto Twy M sometimes cross Rwy 28L wo authorization.</td>
</tr>
<tr>
<td><strong>MONTGOMERY–GIBBS EXEC (MYF)</strong></td>
<td>HS 2</td>
<td>Pilots exiting Rwy 28R onto Rwy 05–23 sometime enter Rwy 28L wo authorization. Some pilots fail to hold short of the elevated rwy holding posn sign on Rwy 05–23 til issued further clnc to cros Rwy 28L.</td>
</tr>
<tr>
<td><strong>SAN DIEGO</strong></td>
<td>HS 3</td>
<td>Acft taxing to Rwy 28R apch end sometime mistake Twy B for Twy A and cros Rwy 28L wo authorization.</td>
</tr>
<tr>
<td><strong>SAN DIEGO INTL (SAN)</strong></td>
<td>HS 1</td>
<td>Twy J at Twy H. Pilots at GA parking instructed to taxi via Twy H and Twy C incorrectly turn onto Twy J instead.</td>
</tr>
<tr>
<td><strong>SAN FRANCISCO</strong></td>
<td>HS 1</td>
<td>Complex intersections in close proximity of rwys. Pilots taxiing E bound on Twy B sometime turn on Twy F instead of continuing the turn on Twy B.</td>
</tr>
<tr>
<td><strong>SAN FRANCISCO INTL (SFO)</strong></td>
<td>HS 2</td>
<td>Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 01L–19R by mistake.</td>
</tr>
<tr>
<td><strong>SAN JOSE</strong></td>
<td>HS 3</td>
<td>Acft exiting Rwy 28R on Twy F; manage your taxi speed. Expect to hold short of Rwy 28L.</td>
</tr>
<tr>
<td><strong>NORMAN Y MINETA SAN JOSE INTL (SJC)</strong></td>
<td>HS 1</td>
<td>&quot;Run–up Area&quot; is asphalt/black–top and near active Rwy 30L and Twy D.</td>
</tr>
<tr>
<td><strong>SAN JOSE</strong></td>
<td>HS 1</td>
<td>Numerous inbounds and outbounds at twy intersections Twy D, Twy Z, and Twy Y.</td>
</tr>
<tr>
<td><strong>SAN JOSE</strong></td>
<td>HS 3</td>
<td>Acft sometimes confuse Twy Y for Rwy 13L–31R.</td>
</tr>
<tr>
<td>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
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<td>--------------------------------------------------</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>SAN LUIS OBISPO</td>
<td>HS 1</td>
<td>Area May Not Be Visible from Ctl Twr.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy E is not perpendicular to Rwy 29.</td>
</tr>
<tr>
<td>SANTA ANA</td>
<td>HS 1</td>
<td>ATC will instruct pilots when to turn from Twy A onto Twy L and hold short of Rwy 20L. Do not cross Rwy 20L without authorization.</td>
</tr>
<tr>
<td>JOHN WAYNE/ORANGE CO (SNA)</td>
<td>HS 2</td>
<td>Pilots exiting Rwy 20R or Rwy 20L onto Twy H: short distance between rwys. Expect to hold short of the parallel rwy. Manage your taxi speed. Do not cross the Runway Holding Position Markings for the parallel rwy without ATC authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Pilots taxiing via Twy A, Twy H, and Twy C sometimes miss the turn from Twy H to Twy C.</td>
</tr>
<tr>
<td>SANTA BARBARA</td>
<td>HS 1</td>
<td>Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07–25.</td>
</tr>
<tr>
<td>SANTA BARBARA MUNI (SBA)</td>
<td>HS 2</td>
<td>Pilots ldg on Rwy 07–25 sometimes turn onto Rwy 15R–33L or Rwy 15L–33R without authorization fr ATC.</td>
</tr>
<tr>
<td>SANTA MARIA</td>
<td>HS 1</td>
<td>Twy A, Twy A7, Twy A8, Twy V and Twy W. Converging and complex taxi routes in close proximity of the rwy.</td>
</tr>
<tr>
<td>SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)</td>
<td>HS 2</td>
<td>Twy A, Twy A6, Twy A5, Twy R, and Twy S. Complex twy int in close proximity of the rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft on Twy A sometimes fail to hold short of Rwy 20.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Acft on Twy B2 and Twy A2 sometimes fail to hold short of Rwy 12.</td>
</tr>
<tr>
<td>SANTA ROSA</td>
<td>HS 1</td>
<td>Complex int in close proximity to Rwy 14–32. Acft approaching Twy A from the ramp or Twy Z sometimes fail to turn onto Twy A and enter Rwy 14–32 wo apvl.</td>
</tr>
<tr>
<td>CHARLES M SCHULZ – SONOMA CO (STS)</td>
<td>HS 2</td>
<td>S Run–up area not visible from the twr.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>N Run–up area east of Twy A and Twy H int in close proximity of Rwy 20 Apch Hold sometimes confuses pilots.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Wrong rwy dep risk. Pilots cleared for tkof Rwy 20 sometimes turn onto and dep Rwy 14. Verify hdg and alignment with proper rwy prior to dep.</td>
</tr>
<tr>
<td>STOCKTON</td>
<td>HS 1</td>
<td>Int of Twy B and Twy M at Trml Apn are not visible from the ctl twr.</td>
</tr>
<tr>
<td>STOCKTON METRO (SCK)</td>
<td>HS 2</td>
<td>Pilots exiting Rwy 11L–29R sometimes fail to hold short of Rwy 11R–29L on Twy H.</td>
</tr>
<tr>
<td>TORRANCE</td>
<td>HS 1</td>
<td>Pilots exiting Rwy 11L–29R sometimes fail to hold short of the Rwy 11R–29L apch hold area on Twy H.</td>
</tr>
<tr>
<td>TRUCKEE</td>
<td>HS 1</td>
<td>Simultaneous ops on Rwy 11–29 and Rwy 02–20.</td>
</tr>
<tr>
<td>TRUCKEE–TAHOE (TRK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VICTORVILLE</td>
<td>HS 1</td>
<td>Wrong rwy departure risk.</td>
</tr>
<tr>
<td>SOUTHERN CALIFORNIA LOGISTICS (VCV)</td>
<td></td>
<td></td>
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<tbody>
<tr>
<td>ASPEN</td>
<td>HS 1</td>
<td>Twy A2. Short taxi distance from ramp to rwy.</td>
</tr>
<tr>
<td>ASPEN–PITKIN CO/SARDY FLD (ASE)</td>
<td>HS 2</td>
<td>Twy A4. Short taxi distance from ramp to rwy.</td>
</tr>
<tr>
<td>ASPEN–PITKIN CO/SARDY FLD (ASE)</td>
<td>HS 3</td>
<td>Rwy 33 and Twy A9. Pilots sometime cross the rwy holding posn marking wo authorization due to its’ non–typical lctn.</td>
</tr>
<tr>
<td>COLORADO SPRINGS</td>
<td>HS 1</td>
<td>Rwy thld 13 and 17R are next to ea other; wrong rwy departure and ldg potential. Rwy 17R connector Twy B1; twr line of sight ltd. Maint close com with ATCT when in this area.</td>
</tr>
<tr>
<td>CITY OF COLORADO SPRINGS MUNI (COS)</td>
<td>HS 2</td>
<td>Intersection of Twy A4 and Twy G at Rwy 17R–35L: ‘High volume’ crossing point.</td>
</tr>
<tr>
<td>COLORADO SPRINGS</td>
<td>HS 3</td>
<td>Large concrete area at the intersection of Twy E4, Twy G, Twy H and Twy E. High risk of entering wrong twy.</td>
</tr>
<tr>
<td>COLORADO SPRINGS</td>
<td>HS 4</td>
<td>The apch ends of Rwy 35R and Rwy 35L are very far from the ctl twr. Small acft may not be readily visible to the controller. Maintain strict communication with ATCT when in this area.</td>
</tr>
<tr>
<td>DENVER</td>
<td>HS 1</td>
<td>Pilots instructed to taxi to Rwy 17L and monitor twr sometimes enter the rwy without ATC clearance. Expect to hold short.</td>
</tr>
<tr>
<td>CENTENNIAL (APA)</td>
<td>HS 2</td>
<td>Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.</td>
</tr>
<tr>
<td>DENVER</td>
<td>HS 3</td>
<td>Rwy 10 hold line on Twy C1 is lctd 30 ft fr edge of ramp.</td>
</tr>
<tr>
<td>DENVER</td>
<td>HS 4</td>
<td>Pilots ldg Rwy 17R and instructed to hold short Rwy 17L sometimes enter or cros Rwy 17L wo ATC clnc. Exp to hold short on Twy B at Twy B8.</td>
</tr>
<tr>
<td>DENVER</td>
<td>HS 1</td>
<td>Rwy 17R apch area. Hold short when directed by ATC. Pilots turning eastbound onto Twy ED from Twy M sometimes cross the Rwy 17R APCH hold bar wo authorization.</td>
</tr>
<tr>
<td>DENVER</td>
<td>HS 2</td>
<td>Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 12R–30L is prior to Twy D. Pilots should use caution and hold short when instructed by ATC.</td>
</tr>
<tr>
<td>ROCKY MOUNTAIN METRO (BJC)</td>
<td>HS 1</td>
<td>Frequent helicopter operations on north ends of Twy B and Rwy 03–21. Use caution in this area.</td>
</tr>
<tr>
<td>EAGLE</td>
<td>HS 2</td>
<td>Freq decorative operations on north ends of Twy B and Rwy 03–21. Use caution in this area.</td>
</tr>
<tr>
<td>EAGLE CO RGNL (EGE)</td>
<td>HS 1</td>
<td>High density parking area on ramp east of Twy C2. Air carrier acft should not leave or enter Twy A east of Twy C2.</td>
</tr>
<tr>
<td>GRAND JUNCTION</td>
<td>HS 1</td>
<td>Departure on Rwy 29 requires taxi via Rwy 22. Pilots must hold short of both rwys unless cleared for taxi on Rwy 22. Verify rwy heading to prevent possible wrong rwy departures.</td>
</tr>
<tr>
<td>GRAND JUNCTION RGNL (GJT)</td>
<td>HS 1</td>
<td>High density parking area on ramp east of Twy C2. Air carrier acft should not leave or enter Twy A east of Twy C2.</td>
</tr>
<tr>
<td>LAS VEGAS</td>
<td>HS 1</td>
<td>Exiting Rwy 01R–19L use caution not to enter Twy U, and avoid entering Rwy 01L–19R without authorization.</td>
</tr>
<tr>
<td>HARRY REID INTL (LAS)</td>
<td>HS 2</td>
<td>Exiting Rwy 01R–19L use caution not to enter Twy Y, and avoid entering Rwy 01L–19R without authorization.</td>
</tr>
<tr>
<td>LAS VEGAS</td>
<td>HS 3</td>
<td>Wrong rwy departure risk. Acft departing Rwy 08L are sometime confused with Rwy 01L. Verify rwy ldg and alignment with proper rwy prior to departure.</td>
</tr>
<tr>
<td>HENDERSON EXEC (HND)</td>
<td>HS 1</td>
<td>Pilots should be aware of frequent jet acft taxing to Rwy 17R for departure. Additionally, pilots have mistakenly lined up on Twy A for departure.</td>
</tr>
<tr>
<td>LAS VEGAS</td>
<td>HS 2</td>
<td>Pilots should be alert to frequent arriving and departing acft transitioning to/from parking at Twy E and Twy A.</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>LAS VEGAS</td>
<td>HS 1</td>
<td>Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area. Pilots often cross Rwy 07 hold line on Twy G without ATC authorization.</td>
</tr>
<tr>
<td>NORTH LAS VEGAS (VGT)</td>
<td>HS 2</td>
<td>Pilots sometimes enter or cross Rwy 12R without authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Pilots taxiing east on Twy A and destined for Rwy 30L sometimes miss the turn onto Twy B, proceeding onto Rwy 12R without ATC authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Pilots taxiing east on Twy A sometimes fail to hold short of Rwy 12L, or neglect to turn onto Rwy 12L for departure, instead departing on Twy A.</td>
</tr>
<tr>
<td>MINDEN</td>
<td>HS 1</td>
<td>Complex intersection, be vigilant for acft using intersecting rwy.</td>
</tr>
<tr>
<td>MINDEN–TAHOE (MEV)</td>
<td>HS 2</td>
<td>Frequent crossings for sailplane ops.</td>
</tr>
<tr>
<td>RENO</td>
<td>HS 1</td>
<td>Wrong rwy ldg risk – Rwy 34L mistaken for Rwy 34R. Rwy 34R thld is 2,000 feet offset to the North.</td>
</tr>
<tr>
<td>RENO/TAHOE INTL (RNO)</td>
<td>HS 2</td>
<td>Twy C and the ramp twy is in close proximity to the rwy. Pilots sometimes enter the rwy wo authorization.</td>
</tr>
<tr>
<td>ALAMOGORDO</td>
<td>HS 1</td>
<td>Twy R, Twy G, and Twy L have multiple hold lines for Rwy 07–25 and Rwy 04–22. Ctc twr if confused or lost.</td>
</tr>
<tr>
<td>HOLLOMAN AFB (HMN)</td>
<td>HS 2</td>
<td>Hold line on Twy/EOR A and Twy/EOR H have multiple privately owned vehicle access roads, possibility of high vehicle tcf.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Hold line on Twy/EOR B and Twy C for Rwy 07–25 have multiple privately owned vehicle access roads, possibility of high vehicle tcf.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Multiple hold lines at intersecting rwys. Ldg/departing acft disregard hold lines, taxing acft ctc twr prior to crossing hold lines,</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Multiple hold lines where rwys intersect. Hold line also at Twy D. Ctc twr if confused or lost.</td>
</tr>
<tr>
<td></td>
<td>HS 6</td>
<td>Privately owned vehicle crossing ctf by twr. Hold line located on each side of Rwy 07–25. Possibility of high vehicle traffic.</td>
</tr>
<tr>
<td>ALBUQUERQUE</td>
<td>HS 1</td>
<td>Hold Posn Marking on Twy E1 is the hold short posn for Rwy 08. The only access for Rwy 12 departures is at the int of Twy E.</td>
</tr>
<tr>
<td>ALBUQUERQUE INTL SUNPORT (ABQ)</td>
<td>HS 2</td>
<td>Twy G and Twy G1 are adjacent to Cutter Aviation ramp entrance. Be alert not to enter Rwy 12–30 without ATC authorization. Rwy 12 commonly used for expeditious General Aviation departures when Rwy 08 and Rwy 03 are active.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>This area has the convergence of three Twys and one Rwy: Twy F, Twy C, and Twy G. Twy G extends across Rwy 03–21. Be alert in this area for the Hold Short Line for Rwy 03–21.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>This area has the convergence of three Twys and one Rwy: Twy F, Twy C, and Twy G. Twy G extends across Rwy 03–21. Be alert in this area for the Hold Short Line for Rwy 03–21.</td>
</tr>
<tr>
<td>ROSEWELL</td>
<td>HS 1</td>
<td>Pilots taxiing eastbound on Twy A sometimes miss the turn onto Twy B and enter Rwy 03–21 wo authorization via Twy D due to the complex twy int.</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>OGDEN</td>
<td>HS 1</td>
<td>When crossing Rwy 03–21 on Twy D, pilots may confuse the expanse of pavement at the int on the NW side of Rwy 03 and inadvertently turn onto the westbound unmrk and clsd sfc.</td>
</tr>
<tr>
<td>OGDEN–HINCKLEY (OGD)</td>
<td>HS 2</td>
<td>Pilots who miss the left turn on Twy B while traveling S on Twy A inadvertently taxi onto Rwy 17–35.</td>
</tr>
<tr>
<td>PROVO</td>
<td>HS 1</td>
<td>Pilots taxiing to Rwy 13 often take Twy A4 instead of Twy A. Twy A4 leads to int of two rwys.</td>
</tr>
<tr>
<td>PROVO MUNI (PVU)</td>
<td>HS 1</td>
<td>Wrong Rwy Departure Risk. Hold Lines for Rwy 32 and Rwy 35 are at the same lctn at Twy K1 and Twy M with short taxi dist to either rwy.</td>
</tr>
<tr>
<td>SALT LAKE CITY</td>
<td>HS 2</td>
<td>High risk of Rwy incursion at Rwy 14–32 on Twy Q due to short taxi dist bttw rwys.</td>
</tr>
<tr>
<td>SALT LAKE CITY INTL (SLC)</td>
<td>HS 3</td>
<td>Acft exiting ramps 1 and 2 on Twy A4 or Twy A5 must ensure turn onto Twy A or Twy B and not enter Rwy 16R–34L.</td>
</tr>
</tbody>
</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES, READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

HANGARS

INTERSECTION DEPARTURES NOT AUTHORIZED

TERMINAL

TRANSIENT PARKING

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 06-24
S:12.5

117°59.0'W

NON-MOVEMENT AREA

117°58.5'W
AIRPORT DIAGRAM

ATIS 118.25
FALCON TOWER 124.6
GND CON 121.3

ELEV 1386
BLAST PAD 150 X 95
ELEV 1394
BLAST PAD 150 X 130

TERMINAL

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

MESA, ARIZONA
FALCON FLD (FFZ)
AIRPORT DIAGRAM

ATIS 124.05
NAPA TOWER ★
118.7 257.8
GND CON
121.7
CINC DEL
127.85

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

TRANSIENT PARKING
TERMINAL
GENERAL AVIATION PARKING
HANGARS
SHADE HANGARS
SOUTH RAMP

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

122°17.0′W
122°16.5′W

SW, 12 AUG 2021 to 7 OCT 2021
AIRPORT DIAGRAM

Oxnard (OXR)

OXNARD, CALIFORNIA

ATIS
118.05
OXNARD TOWER
134.95 257.8
GND CON
121.9

ELEV 34
078.4°
5953 X 100
258.4°

Rwy 07-25
PCN 30 F/A/W/T
S-83, D-126, 25-89, 2D-238

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW, 12 AUG 2021 to 7 OCT 2021
AIRPORT DIAGRAM

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Runway Status Lights in Operation.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

ATIS 128.8
RIVERSIDE TOWER * 121.0 257.8
GND CON 121.7

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

SALINAS MUNI (SNS)

SALINAS, CALIFORNIA

ATIS 124.85
SALINAS TOWER 119.525 239.3
GND CON 121.7

163°

GENERAL AVIATION PARKING

FIELD ELEV 84

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

HAZARDOUS CARGO AREA

300 X 150

ELEV 82

083.8°

ELEV 70

6004 X 150

ELEV 84

263.8°

294.8°

TWR

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 08-26
S-25, D-32, 2D-62
RWY 13-31
S-65, D-100, 2S-127, 2D-170
AIRPORT DIAGRAM

MONTGOMERY-GIBBS EXEC (MYF)
SAN DIEGO, CALIFORNIA

SW, 12 AUG 2021 to 7 OCT 2021

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.

RWY 09L-27R
S-90, D-120, 2D-200
RWY 09R-27L
S-12
RWY 17-35
S-58, D-106, 2D-195
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
SANTA FE TOWER *
119.5 239.3
GND CON 121.7

ELEV 6281

ELEV 6319

ELEV 6348

ELEV 6298

ELEV 6273

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

CHARLES M SCHULZ - SONOMA COUNTY (STS)

AL-696 [FAA]
SANTA ROSA, CALIFORNIA

ATIS 120.55
SANTA ROSA TOWER •
118.5 363.0
GND CON 121.9

122°49.0’W
122°48.5’W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAMS

SW, 12 Aug 2021 to 7 Oct 2021

AIRPORT DIAGRAM

STOCKTON METRO (SCK)

STOCKTON, CALIFORNIA

37°53'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

TRUCKEE-TAHOE (TRK)

TRUCKEE, CALIFORNIA

AWOS-3PT
118.0
TRUCKEE TOWER*
120.575
GND CON
118.3

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

21224
AL-552 (FAA)

VAN NUYS TOWER
119.3 (162-345 & DEP RWY 16R-34L)
120.2 (346-161 & DEP RWY 16L-34R)
119.0 (HELICOPTERS)
239.0
GND CON
121.7
CLNC DEL
126.6 239.0
CPDLC
PDC

ATTIS
127.55

FIELD ELEV 802

HANGARS

FIRE STATION

HANGARS

TWR

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1" W

RWY 16L-34R
S-14
RWY 16R-34L
S-90, D-120, 2D-210

ELEV 85

34°13'N 118°30'W

ELEV 746

34°12'N 118°29'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW, 12 AUG 2021 to 7 OCT 2021
AIRPORT DIAGRAM

VANDENBERG AFB (KVBG)

LOMPOC, CALIFORNIA

AIRIS
133 125 267 975
VANDENBERG TOWER
124.95 326.2
GND CON
121.75 275.8
CNC DEL
121.75 275.8

ELEV 238
200 RADIUS

34°45'N

34°44'N

34°43'N

AIRPORT DIAGRAM

LOMPOC, CALIFORNIA
VANDENBERG AFB (KVBG)

SW, 12 AUG 2021 to 7 OCT 2021
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 SLJ120005, /OV PDZ-PSP.

3. **/TM – Time**: When conditions occurred or were encountered.
   - Use 4 digits in UTC
   - Examples: /TM 1645, /TM 0915

4. **/FL - Altitude/Flight Level**
   - Use 3 digits for hundreds of feet. If not known, use UNKN
   - Examples: /FL095, /FL310, /FLUNKN

5. **/TP - Type aircraft**: Required if reporting Turbulence or Icing
   - No more than 4 characters, use UNKN if the type is not known.
   - Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. **/SK – Sky Condition/Cloud layers**
   - Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   - Report bases in hundreds of feet: BKN005, SCT015, OVC200
   - If bases are unknown, use UNKN
   - Report cloud tops in hundreds of feet: T0P120
   - 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.
   - Use 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 MULLAN PASS
    - /RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED

SN

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP
UA /OV DHT360005-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG

UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAION PASS

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SW, 12 AUG 2021 to 7 OCT 2021
# PIREP FORM

3 or 4 letter Identifier

<table>
<thead>
<tr>
<th>Items</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>UA</strong> <strong>UUA</strong></td>
</tr>
<tr>
<td>2.</td>
<td>/OV Location</td>
</tr>
<tr>
<td>3.</td>
<td>/TM Time</td>
</tr>
<tr>
<td>4.</td>
<td>/FL Altitude/Flight Level</td>
</tr>
<tr>
<td>5.</td>
<td>/TP Aircraft Type</td>
</tr>
<tr>
<td>6.</td>
<td>/SK Sky Condition</td>
</tr>
<tr>
<td>7.</td>
<td>/WX Flight Visibility &amp; Weather</td>
</tr>
<tr>
<td>8.</td>
<td>/TA Temperature (Celsius)</td>
</tr>
<tr>
<td>9.</td>
<td>/WV Wind</td>
</tr>
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<td>10.</td>
<td>/TB Turbulence</td>
</tr>
<tr>
<td>11.</td>
<td>/IC Icing</td>
</tr>
<tr>
<td>12.</td>
<td>/RM Remarks</td>
</tr>
</tbody>
</table>

Items 1 through 5 are mandatory for all PIREPs.

FAA Form 7110-2 (9/19) Supersedes Previous Edition

SW, 12 AUG 2021 to 7 OCT 2021