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

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

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

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

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

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

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

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

SW, 14 JUL 2022 to 8 SEP 2022
# 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.

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<td>LOS ALAMITOS AAF</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>CONCHAS LAKE</td>
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SW, 14 JUL 2022 to 8 SEP 2022
### ABBREVIATIONS

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

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

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<thead>
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<td>air/ground</td>
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<td>Airbase</td>
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<td>abeam</td>
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</tr>
<tr>
<td>abv</td>
<td>above</td>
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<tr>
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<tr>
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<td>Advise Customs</td>
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<tr>
<td>afct</td>
<td>affect</td>
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<td>Aqueous Film Forming Foam</td>
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<td>Air Force Heliport</td>
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<td>AFRC</td>
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<td>American Forces Radio Stations</td>
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<td>Air Force Station</td>
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<td>Aeronautical Fixed Telecommunication Network</td>
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<td>alternate</td>
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<td>AM</td>
<td>Amplitude Modulation, midnight til noon</td>
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<tr>
<td>AMC</td>
<td>Air Mobility Command</td>
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<td>AMSL</td>
<td>Above Mean Sea Level</td>
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<td>ANGS</td>
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<td>Airport/Aerodrome of Entry</td>
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### Abbreviation Description

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Jan. ..............January
JASU ..................Jet Aircraft Starting Unit
JATO ..................Jet Assisted Take-Off
JOAP ..................Joint Oil Analysis Program
JOSAC ..................Joint Operational Support Airlift Center
JRJB ..................Joint Reserve Base
Jul. ..............July
Jun. ..............June

K or Kl ..............Knots
kHz ..............kilohertz
KIAS ..................Knots Indicated Airspeed
KLIZ ..................Korea Limited Identification Zone
km ..............Kilometer
kw ..............kilowatt

L ..................Compass locator (Component of ILS system) under 25 Watts, 15 NM, Enroute Low Altitude Chart (followed by identification)
LoALT or LALT ......Low Altitude
LRRS ..................Long Range RADAR Station
LSB ..............lower side band
Ltd. ..............limited

M ..................meters, magnetic (after a bearing), Military Circuit (Telephone)
MACC ..................Military Area Control Center
mag. ..............magnetic
maint. ..........maintain, maintenance
maj. ..............major
MALSR ..................MALS with Runway Alignment Indicator Lights
MALSF ..................MALS with Sequenced Flashers
MATO ..................Military Air Traffic Operations
MATZ ..................Military Activity Restricted Area
Max. ..............maximum
mea. ..............Minimum Enroute Altitude
med. ..............medium
MEHT ..................Minimum Eye Height over Threshold
mem. ..............memorial
MET. ..............Meteorological, Meteorology
METAR ..................Aviation Routine Weather Report (in international MET figure code)
MFA ..................Minimum Flight Altitude
mgnt. ..........Management
mgr. ..........manager
MHz ..............MegaHertz
miles ..............mile
MI/Asia ..................Middle East/Asia (ICAO Region)
MIL ..................Military
MIN ..................minimum, minute
MIRL ..................Medium Intensity Runway Lights
mis. ..............missile
mkrs. ..........marker (beacon)
MM ..................Middle Marker of ILS
mnt. ..............monitor
MOA ..................Military Operations Area
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<td>TA</td>
<td>Transition Altitude</td>
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<td>TAC</td>
<td>Tactical Air Command</td>
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<td>TAF</td>
<td>Aerodrome (terminal or alternate) forecast in abbreviated form</td>
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<td>TRACON</td>
<td>Terminal Radar Approach Control (FAA)</td>
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<td>taxiway</td>
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<td>UACC</td>
<td>Upper Area Control Center (used outside US)</td>
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<td>UAS</td>
<td>Unmanned Aerial Systems</td>
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<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>
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<tr>
<td>UHF</td>
<td>Ultra High Frequency (300 to 3000 MHz)</td>
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<td>UIR</td>
<td>Upper Flight Information Region</td>
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<td>UTC</td>
<td>Coordinated Universal Time</td>
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<tr>
<td>V</td>
<td>Defense Switching Network (telephone, formerly AUTOVON)</td>
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<tr>
<td>V/STOL</td>
<td>Vertical and Short Take-off and Landing aircraft</td>
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<td>TD</td>
<td>Touchdown</td>
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<tr>
<td>TDA</td>
<td>Terminal Doppler Weather Radar</td>
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<td>TDZ</td>
<td>Touchdown Zone</td>
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<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
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<td>Take-Off Distance Available</td>
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<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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<td>TPA</td>
<td>Traffic Pattern Altitude</td>
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</table>

**Abbreviation**

**Description**

- unmrk: unmarked
- unmon: unmonitored
- unrel: unreliable
- unstd: unrestricted
- unsatf: unsatisfactory
- unsked: unscheduled
- unsvc: unserviceable
- unuse, unusbl: unusable
- USA: United States Army
- USAF: United States Air Force
- USB: Upper Side Band
- USCG: United States Coast Guard
- USMC: United States Marine Corps
- USSF: United States Space Force
- USN: United States Navy
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- TDZ: Touchdown Zone
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- tfc: traffic
- thld: threshold
- thou: thousand
- thru: through
- Thu: Thursday
- till: until
- tkf, tko: take-off
- TLV: Transition Level
- tmpry: temporary
- TODA: Take-Off Distance Available
- TORA: Take-Off Run Available
- TP: Tire Pressure
- TPA: Traffic Pattern Altitude
- TRACON: Terminal Radar Approach Control (FAA)
- trans: transient
- trans: transmit
- tmrl: terminal
- tmrg: training
- tms: transition
- TRSA: Terminal Radar Service Area
- Tue: Tuesday
- TV: Television
- twr: tower
- twy: taxiway

**Description**

- Watts, West, White
- Wheel Crossing Height
- Wednesday
- Wing
- with immediate effect
- winter
- work in progress
- Weather Service Office
- Weather Service Forecast Office
- week
- weekday
- weekly
- warning
- without
- Weather System Processor
- weight
- weather
- yard
- year

**Abbreviation**

**Description**

- Z: Greenwich Mean Time (time groups only)
GENERAL INFORMATION

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<tr>
<th>CITY NAME</th>
<th>AIRPORT NAME (ALTERNATE NAME) (LTS/ KLTS)</th>
<th>CIV/ MIL</th>
<th>3 N UTC-6 (L-5DT)</th>
<th>NA/C</th>
<th>W99°/20.20°</th>
<th>DATE</th>
<th>REPORTS</th>
<th>NOTAM FILE ORL</th>
<th>NOT insp. MON Airport</th>
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<td>LDG Rwy 18</td>
<td>HOLD–SHORT POINT</td>
<td>AVBL LDG DIST</td>
<td>RYW 18</td>
<td>09–27</td>
<td>6500</td>
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<td>RYW 36</td>
<td>09–27</td>
<td>5400</td>
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<td>5</td>
<td>RYW 18 HOOK E5 (65’ OVRN) BAK–14 BAK–12B (165°) BAK–14 BAK–12B (1087’) HOOK E5 (74’ OVRN) RYW 36</td>
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<td>SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LOT ACTIVATE MALSR Rwy 29, REL Rwy 11, VASI Rwy 11, HIRL Rwy 11–29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17–35—CTAF. MILITARY—A–GEAR E–5 connected on dep end, disconnected on apch end.</td>
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<td>JASU 3(A/M32A-60) 2(A/M32A-86) FUEL JJB(MII)(N–100, A)</td>
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<td>8</td>
<td>FLUID W SP PRESAIR LOK OIL 0–12B MAINT S1 Mon–Fri 1000–2200Z†</td>
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<td>TRAN ALERT Avbl 1300–0200Z† svc limited weekends.</td>
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<td>NOISE: Noise abatement 3 miles from Rwy 18. Contact tower manager.</td>
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<td>13</td>
<td>AIRPORT MANAGER: (580) 481–5739</td>
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<td>WEATHER DATA SOURCES: AVOS—1 120.3 (202) 426–8000. LAWRS.</td>
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<td>COMMUNICATIONS: SFA CTAF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (202) 426–8003 PTD 372.2</td>
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<td>NAME FSS (ORL) on aprt. 123.65 122.65 122.2</td>
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<td>NAME RCO 112.27 112.1R (NAME RADIO)</td>
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<td>18</td>
<td>NAME APF/DEP CON 125.35 275.725 (1200–0400Z)</td>
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<td>19</td>
<td>TOWER 119.65 255.6 (1200–0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55 CPC/CL–H2XWR, D–TAXI, D–CLC (LOGON KMEM)</td>
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<td>20</td>
<td>NAME COM POST (GERONIMO) 3110 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5</td>
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<td>AIRSPACE: CLASS B See VFR Terminal Area Chart.</td>
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<td>22</td>
<td>VOR TEST FACILITY (VOT). 116.7</td>
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<td>23</td>
<td>RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/DF ctc FSS. (H)-VHF VORTAC 112.2 MCO Chan 59 N28°32.55 W81°20.12’ at ffd. 1110/8E. (H) TACAN Chan 29 CBU (109.2) N28°32.65 W81°21.12’ at ffd. 1115/BE. HERM NDB (LOM) 221 OR N28°37.40 W81°21.05’ 177° 5.4 NM to ffd. ILS/OME 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB. ASR/PAR (1200–0400Z)</td>
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<td>COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.</td>
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<td>HELPAD HL: H1000X75 (ASPH)</td>
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<td>HELPAD H2: H600X60 (ASPH)</td>
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<td>27</td>
<td>HELIPORT REMARKS: Helipad H1 ldct on general aviation side and H2 ldct on air carrier side of aprt.</td>
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<td>28</td>
<td>WATERWAY 15–38: 5000X425 (WATER)</td>
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<td>29</td>
<td>SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of aprt not visible from twr and are required to ctc twr.</td>
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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).
LEGEND

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

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

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

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

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

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

3 LOCATION IDENTIFIER
The location identifier is a three or four character FAA code followed by a four-character ICAO code, when assigned, to airports. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "0".

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

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

5 AIRPORT LOCATION
Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 9 N.

6 TIME CONVERSION
Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time (UTC-5/-6/-7). The symbol ' 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. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ' symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1–Apr 14 0600-1700Z.
7 GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)
Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

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

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

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

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

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

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

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

U.S. CUSTOMS AIR AND SEA PORTS, INSPECTORS AND AGENTS
Northeast Sector (New England and Atlantic States—ME to MD) 407–975–1740
Southwest Sector (Atlantic States—NC, WV, VA to FL) 407–975–1780
Central Sector (Interior of the US, including Gulf states—MS, AL, LA) 407–975–1760
Southwest East Sector (OK and eastern TX) 407–975–1840
Southwest West Sector (Western TX, NM and AZ) 407–975–1820
Pacific Sector (WA, OR, CA, HI and AK) 407–975–1800

SW, 14 JUL 2022 to 8 SEP 2022
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>AIRPORT CLASSIFICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Air Carrier Operation</td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 10 to 30 passenger seats</td>
</tr>
</tbody>
</table>

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

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

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

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

NOTAM SERVICE

All public use landing areas are provided NOTAM service. A NOTAM FILE identifier is shown for individual landing areas, e.g., “NOTAM FILE BNA”. See the AIM, Basic Flight Information and ATC Procedures for a detailed description of NOTAMs. Current NOTAMs are available from flight service stations at 1–800–WX–BRIEF (952–7433) or online through the FAA PilotWeb at https://pilotweb.faa.gov. Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at https://www.notams.faa.gov. Pilots flying to or from airports not available through the FAA PilotWeb or DINS can obtain assistance from Flight Service.

FAA INSPECTION

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

MINIMUM OPERATIONAL NETWORK (MON) AIRPORT DESIGNATION

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

RUNWAY DATA

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

RUNWAY DESIGNATION

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

RUNWAY DIMENSIONS

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

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

<table>
<thead>
<tr>
<th>Current</th>
<th>New</th>
<th>New Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>(AFSC)—Aggregate friction seal coat</td>
<td>(GRVL)—Gravel, or cinders</td>
<td>(SAND)—Sand</td>
</tr>
<tr>
<td>(AM2)—Temporary metal planks coated with nonskid material</td>
<td>(MATS)—Pierced steel planking, landing mats, membranes</td>
<td>(TURF)—Turf</td>
</tr>
<tr>
<td>(APSH)—Asphalt</td>
<td>(PEM)—Part concrete, part asphalt</td>
<td>(TRTD)—Treated</td>
</tr>
<tr>
<td>(CONC)—Concrete</td>
<td>(PFC)—Porous friction courses</td>
<td>(WC)—Wire combed</td>
</tr>
<tr>
<td>(DIRT)—Dirt</td>
<td>(PSP)—Pierced steel plank</td>
<td></td>
</tr>
<tr>
<td>(GRVD)—Grooved</td>
<td>(RFSC)—Rubberized friction seal coat</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Current</th>
<th>New</th>
<th>New Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>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).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Omission of weight bearing capacity indicates information unknown.

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

Details of the coded format are as follows:

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

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

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

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

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

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

RUNWAY LIGHTING

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

NSTD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIIR—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAIL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDZL—Touchdown Zone Lights.
ODALS—Omni Directional Approach Lighting System.
AF OVRN—Air Force Overrun 1000’ Standard Approach Lighting System.
MALS—Medium Intensity Approach Lighting System.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALS—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
RLLS—Runway Lead-in Light System

SALS—Short Approach Lighting System.
SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
SSALS—Simplified Short Approach Lighting System.
SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF—Sequenced Flashing Lights.
OLS—Optical Landing System.
WAVE—OFF.

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

VISUAL GLIDESLOPE INDICATORS

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

PAPI—Precision Approach Path Indicator
P2L 2—identical light units placed on left side of runway
P2R 2—identical light units placed on right side of runway

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

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

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

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

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

PILOT CONTROL OF AIRPORT LIGHTING

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

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

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text.


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: Pols. Rgt tcf. 0.4% down.

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

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

RUNWAY DECLARED DISTANCE INFORMATION
TORA—Take–off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.
TODA—Take–off Distance Available. The length of the take–off run available plus the length of the 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 limitations and arresting system limitations.

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

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK-9</td>
<td>Rotary friction brake.</td>
</tr>
<tr>
<td>BAK-12A</td>
<td>Standard BAK–12 with 950 foot run out, 1-inch cable and 40,000 pound setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK-12B</td>
<td>Extended BAK–12 with 1200 foot run, ¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>E28</td>
<td>Rotary Hydraulic (Water Brake).</td>
</tr>
<tr>
<td>M21</td>
<td>Rotary Hydraulic (Water Brake) Mobile.</td>
</tr>
</tbody>
</table>

SW. 14 JUL 2022 to 8 SEP 2022
The following device is used in conjunction with some aircraft arresting systems:

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

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

**UNI–DIRECTIONAL CABLE**

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

**FOREIGN CABLE**

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

**UNI–DIRECTIONAL BARRIER**

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

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

**OTHER**

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

**SERVICE**

**SERVICING—CIVIL**

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

**CODE**

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
<th>FUEL</th>
<th>CODE</th>
<th>FUEL</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Grade 100 gasoline (Green)</td>
<td>J5 (JP5) (JP–5 military specification) Kerosene with FS–II, FP** minus 46°C.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100LL</td>
<td>100LL gasoline (low lead) (Blue)</td>
<td>J8 (JP8) (JP–8 military specification) Jet A–1, Kerosene with FS–II*, C/I/LI*, SDA##, FP** minus 47°C.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A+</td>
<td>Jet A, Kerosene, with FS–II*, FP** minus 40°C.</td>
<td>J (Jet Fuel Type Unknown)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A++</td>
<td>Jet A, Kerosene, with FS–II*, C/I/LI*, SDA##, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
<td>MOGAS (Automobile gasoline which is to be used as aircraft fuel.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A++100</td>
<td>Jet A–1, Kerosene, without FS–II*, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
<td>UL91 (Unleaded Grade 91 gasoline)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A1</td>
<td>Jet A–1, Kerosene, with FS–II*, FP** minus 47°C.</td>
<td>UL94 (Unleaded Grade 94 gasoline)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A1+</td>
<td>Jet A–1, Kerosene with FS–II*, FP** minus 47°C.</td>
<td>UL100 (Unleaded Grade 100 gasoline)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

**OXYGEN—CIVIL**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OX 1</td>
<td>High Pressure</td>
<td>OX 3</td>
<td>High Pressure—Replacement Bottles</td>
</tr>
<tr>
<td>OX 2</td>
<td>Low Pressure</td>
<td>OX 4</td>
<td>Low Pressure—Replacement Bottles</td>
</tr>
</tbody>
</table>

**SERVICE—MILITARY**

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

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

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

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

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

**ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>Code</th>
<th>AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire</th>
<th>DC: 28v, 1500 amp, 72 kw (with TR pack)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM32A-56</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire</td>
<td>DC: 28v, 500 amp, 14 kw</td>
</tr>
<tr>
<td>MC-1A</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>DC: 28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD-3</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>DC: 28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD-3A</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>DC: 28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>MD-4</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, “WYE” neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, “DELTA” 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire</td>
<td></td>
</tr>
</tbody>
</table>

**AIR STARTING UNITS**

<table>
<thead>
<tr>
<th>Code</th>
<th>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</th>
<th>DC: 28v, 700 amp</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM32-95</td>
<td>150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia</td>
<td>AIR: 60 lb/min @ sea level</td>
</tr>
<tr>
<td>AM32A-95</td>
<td>150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)</td>
<td>AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia</td>
</tr>
<tr>
<td>LASS</td>
<td>150 +/- 5 lb/min @ 49 +/- 2 psia</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva</td>
</tr>
<tr>
<td>MA-1A</td>
<td>82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press</td>
<td>DC: 28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>MC-1</td>
<td>15 cfm, 3500 psia</td>
<td>AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm at 51 +/- 2 psia</td>
</tr>
<tr>
<td>MC-1A</td>
<td>15 cfm, 3500 psia</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</td>
</tr>
<tr>
<td>MC-2A</td>
<td>15 cfm, 200 psia</td>
<td>DC: 28v, 200 amp, 5.6 kw</td>
</tr>
<tr>
<td>MC-11</td>
<td>8,000 c in cap, 4000 psig, 15 cfm</td>
<td>AIR: 130 lb/min, 50 psia</td>
</tr>
</tbody>
</table>

**COMBINED AIR AND ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>Code</th>
<th>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</th>
<th>DC: 28v, 700 amp</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGPU</td>
<td>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</td>
<td>DC: 28v, 700 amp</td>
</tr>
<tr>
<td>AIR: 60 lb/min @ sea level</td>
<td>AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia</td>
<td>AIR: 130 lb/min, 50 psia</td>
</tr>
<tr>
<td>AM32A-60*</td>
<td>AIR: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva</td>
<td>DC: 28v, 200 amp, 5.6 kw</td>
</tr>
<tr>
<td>AM32A-60A</td>
<td>AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm at 51 +/- 2 psia</td>
<td>DC: 28v, 200 amp, 5.6 kw</td>
</tr>
<tr>
<td>AM32A-60B*</td>
<td>AIR: 130 lb/min, 50 psia</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</td>
</tr>
<tr>
<td>AIR: 130 lb/min, 50 psia</td>
<td>DC: 28v, 200 amp, 5.6 kw</td>
<td></td>
</tr>
</tbody>
</table>

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

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**SW, 14 JUL 2022 to 8 SEP 2022**
**AIRPORT/FACILITY DIRECTORY LEGEND**

**USN JASU**

**ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>Code</th>
<th>DC Specifications</th>
<th>AC Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>NC–8A/A1</td>
<td>DC: 500 amp constant, 750 amp intermittent, 28v;</td>
<td>AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.</td>
</tr>
<tr>
<td>NC–10A/A1/B/C</td>
<td>DC: 750 amp constant, 1000 amp intermittent, 28v;</td>
<td>AC: 90 kva, 115/200v, 3 phase, 400 Hz.</td>
</tr>
</tbody>
</table>

**AIR STARTING UNITS:**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>PSIG</th>
<th>Pounds/Minute</th>
</tr>
</thead>
<tbody>
<tr>
<td>GTC–85/GTE–85</td>
<td>120 lbs/min @ 45 psi.</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>MSU–200NAV/A/U47A–5</td>
<td>204 lbs/min @ 56 psi.</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>WELLS AIR START SYSTEM</td>
<td>180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**COMBINED AIR AND ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCPP–105/RCPT</td>
<td>180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.</td>
</tr>
</tbody>
</table>

**ARMY JASU**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>59B2–1B</td>
<td>28v, 7.5 kw, 280 amp.</td>
</tr>
</tbody>
</table>

**OTHER JASU**

**ELECTRICAL STARTING UNITS (DND):**

<table>
<thead>
<tr>
<th>Code</th>
<th>DC Specifications</th>
<th>AC Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE12</td>
<td>AC 115/200v, 140 kva, 400 Hz, 3 phase</td>
<td></td>
</tr>
<tr>
<td>CE13</td>
<td>AC 115/200v, 60 kva, 400 Hz, 3 phase</td>
<td></td>
</tr>
<tr>
<td>CE14</td>
<td>AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28v/DC, 1500 amp</td>
<td></td>
</tr>
<tr>
<td>CE15</td>
<td>DC 22–35v, 500 amp continuous 1100 amp intermittent</td>
<td></td>
</tr>
<tr>
<td>CE16</td>
<td>DC 22–35v, 500 amp continuous 1100 amp intermittent soft start</td>
<td></td>
</tr>
</tbody>
</table>

**AIR STARTING UNITS (DND):**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA2</td>
<td>ASA 45.5 psig, 116.4 lb/min</td>
</tr>
</tbody>
</table>

**COMBINED AIR AND ELECTRICAL STARTING UNITS (DND):**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEA1</td>
<td>AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp</td>
</tr>
<tr>
<td>AIR</td>
<td>112.5 lb/min, 47 psig</td>
</tr>
</tbody>
</table>

**ELECTRICAL STARTING UNITS (OTHER):**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C–26</td>
<td>28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire</td>
</tr>
<tr>
<td>C–26–B, C–26–C</td>
<td>28v 45kw: Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire</td>
</tr>
<tr>
<td>E3</td>
<td>DC 28v/10kw</td>
</tr>
</tbody>
</table>

**AIR STARTING UNITS (OTHER):**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4</td>
<td>40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)</td>
</tr>
<tr>
<td>MA–1</td>
<td>150 Air HP, 115 lb/min 50 psia</td>
</tr>
<tr>
<td>MA–2</td>
<td>250 Air HP, 150 lb/min 75 psia</td>
</tr>
</tbody>
</table>

**CARTRIDGE:**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MXU–4A</td>
<td>USAF</td>
</tr>
</tbody>
</table>

**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 AVGARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at https://cis.energy.dla.mil/p_cis/. See legend item 14 for fuel code and description.

**SUPPORTING FLUIDS AND SYSTEMS—MILITARY**

**CODE**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADI</td>
<td>Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.</td>
</tr>
<tr>
<td>W</td>
<td>Water Thrust Augmentation—Jet Aircraft.</td>
</tr>
<tr>
<td>WAI</td>
<td>Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.</td>
</tr>
<tr>
<td>SP</td>
<td>Single Point Refueling.</td>
</tr>
<tr>
<td>PRESAIR</td>
<td>Air Compressors rated 3,000 PSI or more.</td>
</tr>
</tbody>
</table>
OXYGEN:
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;
LOXRB  Low pressure oxygen replacement bottles only, etc.
NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

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

OIL—MILITARY

US AVIATION OILS (MIL SPECS):

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

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

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

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

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown.

A note “See Special Notices” shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

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

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

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

SW, JUL 21 to SEP 22
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 Civil/Military airports contain only Military Remarks. Remarks contained in this section may not be applicable to civil users. When both sets of remarks exist, the first set is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

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

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

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

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

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

AIRPORT MANAGER
The phone number of the airport manager.

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

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

AWOS—Automated Weather Observing System
AWOS–A—reports altimeter setting (all other information is advisory only).
AWOS–AV—reports altimeter and visibility.
AWOS–1—reports altimeter setting, wind data and usually temperature, dew point and density altitude.
AWOS–2—reports the same as AWOS–1 plus visibility.
AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.

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

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

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

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

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

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

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

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

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

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

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

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

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

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

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

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

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

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

a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
b. 122.2 is assigned as a common enroute frequency.
c. 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.
d. 122.1 is the primary receive–only frequency at VOR’s.
e. Some FSS’s are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

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

Frequencies published 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 continuous and voice information. D ATIS is not available in some areas.

AUNICOM—Automatedunicom 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 Φ 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 Φ indicates radar departure control.

CLNC DEL—Clearance Delivery.

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

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

PRE TAXI CLNC—Pre taxi clearance.

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

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

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

59 AIRSPACE

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

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

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

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

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

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

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

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

or

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

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

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

or

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

or

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

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

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

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

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

53 VOR TEST FACILITY (VOT)

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

The Airport/Facility Directory section of the Chart Supplement lists, by facility name, all Radio Aids to Navigation that appear on FAA, Aeronautical Information Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. All VOR, VORTAC, TACAN and ILS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as “NOTAM FILE 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:

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

| Class | NAME (L) VORW | 117.55 | ABE | N40º43.60' | W75º27.30' | 180º | 4.1 NM to fld. | 1110/8E |

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

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

| Classes | NAME (VL) (L) ABVORTAC | 117.55 | ABE | Chan 122(Y) | N40º43.60' | W75º27.30' | 180º | 4.1 NM to fld. | 1110/8E |

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

Restriction within the normal altitude/range of the navigational aid

(See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

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

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

### RADIO CLASS DESIGNATIONS

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

<table>
<thead>
<tr>
<th>SSV Class</th>
<th>Altitudes</th>
<th>Distance (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T) Terminal</td>
<td>1000’ to 12,000’</td>
<td>25</td>
</tr>
<tr>
<td>(L) Low Altitude</td>
<td>1000’ to 18,000’</td>
<td>40</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>1000’ to 14,500’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
<tr>
<td>(VL) VOR Low</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>5,000’ to 18,000’</td>
<td>70</td>
</tr>
<tr>
<td>(VH) VOR High</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>5,000’ to 14,500’</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
<tr>
<td>(DL) DME Low &amp; (DH) DME High</td>
<td>1000’ to 12,900’</td>
<td>40 increasing to 130</td>
</tr>
<tr>
<td>(DL) DME Low</td>
<td>12,900’ to 18,000’</td>
<td>130</td>
</tr>
<tr>
<td>(DH) DME High</td>
<td>12,900’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
</tbody>
</table>

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

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

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

SW, 14 JUL 2022 to 8 SEP 2022
## ILS FACILITY PERFORMANCE CLASSIFICATION CODES

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

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

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

ILS information is tabulated as indicated in the following sample:

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

**ILS Facility Performance Classification Code**

### FREQUENCY PAIRING TABLE

<table>
<thead>
<tr>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
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<td>108.10</td>
<td>18X</td>
<td>108.55</td>
<td>22Y</td>
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<td>95Y</td>
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<td>114.75</td>
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<td>117.25</td>
<td>119Y</td>
</tr>
</tbody>
</table>

*SW, 14 JUL 2022 to 8 SEP 2022*
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AIRPORT/FACILITY DIRECTORY LEGEND
)5(48(1&<3$,5,1*7$%/(
7KHIROORZLQJLVDOLVWRISDLUHG925,/69+)IUHTXHQFLHVZLWK7$&$1FKDQQHOV
7$&$1
&+$11(/
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SW, 14 JUL 2022 to 8 SEP 2022


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ERIC MARCUS MUNI (P01)  5 N UTC–7  N32°27.17′ W112°51.69′
1458  B  NOTAM FILE PRC
RWY 12–30: H3B00X60 (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 inv of arpt. 4’ dike 1340′ from thld Rwy 30. Rwy 12–30 asph and grvl stopway 1400′ NW end, 1065′ SE end, asph broken up and brush growing on stopways. Actf 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
            AJO RCO 122.65 (PRESCOTT RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
            GILA BEND (H) (H) VORTAC 116.6  GBN Chan 113  N32°57.38′
                     W112°40.46′  184° 31.6 NM to fld. 790/14E.
            TACAN AZIMUTH unusable: 360°–010° byd 25 NM

AK–CHIN RGNL (See MARICOPA on page 59)

AVI SUQUILLA (See PARKER on page 64)

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
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

**DRAKE (H) (H) VORTAC** 114.1 DRK Channel 88
N34°42.15’ W112°28.82’ 245º 34.9 NM to 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’

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’

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

**BENSON MUNI (E95)** 3 NW UTC–7 N31º59.97’ W110º21.48’

**BISBEE DOUGLAS INTL** (See DOUGLAS BISBEE on page 45)
ARIZONA

BISBEE MUNI (P04)  5 SE  UTC–7 N31º21.84´ W109º52.99´
4780  B  NOTAM FILE PRC
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 Rwy 17 PAPI OTS indef. Rwy 35 PAPI OTS indef. PCL, key 122.8 3–times. Intensity level preset.
AIRPORT REMARKS: Attended continuously. Wildlife on or inof 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
RCO 122.4 (PRESCOTT RADIO)
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 DUG.
DOUGLAS (VL) (H) VORTACW 108.8  DUG  Chan 25  N31º28.36´ W109º36.12´ 233º 15.8 NM to fld. 4131/13E.
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´
DME 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´
VOR unusable:
046º–063º byd 40 NM blo 11,000´
046º–063º byd 49 NM blo 16,000´
046º–063º byd 63 NM
253º–263º byd 40 NM blo 16,000´
253º–263º byd 66 NM
264º–277º byd 40 NM
278º–288º byd 40 NM blo 16,000´
278º–288º byd 52 NM
305º–316º byd 40 NM
345º–045º byd 40 NM

BUCKEYE MUNI (BXK)(KBXK)  6 NW  UTC–7  N33º25.23´ W112º41.17´
1033  B  TPA—2009(976)  NOTAM FILE PRC
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: S4  FUEL 100LL, JET A1  LGT ACTIVATE MIRL Rwy 17–35—CTAF.
AIRPORT MANAGER: (623) 349-6880
COMMUNICATIONS: CTAF/UNICOM 122.975
RCO 122.1R 110.6T (PRESCOTT RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
(L) (L) VORTAC 110.6  BXK Chan 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 (A09) 12 S UTC–7 N34°53.29´ W114°37.00´

485 NOTAM FILE PRC

RWY 17–35: H4B00X50 (ASPH)


RWY 35: Thld dsplcd 150´. Brush.


AIRPORT MANAGER: 619-549-0958

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) (H) VORTAC 115.2 EED Chan 99 N34°45.96´ W114°28.45´ 301º 10.2 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´

LAUGHLIN/BULLHEAD INTL (IFP) (KIFP) 1 N UTC–7 N35°09.28´ W114°33.56´

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

LGT ACTIVATE MIRL Rwy 16–34; REIL Rwy 16 & Rwy 34—CTAF.

NOISE: Noise sensitive areas northeast and southeast of arpt.

AIRPORT REMARKS: Attended continuously. For services and fuel 1300–0700Z ctc frequency 122.85, between 0700–1300Z services and fuel not avbl. Sfc conditions not monitored 0600–1200Z‡ daily. Birds on and in vicinity of arpt Sep–Dec. No radar services abvl bw 6000 ft. Large commercial airline acft operating after twr hrs. Twy A4 limited to acft with wingspans less than 79´. Twy A5 btn Twy A and general avn apron ltd to acft with wingspan less than 79´. Mountains northwest, northeast, east and southeast. TPA for light acft 1706(999), TPA for high performance acft 2206(1499).

AIRPORT MANAGER: 928-754-2134

WEATHER DATA SOURCES: AWOS–3PT 119.825 (928) 754–4462. ATIS broadcasts during tower hours of operation. after tower hours of operation broadcast will revert to AWOS–3pt using the same frequency.

COMMUNICATIONS: CTAF 123.9 ATIS 119.825 (1500–0100Z)

BULLHEAD TOWER 123.9 (1500–0100Z) GND CON 118.25

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) (H) VORTAC 115.2 EED Chan 99 N34°45.96´ W114°28.45´ 335º 23.7 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´
SUN VALLEY (A20) 7S UTC–7 N35°00.34’ W114°33.90’
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 LTG 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 actf tfc stay east of arpt. No straight–in apch and departures. Rwy 18–36 +2–6 ft brush 35 ft fm rwy cntrl, entire length E side. Shallow drainage swale 25 ft in length located 40 ft right of Rwy 36, entire runway length. Rwy 18–36 NSTD markings, length and width. Acft 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) (H) VORTAC 115.2 EED Chan 99 N34°45.96’ W114°28.45’ 328º 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’

CASAGRANDEMUNI (CGZ)(KCGZ) 5N UTC–7 N32°57.29’ W111°46.01’
1464 B TPA—2502(1038) NOTAM FILE CGZ MON Airport
RWY 05–23: H5200X100 (ASPH) S–18.5, D–65, 2S–82 MIRL
S–18.5, D–65, 2S–82 MIRL
0.3% up NE
RWY 06: MALS R. PAPI(P4L)—GA 3.0º TCH 40’. Road.
RWY 23: PAPI(P2L)—GA 3.0º TCH 40’. Road: Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A+ LTG ACTIVATE MALS Rwy 05—CTAF.
AIRPORT REMARKS: Attended 1300–2300Z. Fuel 24 hr credit card svc avbl for 100LL only. Jet A avbl after hrs with $150 call out fee. 520–251–3366. Arpt frequently used for practice inst apchs by trans acft. Parachute Jumping. Service road within primary surface. GPS Rwy 23 – operational necessity only. Holdlines on all twys connecting to the rwy are set at 280‘ from rwy centerline. Acft taxiing on Twy B be alert to passing acft holding on the connecting twys.
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) (H) VORTAC 114.8 TFD Chan 95 N32°53.15’ W111°54.52’ 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 MUNI (CHD)(KCHD)  3 SE UTC–7  N33°16.15´ W111°48.67´

1243  B  TPA—See Remarks  NOTAM FILE CHD
RWY 04R–22L:  H4870X75 (ASPH)  S–30  MIRL
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  MIRL
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+  OX 3, 4  LGT
When ATCT clsd
ACTVT REIL Rwy 04R and Rwy 22L; PAPI Rwy 04R and Rwy 22L,
Rwy 04L and Rwy 22R, MIRL 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
aprt, height 135’ AGL.  Ltgd.  No obstruction lighting on structures.
P–line mono–poles running east to west approximately 1 mile south of
aprt, height 135’ AGL.  No obstruction lgtg 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:  480-782-3540
WEATHER DATA SOURCES:  AWOS–3PT  (480) 814–9952
COMMUNICATIONS:  CTAF  126.1  ATIS  128.325  UNICOM  122.95
PHOENIX L–5B, A  JAP, AD
PHOENIX APP/DEP CON 123.7
TOWER 133.1 Arr S&E, Dep Rwy 04R–22L, 126.1 Arr N&W, Dep Rwy 04L–22R.  (1300–0400Z)
ONG 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) (L) VORTACW 113.3  IWA  Chan 80  N33°18.19´ W111°39.09´  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.

SW, 14 JUL 2022 to 8 SEP 2022
STEEL AIRPARK (P19) 3 W UTC – 7 N33º17.93’ W111º54.95’
1179 B TPA—2002(823) NOTAM FILE PRC
RWY 17–35: H417X80 (ASPH) MIRL
  Road.
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 for aircraft certificated for 15000 gross takeoff weight not based
at arpt. Training TGL prohibited. Helo training prohibited. Commercial
and student training ops by permit only. 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
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
PHOENIX (H) (H) VORTAC PH 115.6 PXR Chan 103 N33º25.98’ W111º58.21’
149º 8.5 NM to fld. 1184/12E.
VOR unusable:
  00º–015º byd 33 NM blo 11,000’
  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–000º byd 33 NM blo 10,000’
  345º–034º byd 10 NM blo 6,000’
  345º–034º byd 20 NM blo 8,000’
TACAN AZIMUTH unusable:
  00º–015º byd 33 NM blo 11,000’
  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–000º byd 33 NM blo 11,000’
  345º–034º byd 10 NM blo 6,000’
  345º–034º byd 20 NM blo 8,000’
DME unusable:
  00º–015º byd 33 NM blo 11,000’
  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’
  215º–315º
  345º–000º byd 33 NM blo 11,000’
  345º–034º byd 10 NM blo 6,000’
  345º–034º byd 20 NM blo 8,000’

PHOENIX L–58, A IAP

SW, 14 JUL 2022 TO 8 SEP 2022
CHINLE MUNI (E91)  3 SW  UTC–7  N36°06.56′ W109°34.53′
5550  B  NOTAM FILE PRC
RWY 18–36: H6902X60 (ASPH)  S–12.5  MIRL  0.3% up S
RWY 36: PAPI(P2L).
SERVICE:  LGT ACTVT 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  (VH)  (H)  VORTAC  115.1  GUP  Chan 98  N35°28.56′ W108°52.36′  304° 51.2 NM to fld. 7053/14E.
VOR unusable:
298°–306° byd 40 NM

CIBECUE (Z95)  4 SE  UTC–7  N34°00.20′ W110°26.65′
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  N32°57.42′ W109°12.67′
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 invol 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) (L) VOR/DME 110.8  SVC  Chan 45  N32°38.26′ W108°09.66′  277º 56.4 NM to fld. 5423/13E.
VOR unusable:
330°–355° byd 33 NM bIo 13,500′
DME unusable:
330°–355° byd 33 NM bIo 13,500′

COCHISE COLLEGE  (See DOUGLAS on page 43)

COCHISE CO  (See WILLCOX on page 88)
COLORADO CITY MUNI (AZC)(KAZC) 3 SW UTC–7 N36º57.60´ W113º00.83´

4874 B TPA—5722(848) NOTAM FILE PRC

RWY 11–29: H6300X75 (ASPH) S–30 MIRL
RWY 11: REIL. PAP(P4L)—GA 3.0º TCH 40´. Rgt tfc.
RWY 29: REIL. PAP(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: S4 FUEL 100LL, JET A+ OX 1, 2, 3 LGT ACTVT REIL Rwy 11; PAPI Rwy 02, 11; MIRL Rwy 11–29 and Rwy 02–20—CTAF.


AIRPORT MANAGER: 702-578-3348

WEATHER DATA SOURCES: AWOS–3PT 118.375 (928) 875–8045.

COMMUNICATIONS: CTAF/UNICOM 122.7

COOLIDGE MUNI (P08) P 5 SE UTC–7 N32º56.16´ W111º25.59´

1576 B NOTAM FILE PRC

RWY 05–23: H5564X150 (ASPH) S–80, D–115, 2D–210 MIRL
0.5% up NE
RWY 05: REIL. PAP(P2L)—GA 3.0º TCH 49´.
RWY 23: REIL. PAP(P2L)—GA 3.0º TCH 49´. Rgt tfc.
RWY 17–35: H3872X75 (ASPH) S–17 MIRL
RWY 17: Brush. Rgt tfc.


AIRPORT MANAGER: (520) 723-6075

WEATHER DATA SOURCES: AWOS–3PT 119.350 (520) 723–4920.

COMMUNICATIONS: CTAF/UNICOM 123.075

STANFIELD (H) VORTAC 114.8 TFD Chan 95 N32º53.15´ W111º55.42´ 071º 24.5 NM to fld. 1316/12E.

COMM/NAV/WEATHER REMARKS: AZARNG is contact FAC, 138.15, when working inside of R2310 restricted areas.
COTTONWOOD  (PS2)  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. PAPI(P2L)—GA 3.0° TCH 40°. 
SERVICE:  S2  FUEL  100LL, JET A1+  LGT ACTVT REIL Rwy 14 and 
Rwy 32; PAPI Rwy 14 and Rwy 32; MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS:  Attended 1500–0000Z. Fuel: 100LL; fuel avbl H24 
with credit card. Gliders and wildlife invol arpt. Parachute Jumping. 
Rwy 32 calm wind rwy. Rwy 14 dep mtnn rwy hdg 1 NM byd dep end 
and 500 ft AGL prior to turn. Rwy 32 dep mtnn rwy hdg 0.6 NM byd 
dep end and 500 ft AGL prior to turn. Acft dep Rwy 14–32 maintain 
heading until 1000 AGL prior to turning. Use VY airspeed until 
reaching 1000 ft AGL. No more than four acft conducting repetitive 
flight trng ops in traffic pattern at any time. Avoid repetitive flight trng 
ops btw 0100Z and 1500Z hrs weekdays, and 0100Z and 1600Z 
weekends and holidays. TPA—helicopter 4060(500), single 
4360(800), multi 4560(1000), turbine 5050(1500). Rwy 14–32 
300 ft paved stopway both ends.
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.
FRAKE (H) (H) VORTACW  DRK Chan 88  N34º42.15´  W112º28.82´  072º 22.1 NM to fid. 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’
DAVIS MONTANH 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–41, L–5C
Rwy 12–30:  H13643X200 (PEM)  PCN 47 R/B/W/T  HIRL

RYW 12:  REIL.  PAP(P4L)—GA 3.0º TCH 58º.  
RYW 30:  ALSF1. REIL.  PAPI(P4L)—GA 3.0º TCH 59º.  Rgt tfc.

ARRESTING GEAR/SYSTEM

RYW 12 HOOK BAK–12A(B) (125 FT OVRN) HOOK BAK–12A(B)(1200 FT).  
HOOK BAK–12A(B)(1198 FT) HOOK BAK–12A(B) (70 FT OVRN).  RYW 30

SERVICE:  S4  OX 1, 2, 3, 4  LGT All rwy thld gated.  MILITARY—A–GEAR All BAK–12A extn.  FUEL  A++  Tran acft exp up to 2 hr delay for refuel.  Actf req DV priority ctc PTD 372.2 30 min prior to arr with fuel req.  FLUID SP PRESSAIR LHOX LOX OIL 0–148–156 JOAP; W–72 hr PN rqr  TRAN ALERT Svc 1400–0530Z.  No priority basis.  Fleet svc avbl Mon–Fri 1400–0000Z with 24 hr PN.  After hr, weekends, hol, and TDAY acft rqr credit card info prior to coord.  Ctc tran alert DSN 228–4292, C520–228–4292.

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

MILITARY REMARKS:  See FLIP AP/1 Supplementary Arpt Remark.  Base ops opr 1300–2200Z Mon–Fri except holiday.  RSTD All acft obtain PPR 24 hr to 3 weeks prior to arr.  PPR req made dur afld mgmt office hrs:  M–F 1200–0700Z; wknd, hol and ACC down days 1500–0000Z.  Ctc afld mgmt DSN 228–4507/4315 C520–228–4507/6058.  Email: 3550SS.OSAA.OrgBox@us.af.mil.  Contact 355 FW comd post outside of opr hrs DSN 228–7400.  No V/STOL apch ldg. Airfield clsd 1300–2100Z (except to active scrambles) last Sat monthly.  Tran acft are allowed 1 apch to a full stop, btm 1430Z and official SS, or if Davis–Montahn is not the final destination, may execute 1 apch and dep the Davis–Montahn for multi apch or apch outside these hrs 355 OQ/CC apvl rqr ptg.  Reg apvl 24 hrs in advance through Davis–Montahn afld mgmt.  All acft inbound with DV code 6 or higher and/or space A passenger ctc PTD at least 30 min prior to arrival to confirm block time.  All tran airflow shall store all classified materials up to secret with WG Comd Post (bldg 2300).  Top Secret materials will be stored with 355 Intel Office (bldg 441) 228–5987.  CAUTION BASH—PHASE II bird activity migratory season Sep–Jan.  Coyotes, bowing owls and javelinas found occasionally on both sides of rwy.  Increased wildlife activity observed during monsoon season Jun–Aug.  Aerodrome all surface WIP grass cutting ops daily SR–SS, 01 Mar–31 Oct.  Hi alt wx balloon released 5 mile final Rwy 12 at 1100Z and 2300Z daily.  TFC PATA—R ttc Rwy 30.  Convl 3700(996), overhead 5000(2296) until 4 DME then 4200(1496).  No overhead tfc pattern auth exc to perm base asgn acft SS–SR.  Max speed in overhead pat is 300 KIAS.  Do not exceed 3700 ft til dep end of rwy.

WEATHER DATA SOURCES:  WSP.

COMMUNICATIONS:  SFA ATIS 270.1 (1300–0530Z) PTD 372.2

TUCSON APP CON 119.4 318.1 (Rwy 12 28º–089º, Rwy 30 066º–274º) 125.1 269.55 (Rwy 12 090º–285º, Rwy 30 275º–065º) 128.5 139.9 393

TUCSON DEP CON 119.4 318.1 (Rwy 12 28º–089º, Rwy 30 066º–274º) 125.1 269.55 (Rwy 12 090º–285º, Rwy 30 275º–065º) 128.5 393

TOWER 118.85 253.5 (Mon–Fri 1200–0700Z; Wknd, hol, and ACC down days 1500–0000Z) GND CON 121.8 257.8 CLNC DEL 121.8 257.8

COMD POST 381.3 PMSV METRO 239.8 (Alternate PMSV METRO LUF 267.4)

CLEAN UP LOCAL PHONE:  For CD when ATCT is clsd ctc Tucson Apch at 520-829-6121.

AIRSPACE:  CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION:  NOTAM FILE PRC.

(l) TACAN Chan 123 DMA (117.6) N32º09.59´ W110º52.85´ at fdl. 26621/2E.


ILS 109.3 I–AFB Rwy 12.  Class II.

DOUGLAS

COCHISE COLLEGE (P03) 7 W  UTC–7  N31º22.28´ W109º41.40´

4146  B  NOTAM FILE PRC

RWY 05–23: H5551X60 (ASPH) MIRL 0.7% up SW
RWY 05: PAPI(P4L)—GA 3.0º. 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: CTAF/UNICOM 122.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE DUG.

DOUGLAS (VL) (H) VORTAC W 108.8 DUG Chan 25  N31º28.36´ W109º36.12´  204º 7.6 NM to fld. 4131/13E.

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´

DME 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´

VOR unusable:
046º–063º byd 40 NM blo 11,000´
046º–063º byd 49 NM blo 16,000´
046º–063º byd 63 NM
253º–263º byd 40 NM blo 16,000´
253º–263º byd 66 NM
264º–277º byd 40 NM
278º–288º byd 40 NM blo 16,000´
278º–288º byd 52 NM
305º–316º byd 40 NM
345º–045º byd 40 NM

PHOENIX

H–4K, L–5D

SW, 14 JUL 2022 to 8 SEP 2022
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: CTAF/UNICOM RCO 122.6 (PRESIDENT RADO)

RADIO AIDS TO NAVIGATION:

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’

DME 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’

VOR unusable:

046º–063º byd 40 NM blo 11,000’
046º–063º byd 49 NM blo 16,000’
046º–063º byd 63 NM
253º–263º byd 40 NM blo 16,000’
253º–263º byd 66 NM
264º–277º byd 40 NM
278º–288º byd 40 NM blo 16,000’
278º–288º byd 52 NM
305º–316º byd 40 NM
345º–045º byd 40 NM

NOTAM FILE DUG.

(VL) (H) VORTAC DUG Chan 25 N31º28.36’ W109º36.12’ 135º 9.2 NM to fld. 4131/13E.

PHOENIX H–4K, L–5D

4173 B AOE LRA NOTAM FILE PRC

SW, 14 JUL 2022 to 8 SEP 2022
DOUGLAS BISBEE

BISBEE DOUGLAS INTL  (DUG) KDUG MON Airport

RWY 17–35: H430X100 (ASPH–RFSC) S–30, D–160, 2S–175,
   2D–250 MIRL 0.6% up N
RWY 17: VASI(V2L)—GA 3.25º TCH 53’.
RWY 35: Brush.
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
invof 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. User fee arpt. Flight Notification Service (ADCUS)
available.

AIRPORT MANAGER: (520) 432-9268

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

COMMUNICATIONS: CTAF/UNICOM 123.0

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: NOTAM FILE DUG.

DOUGLAS (VL) (H) VORTACW 108.8 DUG Chan 25 N31º28.36’ W109º36.12’ at fld. 4131/13E.

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’

DME 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’

VOR unusable:
   046º–063º byd 40 NM blo 11,000’
   046º–063º byd 49 NM blo 16,000’
   046º–063º byd 63 NM
   253º–263º byd 40 NM blo 16,000’
   253º–263º byd 66 NM
   264º–277º byd 40 NM
   278º–288º byd 40 NM blo 16,000’
   278º–288º byd 52 NM
   305º–316º byd 40 NM
   345º–045º byd 40 NM
DRAKE  N34°42.15’ W112°28.82’ NOTAM FILE PRC.
(H) (H) VORTACW 114.1  DRK  Chan 88  119° 4.2 NM to Prescott Rgnl – Ernest A Love 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’

EAGLE AIRPARK  (See BULLHEAD CITY on page 35)

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. PAP(P2L)—GA 3.0º TCH 43’.
  RWY 20:  REIL. PAP(P2L)—GA 3.0º 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 tway, 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) (H) VORTAC 114.8  TFD  Chan 95  N32°53.15’
W111°54.52’  094º 17.0 NM to fld. 1316/12E.

ERIC MARCUS MUNI  (See AJO on page 32)

ESTRELLA SAILPORT  (See MARICOPA on page 60)

FALCON FLD  (See MESA on page 61)

FORT HUACHUCA N31°35.13’ W110°20.34’ 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 N32°53.27’ W112°43.18’ AIRSPACE: CLASS D svc 1430–0630Z Mon–Fri, 1500–2359Z wkend, clsd hol; other times CLASS G.
NOTAM FILE PRC

RWY 04–22: H5200X75 (ASPH) S–12.5 MIRL 0.3% up NE
RWY 04: PAPI(P2L)—GA 3.0º TCH 40’. Brush.
RWY 22: PAPI(P2L)—GA 3.0º TCH 40’. Brush.

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.

AIRPORT MANAGER: (623) 810-4662

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 116.6T (PRESCOTT RADIO)


RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
(H) (H) VORTAC 116.6 GBN Chan 113 N32º57.38’ W112º40.46’ at fld. 790/14E.
TACAN AZIMUTH unusable: 360º–010º byd 25 NM

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 When twr clsd 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

WEATHER DATA SOURCES: AWOS–3 (623) 877–8609

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 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).
TOWER 121.0 (Mon–Fri 1300–0330Z, Sat–Sun 1400–0200Z) GND CON 118.0

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

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ARIZONA

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) (H) VORTACW 115.6  PXR  Chan 103  N33°25.98’ W111°58.21’  277º 17.2 NM to fld. 1184/12E.

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

SAN CARLOS APACHE  (P13)  7 SE  UTC–7  N33°21.19’ W110°40.04’

PHOENIX  H–4K, L–5C

COMMUNICATIONS: CTAF/UNICOM 122.8

AIRPORT MANAGER: 928-475-3222

GLOBE

SW, 14 JUL 2022 to 8 SEP 2022
GOODYEAR

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

PCN 66 F/B/W/T MIRL

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

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT For MIRL Rwy 03–21 or REIL Rwy 03 and Rwy 21 durg daylight hrs ctc ATCT or arpt on 623–932–4550. After SS MIRL Rwy 03–21 are on. PAPI Rwy 03 and Rwy 21 operate continuously.


AIRPORT REMARKS: Attended continuously. Birds invof arpt. Coyotes and other wildlife ocnl crossing rws/twys. E–W power lines 100 feet AGL 1/2 mile S AER 03 unmarked and unlighted some NSTD marking. Nmrs large actf parked aprxly 500’ W of Rwy 03–21. Mountains SE at 6 miles to 4500’ MSL. Military jet tfc 5 miles west of arpt. Actf 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 actf and non–turbo jets; 2469(1500) heavy actf and turbo jets; 1469(500) helicopters. Fee for all charters; travel clubs and certain revenue producing actf. User fee arpt. NOTE: See Special Notices—Aerobatic Operations.

AIRPORT MANAGER: 623-932-4550

COMMUNICATIONS: CTAF 120.1  ATIS 118.35  UNICOM 122.95

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 NTL PARK (GCN)(KGCN) 6 S UTC–7 N35º57.14’ W112º08.82’
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 PAPI(P4R)—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: 56 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)

GRAND CANYON  (VL) (DH) VOR/DME
111.65 GCN Chan 53(Y) N35º57.62’ W112º08.76’ at fld. 6669/15E.
DME unusable: 010º–028º byd 35 NM blo 14,500’
VOR unusable: 055º–105º byd 40 NM
130º–135º byd 40 NM
250º–255º byd 40 NM blo 11,600’
250º–255º byd 66 NM
280º–285º byd 40 NM
310º–035º NM byd 40 NM

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 la ARTCC at 661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE GCN.

ILS 108.9 I–GCN Rwy 03. Class IA. Unmonitored when ATCT clsd.
### 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 REMARKS:**

**AIRPORT MANAGER:** 928-241-2438

**WEATHER DATA SOURCES:** AWOS–3 118.675 (928) 524–7839.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

- WINSLOW RCO 122.6 (PRESCOTT RADIO)
- RADIO AIDS TO NAVIGATION: NOTAM FILE INW.

### KAYENTA (QV7) 2 SE UTC–7 N36º42.99´ W110º13.71´

- **5688** B NOTAM FILE PRC
- **RWY 05–23**: H7101X75 (ASPH) S–12.5 MIRL 0.9% up SW
- **RWY 05**: PAPI(P2L)—GA 3.0º TCH 27´.
- **RWY 23**: PAPI(P2L)—GA 3.0º TCH 38´.

**SERVICE:**
- LGT

**ACTIVATE PAPI Rwy 05 and Rwy 23, MIRL Rwy 05–23—CTAF.

**AIRPORT REMARKS:**

**AIRPORT MANAGER:** 928-697-8404

**WEATHER DATA SOURCES:** AWOS–3PT 119.325 (928) 697–3638.

**COMMUNICATIONS:** CTAF 122.9

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

- PAGE (L) L VOR/DME 117.6 PGA Chan 123 N36º55.86´ W111º26.85´ 089º 60.1 NM to fld. 4250/13E.
- VOR/DME unusable:
  - 105º–230º byd 30 NM blo 11,000´
  - 230º–245º byd 30 NM blo 12,000´
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 dsplcd 195’. Tree.
RWY 26: Thld dsplcd 200’. Tree.

SERVICE: 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.

WILLIE (L) (L) VORTAC/ (113.3 IWA Chan 80 N33°18.19’ W111º39.09’ 099º 40.4 NM to fld. 1367/13E.

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

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

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

KINGMAN (IGM) (KIGM) 8 NE UTC–7 N35°15.57’ W113º56.28’

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 3.0’ TCH 45’.

RWY 21: REIL. PAPI(P4L)—GA 3.0’ 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 3.0’ TCH 49’.

RWY 35: PAPI(P2L)—GA 3.0’ 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

OX 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 ctc on FSS freq, ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE IGM.

(L) (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 b/o 10,500’
120º–190º byd 15 NM b/o 17,500’
190º–240º byd 30 NM b/o 7,500’
240º–315º byd 30 NM b/o 17,500’
LAGUNA AAF (YUMA PROVING GROUND) (LGF/KLGJ) A 12 NE UTC–7 N32º51.88´ W114º23.58´ PHOENIX H–4L, L–5A DIAP, AD

433 B TPA—See Remarks NOTAM FILE PRC Not insp.

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
RWY 06: Rgt tfc.


MILITARY REMARKS: OPR 1300–2300Z MON–FRI, CLSD HOL, O/T by NOTAM. RSTD RSTD area 4 NM E of afld. OFFL BUS only. Ovfl 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 acft 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 acft should contact Laguna twr for instructions prior to entry. TFC PAT TPA–Rgt tcf Rwy 06 and Rwy 36. Fixed wing 1700´ MSL. Rotary wing 1100´ MSL. No rgt tcf 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) (H) VORTAC 116.8 BZA Chan 115 N32º46.09´ W114º36.18´ 047º 12.1 NM to fld. 130/14E.

VOR unusable:
280º–360º byd 27 NM blo 3,600´
TACAN AZIMUTH unusable:
280º–360º byd 27 NM blo 3,600´

HELIPAD H1: H40X40 (ASPH)
HELIPAD H2: H40X40 (ASPH)
HELIPAD H3: H40X40 (ASPH)
LAKE HAVASU CITY (HII)(KHII) 6 N UTC–7 N34°34.27’ W114°21.50’

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

SERVICE: S4 FUEL 100LL, JET A OX2, 4 LGT ACTIVATE REIL on Rwy 14 and Rwy 32; MIRL Rwy 14–32—CTAF. Rwy 14 PAPI baffled and unusbl byd 5 deg left of cntrln.

NOISE: Noise abatement; enter pat using 45 deg entry to downwind; avoid overflying residential areas; pwr lines/twr and high terrain N/NE.

AIRPORT REMARKS: Attended 1500–0000Z. Power lines/towers and high terrain north northeast of arpt. Ultralight acft ops south and SW of arpt from surf to 5000 ft. Rwy 32 calm wind rwy. TPA—1803 (1020) light acft, 2303 (1520) high performance acft. 1489 ft MSL unlgt mt top 1.4 mi ENE; 1503 ft MSL unlgt mt top 1.7 mi ESE.

AIRPORT MANAGER: 928-764-3330


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) (H) VORTAC 115.2 EED Chan 99 N34°45.96’ W114°28.45’ 139° 13.0 NM tofld. 620/15E.

VORTAC unusable:
100°–130° byd 27 NM blo 6,500’
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’

COMM/NAV/WEATHER REMARKS: UNICOM not mntld.

LAUGHLIN/BULLHEAD INTL (See BULLHEAD CITY on page 35)

LIBBY (T) (T) VOR/DME 113.6 FHU Chan B3 at Sierra Vista Muni–Libby AAF. 4665/13E. VOR unmonitored when GCA cld.

military use: No NOTAM MP 1200–1500Z 4th Thurs of month
VOR unusable:
110°–235° byd 10 NM
DME unusable:
110°–235° byd 10 NM
CONTINUED FROM PRECEDING PAGE

ARIZONA

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) N33º32.26’ W112º22.81’ at fld. 1077/10E, unmonitored when Lukeafb ATCT clsd.

TAC AZM unusable:
245º–265º byd 16 NM blo 13,000’. 265º–275º byd 15 NM 275º–300º byd 16 NM blo 13,000’

No NOTAM MP: 0600–1230Z Sun, Wed

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

ILS 108.7 I–LUF Rwy 03R. No NOTAM MP 0600–1230Z Tue, Thu, Sun. Caution: Isla 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 N32º24.57’ W111º13.10’

2032 B TPA—See Remarks NOTAM FILE PRC Not insp.

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 3 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 MANAGER: 520-382-8053

WEATHER DATA SOURCES: AWOS–3 PHOENIX

COMMUNICATIONS: CTAF/UNICOM 118.375 (520) 682–4104.

TUS, 14 JUL 2022 to 8 SEP 2022

PHOENIX

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: CTAF/UNICOM 123.0

SW, 14 JUL 2022 to 8 SEP 2022
PINAL AIRPARK (MZJ)(KMZJ) 7 NW UTC–7 \( \text{N}32^\circ30.59^\prime \text{W}111^\circ19.52^\prime \) 1893 B\ TPA—See Remarks NOTAM FILE MZJ

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

RWY 30: Rgt ttc.

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


AIRPORT MANAGER: 520-866-6545
WEATHER DATA SOURCES: AWOS–3 PT 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) (H) VORTACW 116.0 \( \text{TUS} \) Chan 107 \( \text{N}32^\circ05.71^\prime \text{W}110^\circ54.89^\prime \) 308° 32.4 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’

MARBLE CANYON (L41) 1 SW UTC–7 \( \text{N}36^\circ48.65^\prime \text{W}111^\circ38.67^\prime \) 3603 NOTAM FILE PRC

RWY 03–21: H3715X35 (ASPH)

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 btt rwy ends. Rwy 03–21 3530 ft resurfaced, centerline marked. Additional 206 ft of pavement not resurfaced on Rwy 03 thld end. First 1000 ft Rwy 03 rough and rutted. Resurfaced portion of Rwy 03–21 is tight with no loose material, but is somewhat rough. Brush along both sides of rwy within primary sfc. Arpt unfenced. Cliffs west, northwest, northeast and east of arpt. 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: 714-366-6036
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE PGA.

PAGE (L) (L) VOR/DME 117.6 \( \text{PGA} \) Chan 123 \( \text{N}36^\circ55.86^\prime \text{W}111^\circ26.85^\prime \) 220° 11.9 NM to fld. 4250/13E.

VOR/DME unusable:
- 105°–230° byd 30 NM blo 11,000’
- 230°–245° byd 30 NM blo 12,000’
MARICOPA
AK–CHIN RGNL (A39)  5 ESE UTC–7  N32°59.43’ W111°55.13’
1307  B  NOTAM FILE PRC  H–4J, L–5B, A
RWY 04–22: H4751X50 (ASPH)  MIRL  0.7% up NE

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 MIRL Rwy 04–22—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z. Fuel avbl 24 hrs, self–serve with major credit card. Ultralight activity invof arpt. 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: NOTAM FILE PRC.
PHOENIX (H) (H) VORTACW 115.6  PXR  Chan 103  N33°25.98’ W111°58.21’  162° 26.6 NM to fld. 1184/12E.

VOR unusable:
000°–015° byd 33 NM blo 11,000’
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°–000° byd 33 NM blo 10,000’
345°–034° byd 10 NM blo 6,000’
345°–034° byd 20 NM blo 8,000’

TACAN AZIMUTH unusable:
000°–015° byd 33 NM blo 11,000’
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°–000° byd 33 NM blo 11,000’
345°–034° byd 10 NM blo 6,000’
345°–034° byd 20 NM blo 8,000’

DME unusable:
000°–015° byd 33 NM blo 11,000’
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’
215°–315°
345°–000° byd 33 NM blo 11,000’
345°–034° byd 10 NM blo 6,000’
345°–034° byd 20 NM blo 8,000’

PHOENIX  H–4J, L–5B, A  SW, 14 JUL 2022 to 8 SEP 2022
ESTRELLA SAILPORT (E68) 6 W UTC–7 N33°05.12’ W112°09.66’
1273 NOTAM FILE PRC
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 PXR194023. 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.

MEADVIEW
PEARCE FERRY (L25) 3 N UTC–7 N36°05.59’ W114°02.80’
2941 NOTAM FILE PRC
RWY 01–19: 2900X110 (DIRT)
RWY 01: Rgt tfc.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. CTN: clsd rwy mkd by tires. +5 ft bushes along the east and west side of Rwy 01–19. Rwy 01–19 cntr 50 ft clear of vegetation. Rwy 01 signs 1050 ft fm rwy end 90 ft L. 550 ft stwy south of rwy cvrd with lg rocks and vegetation. Rwy 19 signs 200 ft fm rwy end 110 ft L. Gravel apron W side of AER.
AIRPORT MANAGER: 702-293-2011
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
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, 20–90 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 tfc.

SERVICE:  S4  FUEL  100LL, JET A1+  OK 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 cnlc byd 4.0 NM from threshold.


AIRPORT REMARKS: Attended continuously. For svc ctc FBO on 122.950 (480–832–2582). Rwy O4R–22L clsd when twr clsd. When ATCT clsd Rwy 22L has right traffic. Birds inv of arpt. Coyotes and other wildlife occasionally crossing rwy and twy. 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 O4R and Rwy O4L are the preferred rwy when wind conditions are less than 5 knots. Repetitive training ops use Rwy O4L–22R whenever possible. Avoid repetitive training ops 0500–1230Z. Blast pads installed on Rwy O4L and Rwy 22R. Blast pads dimensions, 150’ x 95’. 2786 (1392) unlgtd mtn 5 mi east.

AIRPORT MANAGER: 480-644-2450

PHOENIX 

(AIRSPACE: CLASS D svc May 15–Aug 15 1230–0400Z, Aug 16–May 14 1300–0400Z; other times CLASS G.

RADIO AIDS TO NAVIGATION:

TOWER 124.6 (May 15–Aug 15 1230–0400Z, Aug 16–May 14 1300–0400Z) GND CON 121.3

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

COMMUNICATIONS: CTAF 124.6 ATIS 118.25 480–641–9378. UNICOM 122.95

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.
MOUNT LEMMON  N32°24.51'  W110°44.04'
RCO 122.4 (PRESCOTT RADIO)

NOGALES INTL  (OLS)  (KOLS)  7 NE UTC–7  N31°25.06'  W110°50.87'
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 inof arpt.
   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
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) (L) VOR/DME  114.65  OLS Chan 93(Y)  N31°24.90’
   W110°50.93’  at fld. 3877/12E.
VOR unusable:
   030º–270º byd 10 NM
   300º–312º byd 31 NM blo 12,000’
   327º–350º byd 30 NM blo 15,500’
DME unusable:
   018º–270º byd 10 NM
   300º–312º byd 31 NM blo 12,000’
   327º–353º byd 28 NM blo 15,500’
   327º–353º byd 38 NM
COMM/NAV/WEATHER REMARKS: Call Prescott Radio on 122.4 to close all flight plans.
   •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •
HELIPAD H1: H97X97 (CONC)  S–22

PHOENIX  L–5C

SW, 14 JUL 2022 to 8 SEP 2022
PAGE MUNI (PGA)(KPGA) 1 E UTC–7 N36°55.56’ W111°26.90’
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 OX 1, 3, 4 LGT ACTVT REIL
Rwy 15 and 33; MIRL Rwy 15–33—CTAF. VASI Rwys 15 and 33
on consly.

AIRPORT REMARKS:
Attended dalgt hours. 100LL fuel aft
hr—928–645–5356. Rwy 15–33 CLSD to acr ops more than 30
pax seats exc 24 hr PPR—amgr. Rwy 07–25 CLSD to sked acr ops
more than 9 pax seats or unsked acr ops least 31 pax seats. Rwy
07–25 use only durg high winds fm E or W. Overnight parking fee.

AIRPORT MANAGER:
928-645-4240

WEATHER DATA SOURCES: AGOS 120.625 (928) 645–1228.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCD 122.6 (PREScott RADIO)
⑥ DENVER CENTER APP/DEP CON 127.55

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC on freq. If una, ctc FSS on freq via rco. If una, ctc Denver ARTCC at
303-651-4257.

RADIO AIDS TO NAVIGATION:
(L) (L) VOR/DME 117.6 PGA Chan 123 N36º55.86’ W111º26.85’
at fld. 4250/13E.
VOR/DME unusable:
105º–230º byd 30 NM bly 11,000’
230º–245º byd 30 NM bly 12,000’

COMM/NAV/WEATHER REMARKS: UNICOM adzy avbl 122.8 SR–SS.
PARKER

AVI SUQUILLA (P20) 1 E UTC–7 N34º08.99’W114º16.07’

458 B TPA—1258(800) NOTAM FILE PRC
RWY 01–19: H6250X100 (ASPH) S–30, D–50 MIRL
RWY 01: PAPI(P4L)—GA 3.0° TCH 40’. Rgt tfc.
RWY 19: PAPI(P4L)—GA 3.0° TCH 40’.
SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 01–19; twy lgts—CTAF.
AIRPORT REMARKS: Attended 1500–0000Z. Fuel svc fee when unattd.
Inmt high alt mil paja act invof airpt. Airframe/power plant svc—amgr.
Rwy 01–19 int tkof fm Twy A–2 NA. 150 ft blast pads both ends. All hops use N ramp heli. Rwy 01 markings faded or missing. Rwy 19 markings faded or 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) (H) VORTAC 117.9 PKE Chan 126 N34º06.12’ W114º40.92’ 067° 20.8 NM to fld. 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’

SW, 14 JUL 2022 to 8 SEP 2022
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: ACTVT REIL Rwy 06 and 24; PAPI Rwy 06; MIRL Rwy 06–24—CTAF. MIRL Rwy 06–24 preset low intst; incr intst—CTAF. PAPI Rwy 24 on consly.
NOISE: Dep noise abatement proc in efect; turn N 30º for 2 NM. Arr/dep blw 1000 ft ovr town na.
AIRPORT MANAGER: 928-472-4748
WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBUQUERQUE CENTER APP/DEP CON 127.675
RADIO AIDS TO NAVIGATION: NOTAM FILE INW.
WINSLow (H) (H) VORTACW 112.6 INW Chan 73 N35º03.70´ W110º47.70´ 195º 55.2 NM to fld. 4913/14E.
HELIPAD H1: H50X50 (CONC)

PAYSON N34º15.27’ W111º20.11’ NOTAM FILE PAN,
(H) DME 116.35 PAN Chan 110(Y) at Payson. 5225/0W.
DME unusable:
005º–075º byd 26 NM blo 13,000’
203º–239º byd 30 NM blo 13,000’
311º–004º byd 30 NM blo 16,000’

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. Monitor 122.8 within 5 NM of airport. Rwy 05–23 2–3 ft brush within 10 ft of rwy edge full length. Rwy 05 + 4–6 ft fence both sides of rwy plus/minus 200 ft from thld. Fence and ponds within primary sfc 400–800 ft fm Rwy 23 thld. Rwy 05–23 dspcld thlds marked with 2 painted tires on each side of rwy, approx 300 ft 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  N35º59.17’ W113º49.02’
4817  B  Class III, ARFF  Index A  NOTAM FILE PRC

RWY 17–35: H5000X75 (ASPH–GRVD)  S–30 PCN 12 F/A/X/T  MIRL
  1.1% up S
RWY 17: REIL  PAP(P4L)—GA 3.0º TCH 39’. Rgt tfc.
RWY 35: REIL  PAP(P4L)—GA 3.0º TCH 38’.

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: 928-351-1802
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-265-8205.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
PEACH SPRINGS (H) (H) VOR/DME 112.0  PGS  Chan 57  N35º37.48´ W113º32.67´  314º 25.4 NM to fld.
  4760/15E.
VOR usable:
  205º–225º byd 30 NM blo 10,500´
DME usable:
  205º–225º byd 30 NM blo 10,500´

COMM/NAV/WEATHER REMARKS: AWOS 928–237–1354

PEACH SPRINGS  N35º37.48´ W113º32.67´ NOTAM FILE PRC.  PHOENIX
(H) (H) VOR/DME 112.0  PGS  Chan 57  314º 25.4 NM to Grand Canyon West. 4760/15E.
VOR unusable:
  205º–225º byd 30 NM blo 10,500´
DME unusable:
  205º–225º byd 30 NM blo 10,500´
RCO 122.25 (PRESCOTT RADIO)

PEARCE FERRY  (See MEADVIEW on page 60)
PHOENIX DEER VALLEY (DVT)(KDVT) 15 N UTC–7 N33º41.30’ W112º04.95’

PCN 29 F/C/Y/T MIRL
RWY 07R: REIL. PAPI(P2L)—GA 3.0º TCH 42’. Thld dsplcd 898’. Sign. Rgt tfc. 0.5% up.
RWY 25L: REIL. PAPI(P2L)—GA 3.0º TCH 38’. Thld dsplcd 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 4.0º TCH 48’. Hill. Rgt tfc.

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. Lgd 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. Twy D1 and D13 runup pads clsd to acft 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. FAA safety video can be accessed at https://www.faa.gov/airports/runway_safety/videos/DVT/. Additional DVT safety video can be accessed on airport website. TPA–2500(1022) piston engine and 3000(1522) turbine engine.
AIRPORT MANAGER: 623-869-0975
WEATHER DATA SOURCES: ASOS 126.5 (623) 587–7764.
COMMUNICATIONS: CTAF 118.4 UNICOM 122.95 ATIS 126.5
PHOENIX RCD 122.2 (PRESCOTT RADIO)
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) AND CON 121.8 CLNC DEL 123.9
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Phoenix Apch at 602-306-2565.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1300–0700Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

(H) VORTACW 115.6 PXR Chan 103 N33º25.98´ W111º58.21´ 328º 16.3 NM to fld. 1184/12E.

VOR unusable:
000º–015º byd 33 NM blo 11,000´
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–000º byd 33 NM blo 10,000´
345º–034º byd 10 NM blo 6,000´
345º–034º byd 20 NM blo 8,000´

TACAN AZIMUTH unusable:
000º–015º byd 33 NM blo 11,000´
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–000º byd 33 NM blo 11,000´
345º–034º byd 10 NM blo 6,000´
345º–034º byd 20 NM blo 8,000´

DME unusable:
000º–015º byd 33 NM blo 11,000´
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´
215º–315º
345º–000º byd 33 NM blo 11,000´
345º–034º byd 10 NM blo 6,000´
345º–034º byd 20 NM blo 8,000´

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.
PHOENIX SKY HARBOR INTL (PHX)(KPHX) 3 E UTC–7 N33°26.06’ W112°00.70’
1135 B TPA—See Remarks LRA Class I, ARFF Index D NOTAM FILE PHX
RWY 08–26: H11489X150 (CONC–GRVD) S–30, D–200, 2S–175,
2D–455, 2D/2D2–965 PCN 74 R/B/W/T
RWY 08: MALSF. PAP(PL4)–GA 3.0º TCH 69’. Thld dsplcd 898’.
Bldg.
RWY 26: REL. PAP(PL4)–GA 3.0º TCH 71’. Road. Rgt tfc.
RWY 07L–25R: H10300X150 (CONC–GRVD) S–30, D–235, 2S–175,
2D–435, 2D/2D2–940 PCN 70 R/B/W/T
RWY 25R: PAPI(PL4)–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
RWY 07R: MALSR. PAP(PL4)–GA 3.0º TCH 66’. Pole.
RWY 25L: MALSR. PAP(PL4)–GA 3.0º TCH 66’. 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
FUEL 100LL, JET A
OX
MILITARY—JASU 1(MD–3M) 1(MA–1A)
FUEL J4–Ltd supply (MIL), 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–turb jet; 2635(1500) heavy acft and turbojets. 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. Twy F btm twy int G2 and G3 clsd to acft with wingspan greater than 135’ due to FAA nav equip. Twy H5, H6, H7, Twy H btm Twy H4 and Twy H7 clsd to act wingspan more than 171’. Twys A, A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, F btm G2 and G3, D btm D8 and T, D btm S and R, restricted to a wingspan of less than 135’. Twys C btm S and R, D btm D2 and D7, D3, D6, H btm H4 and H7, H7 restricted to wingspan of less than 171'. No experimental flt 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 from ramp and rws. Practice instrument approaches, stop and taxi back landings, stop 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 rgt rqr coordination with arpt ops 48 hrs prior to arrival. Intlational gate use rqr coordination with arpt 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 lgt 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 actf. Flight Notification Service (ADCUS) available.
AIRPORT MANAGER: 602-273-3302
WEATHER DATA SOURCES: ASOS (602) 231–8557 TDWR.
COMMUNICATIONS: D–ATIS 127.575
RCD 122.2 (PREScott RADIO)
APP/DEP CON 124.1 (119º–138º 7500’–14,500’) (129º–263º 7500’–12,500’) 119.2 (319º–057º 7500’ and abv) 120.7 (319º–057º bto 7500’) 123.7 (119º–138º bto 7500’) (139º–191º bto 8500’) 124.9 (307º–118º bto 16,500’) 126.8 (308º–118º 16,500’ and abv) 127.6 (307º–118º abv 16,500’) 128.5 (340º–079º abv 5,500’) 126.375
TOWER 118.7 (Rwy 08–26) 120.9 (Rwy 07R–25L and Rwy 07L–25R) GNDCON 119.75 (North) 132.55 (South)
CLNC DEL 118.1
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE

SW, 14 JUL 2022 to 8 SEP 2022
VOR TEST FACILITY (VOT) 109.0
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

**VOR** 115.6  PXR  Chan 103  N33º25.98´ W111º58.21´  260º 2.1 NM to fld. 1184/12E.

VOR unusable:
- 000º–015º byd 33 NM blo 11,000’
- 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–000º byd 33 NM blo 10,000’
- 345º–034º byd 10 NM blo 6,000’
- 345º–034º byd 20 NM blo 8,000’

**TACAN AZIMUTH** unusable:
- 000º–015º byd 33 NM blo 11,000’
- 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–000º byd 33 NM blo 11,000’
- 345º–034º byd 10 NM blo 6,000’
- 345º–034º byd 20 NM blo 8,000’

**DME** unusable:
- 000º–015º byd 33 NM blo 11,000’
- 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’
- 215º–315º
- 345º–000º byd 33 NM blo 11,000’
- 345º–034º byd 10 NM blo 6,000’
- 345º–034º byd 20 NM blo 8,000’

**ILS/DME** 111.5  I–PHX  Chan 52  Rwy 07L.  Class I.E.
**ILS/DME** 110.75  I–AHA  Chan 44(Y)  Rwy 07R.  Class ID.  DME also serves RIG ILS Rwy 25L.
**ILS/DME** 111.75  I–SYQ  Chan 54(Y)  Rwy 08.  Class IB.  LOC unusable 25º left of course. Autopilot coupled apch not applicable blw 1,307´ MSL (0.3 NM).
**ILS/DME** 110.75  I–RJG  Chan 44(Y)  Rwy 25L.  Class I.T.  DME also serves AHA ILS Rwy 7R.
**ILS/DME** 111.75  I–CWJ  Chan 54(Y)  Rwy 26.  Class IB.

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**ARIZONA**

CONTINUED FROM PRECEDING PAGE

SW, 14 JUL 2022 to 8 SEP 2022
PHOENIX–MESA GATEWAY  (IWA/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 12R–30L:  H10401X150 (CONC)  S–55, D–95, 2S–120, 2D–185, 2D/2D–550  PCN 71 R/C/W/T  MIRL
RWY 12R:  PAPI(P4L)—GA 3.0º TCH 60´.  Rgt tcf. 0.3% up.
RWY 30L:  PAPI(P4L)—GA 3.0º TCH 60´. 0.4% down.
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/2D–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´. 0.3% down.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 12C:  TORA–10201  TODA–10201  ASDA–10201  LDA–10201
RWY 12R:  TORA–10401  TODA–10401  ASDA–10401  LDA–10401
RWY 30C:  TORA–10201  TODA–10201  ASDA–10201  LDA–10201
RWY 30L:  TORA–10401  TODA–10401  ASDA–10401  LDA–10401

SERVICE:  S1  FUEL  100LL, JET A
OX  3, 4  LGT  For REIL Rwy 12L and Rwy 30R ctc ATCT. After ATCT clsd, arpt lsts remain on.


AIRPORT REMARKS:  Attended continuously. Fuel avbl continuously ctc 480–988–7700 or 129.875. Be alert for crop dusting activity invof 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 invof arpt. Rwy 12C first 1000´ conc, Rwy 30C first 3500´ conc, remaining center portion asph. All non–emergency acft ops 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. Twy W between Twy H and Twy V rstd to acft with wingspan less than 135´. Twy T accessible for acft with wingspan between 119´ and 170´ with wing walkers from Twy W south of Twy V. 7´ chain link fence on southern portion of middle ramp. Twy Y rstd to acft with wingspan less than 79´. TPA—Fixed Wing 2602(1218), Jet 3102(1718), Rotorcraft 2102(718). No ldg fee for U.S. Government owned, non–revenue and flight training acft up to 12,500 lbs.

AIRPORT MANAGER:  (480) 988–7708

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)

PHOENIX 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 blio 7,500´
320º–300º byd 20 NM blio 7,500´

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

DME unusable:
020º–055º byd 30 NM blio 12,000´
150º–195º byd 20 NM blio 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 50)
PHOENIX  N33°25.98' W111°58.21'  NOTAM FILE PRC.
(H) (H) VORTACW 115.6  PXR  Chan 103  260° 2.1 NM to Phoenix Sky Harbor Intl. 1184/12E.

VOR unusable:
- 000°–015° byd 33 NM blo 11,000'
- 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°–000° byd 33 NM blo 10,000'
- 345°–034° byd 10 NM blo 6,000'
- 345°–034° byd 20 NM blo 8,000'

TACAN AZIMUTH unusable:
- 000°–015° byd 33 NM blo 11,000'
- 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°–000° byd 33 NM blo 11,000'
- 345°–034° byd 10 NM blo 6,000'
- 345°–034° byd 20 NM blo 8,000'

DME unusable:
- 000°–015° byd 33 NM blo 11,000'
- 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'
- 215°–315°
- 345°–000° byd 33 NM blo 11,000'
- 345°–034° byd 10 NM blo 6,000'
- 345°–034° byd 20 NM blo 8,000'

RCO 122.2 (PRESCOTT RADIO)

PIMA

FLYING J RANCH  (E37)  4 SW  UTC–7  N32°50.87' W109°52.90'
3114  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 rwy 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 cmtrln. 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 60 ft wide. Rwy 18–36 rough in places due to large rocks on surface, however no ruts.

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

PINAL AIRPARK  (See MARANA on page 58)

SW, 14 JUL 2022 to 8 SEP 2022
POLACCA (P10) 3 SW UTC–7  N35º47.50´ W110º25.40´ 5573  TPA—6398(825) NOTAM FILE PRC
RWY 04–22: H4200X50 (ASPH) 0.3% up NE
RWY 04: Brush.
RWY 22: Brush.
AIRPORT REMARKS: Unattended. Rwy 04–22 has numerous large cracks, holes, rough surface, patches and loose rock, 8 in to 10 in high grass and weeds in cracks. Rocks piled, in circle, around wind indicator. Rwy 04–22, 1–5´ brush 45´ from centerline both sides full length of rwy. Rwy 04 cntrln markings only—extremely faded. Rwy 22 cntrln markings only—extremely faded. 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 lghts 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. RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
TUBA CITY (H) (H) VORTAC
PCN 8 F/D/Y/T MIRL 0.9% up SW
RWY 03R: REIL. PAPI(P4L)—GA 4.1º TCH 45´. Thld dsplcd 381´. Road.
RWY 21L: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Rgt tlc.
RWY 03L–21R: H4846X60 (ASPH) S–12.5 PCN 2 F/D/X/T MIRL 0.8% up SW
RWY 03L: PAPI(P2L)—GA 3.0º TCH 35´. Thld dsplcd 811´. Rgt tlc.
RWY 21R: PAPI(P2L)—GA 3.6º TCH 48´. Rgt tlc.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 21L  12–30  5904
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03R:TORA–4846 TODA–4846 ASDA–4846 LDA–4037
RWY 03R:TORA–7619 TODA–7619 ASDA–7619 LDA–7240
RWY 12:TORA–4408 TODA–4408 ASDA–4408 LDA–4258
RWY 21L:TORA–7619 TODA–7619 ASDA–7619 LDA–7619
RWY 21R:TORA–4846 TODA–4846 ASDA–4846 LDA–4608
RWY 30:TORA–4408 TODA–4408 ASDA–4258 LDA–4308
AIRPORT MANAGER: (928) 777-77114
WEATHER DATA SOURCES: ASOS 127.2 (928) 541–3850. COMMUNICATIONS: CTAF 125.3 ATIS 127.2 UNICOM 122.95
PHOENIX APP/DEP CON 133.575
PHOENIX TOWER 125.3 (1300–0500Z) GND CON 121.7 PRESCOTT CLNC DEL 119.25 CLEARANCE DELIVERY PHONE: For cd when ATCT cts, ctc Phoenix Apch at 602-306-2565.
AIRSPACE: CLASS D svc 1300–0500Z; other times CLASS E.

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ARIZONA
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VOR TEST FACILITY (VOT) 110.0

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

**DRAKE (H) (H) VORTACW** 114.1  DRK  Chan 88  N34°42.15´ W112º28.82´  119º 4.2 NM to 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´

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

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**ROBLES**
N32°04.46´ W111º21.61´  NOTAM FILE PRC.
NDB (MHW) 220  RBJ  2611/12E. NDB unmonitored.

**PHOENIX**
L–SC

**ROLLE AIRFIELD**  (See SAN LUIS on page 76)

**RYAN FLD**  (See TUCSON on page 84)
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: 928-432-4235
WEATHER DATA SOURCES: ASOS 124.175 (928) 428–0724.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
SAN SIMON (H) (H) VORTAC 115.4 SSO Chan 101 N32º16.11’ 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 bld 11,300’
190º–220º byd 30 NM bld 9,000’
235º–250º byd 30 NM bld 9,900’
350º–360º byd 30 NM bld 8,000’
DME unusable:
020º–050º byd 30 NM bld 8,000’
150º–190º byd 28 NM bld 11,300’
190º–220º byd 30 NM bld 9,000’
235º–250º byd 30 NM bld 12,500’
350º–360º byd 30 NM bld 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’. Thd 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) (H) VORTAC 112.3 SJN Chan 70 N34º25.44’ W109º08.61’ 284º 13.0 NM to fld. 6840/12E.

SAN CARLOS APACHE (See GLOBE on page 49)
SAN LUIS AIRFIELD (44A) 5 ENE UTC–7 N32°30.98′ W114°41.90′

163 NOTAM FILE PRC

RWY 17–35: H2800X6O (ASPH)


Recommend coordination with Yuma County Airport Authority. Ctc arpt manager 928–941–2396.

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 NOTAM FILE PRC

RWY 11–29: H4207X75 (ASPH) S–12 MIRL 0.5% up W

RWY 11: PAPI(P2L)—GA 3.0′ TCH 44′. Brush.

RWY 29: PAPI(P2R)—GA 3.0′ TCH 43′. Brush. Rgt tfc.

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.

TUCSON (H) (H) VORTACW 116.0 TUS Chan 107 N32°05.71′ W110°54.89′ 011° 35.1 NM to fld. 2671/12E.

VOR unusable:

050°–080° byd 30 NM blio 11,500′

350°–020° byd 30 NM blio 13,000′

TACAN AZIMUTH unusable:

050°–080° byd 30 NM blio 11,500′

155°–165° byd 35 NM blio 13,000′

350°–020° byd 30 NM blio 13,000′

DME unusable:

050°–080° byd 30 NM blio 11,500′

155°–165° byd 35 NM blio 13,000′

350°–020° byd 30 NM blio 13,000′

SAN SIMON N32°16.15′ W109°15.79′ NOTAM FILE PRC.

(H) (H) VORTACW 115.4 SSO Chan 101 319° 39.7 NM to Safford Rgnl. 3600/13E.

VOR & TACAN AZIMUTH unusable:

020°–050° byd 30 NM blio 8,000′

150°–190° byd 28 NM blio 11,300′

190°–220° byd 30 NM blio 9,000′

235°–250° byd 30 NM blio 9,900′

350°–360° byd 30 NM blio 8,000′

DME unusable:

020°–050° byd 30 NM blio 8,000′

150°–190° byd 28 NM blio 11,300′

190°–220° byd 30 NM blio 9,000′

235°–250° byd 30 NM blio 12,500′

350°–360° byd 30 NM blio 8,000′
SCOTTSDALE (SDL/KSDL)  9 N   UTC–7   N33°37.37’ W111°54.63’
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. Wildlife invof rwy. Mil arr 24 hr PPR—480–312–8478. Rwy 03–21 200 ft blast pad both ends. Ctc aviation director at 480–312–2321. Tran fee for act 12,500 lbs or greater (based on max certificated ramp wgt). Tran over ngt parking fee. User fee arpt: Customs svcs avbl 1600Z to 0200Z; user fee must be prepaid online prior to arr. TGL NA 0430–1300Z. Midfield dep NA. Rwy 03 calm wind rwy. TPA–prop 2500(990); Jet 3000(1490); Helicopter 2000(490). Cert max tkof wgt 7001—100,000 lb oprg abv 75,000 lb PPR—480–312–8478.

AIRPORT MANAGER: 480-312-7735

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

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
SEDONA (SEZ)(KSEZ) 2 SW UTC–7 N34°50.90'–W111°47.31'
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. PAP(P4L)—GA 3.0' TCH 44'.
RWY 21: REIL. PAP(P4L)—GA 3.5' TCH 49'. Fence.
SERVICE: S2 FUEL 100LL, JET A
LGT ACTIVT REIL Rwy 03 and Rwy 21; PAPI Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF. Rwy 21 PAPI unusbl byd 2.0 NM.
NOISE: Noise abatement proc in efct; scenic flt blw 6500 ft MSL na.
AIRPORT REMARKS: Attended May–Sep 1400–0100Z, Oct–Apr 1400–0000Z. Arpt on 500 ft mesa. Fuel ops til 30 min prior to closing; call out fee aft hr. Turb and wildlife on and invof arpt. HOP frm heli S and W of rwy; HOP rstrd to heli adj to twn intrn A7 SW main trml bldg. Rwy 03 calm wind rwy. Rwy 03 uphill slope. Rwy 21 Indg durg strong SW wind exp strong down draft NE of AOR. Lndg fee for turbine acft w/o fuel purchase. Overnight tnst fee. TPA—prop 6004(1173) Jet 7004(2173).
AIRPORT MANAGER: 928-282-4487
COMMUNICATIONS: CTAF/UNICOM 123.0
PHOENIX RCO 122.3 (PRESCOTT RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE FLG.
FLAGSTAFF (H) (H) VOR/DME 113.85 FLG Chan 85(Y) N35°08.83'–W111°40.45' 184° 18.8 NM to fld. 7026/14E.
VOR/DME unusbl: 335°–030° byd 19 NM bio 24,000'
DME unusbl: 230°–255° byd 20 NM bio 15,000'
ASR/PAR • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • • •
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 truck 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) (H) VORTAC 116.0  Tus  Chan 107  N32°05.71´  W110°54.89´  247º 50.9 NM to fld. 2671/12E.

VOR unusable:
050º–080º byd 30 NM b1o 11,500´
350º–020º byd 30 NM b1o 13,000´

TACAN AZIMUTH unusable:
050º–080º byd 30 NM b1o 11,500´
15º–165º byd 35 NM b1o 13,000´
350º–020º byd 30 NM b1o 13,000´

DME unusable:
050º–080º byd 30 NM b1o 11,500´
15º–165º byd 35 NM b1o 13,000´
350º–020º byd 30 NM b1o 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: H7202X100 (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 123.0

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SJN.

ST JOHNS (H) (H) VORTAC 112.3  Sjn  Chan 70  N34°25.44´  W109º08.61´  246º 43.9 NM to fld. 6840/12E.
SIERRA VISTA MUNI–LIBBY AAF
(FHU)(KFHU) MIL/CIV A 3 N UTC–7 N31°35’.31’’ W110°20’.66’

ARIZONA

PHOENIX
H–4K, L–SC
IAP, DIAP, AD

CONTINUED ON NEXT PAGE
ARIZONA

CONTINUED FROM PRECEDING PAGE

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

RADIO AIDS TO NAVIGATION: NOTAM FILE DUG.

DOUGLAS (VL) (0) VORTAC 108.8 DUG Chan 25 N31º28.36´ W109º36.12´ 268º 38.7 NM to fld. 4131/13E.

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´

DME 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´

VOR unusable:
- 046º–063º byd 40 NM blo 11,000´
- 046º–063º byd 49 NM blo 16,000´
- 046º–063º byd 63 NM
- 253º–263º byd 40 NM blo 16,000´
- 264º–277º byd 40 NM
- 278º–288º byd 40 NM blo 52 NM
- 305º–316º byd 40 NM
- 345º–045º byd 40 NM

LIBBY (T) (T) VOR/DME 113.6 FHU Chan 83 N31º35.38´ W110º21.30´ at fld. 4665/13E. NOTAM FILE FHU.

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

FORT HUACHUCA (T) TACAN Chan 53 ARH (111.6) N31º35.13´ W110º20.34´ at fld. 4660/12E. NOTAM FILE FHU, unmonitored when twr clsd.


ASR/PAR (0600Z Mon–0600Z Sat exc hol, other times by NOTAM). PAR: No NOTAM MP 1200–1500Z 3rd Thursday of Month.

COMM/NAV/WEATHER REMARKS: When ATCT clsd 121.5 mntd for emerg. USAF wx fcst avbl 1200–0300Z fm Davis Monthan AFB. See Term FLIP for Radar Minima.

HELIPAD H1: H40X40 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: ACTVT perimeter lgt s Helipad H1—CTAF.

SPRINGERVILLE MUNI (UTC)(KJTC) 1 WSW UTC–7 N34º07.77´ W109º18.65´

RWY 03–21: H8422X75 (ASPH) S–30 MIRL
- RWY 03: PAPI(P2L)—GA 4.0º TCH 46´. 0.4% down.
- RWY 21: PAPI(P2L)—GA 3.0º TCH 35´. Rgt tflc. 0.6% up.

RWY 11–29: H4603X60 (ASPH) S–19 MIRL

SERVICE:
- FUEL 100LL, JET A+
- LGT Rwy 03 PAPI does not provide obstacle clearance 2 NM byd thld. ACTVT PAPI Rwy 03 and Rwy 21; MIRL Rwy 03–21; PAPI Rwy 11; MIRL Rwy 11–29—CTAF. (NSTD–5 clicks on; 7 clicks off.


AIRPORT MANAGER: 928-333-5746

WEATHER DATA SOURCES: AWOS–3PT 119.65 (928) 333–5716.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALBUQUERQUE CENTER APP/DEP CON 132.9

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SJN.

ST JOHNS (S) (H) VORTAC 112.3 SJS Chan 70 N34º25.44´ W109º08.61´ 193º 19.5 NM to fld. 6840/12E.
STANFIELD  N32°53.15’ W111°54.52’ NOTAM FILE PRC.
(H) (H) VORTAC  114.8  TFD  Chan 95  048º 8.3 NM to Casa Grande Muni. 1316/12E.
RCO  122.1R 114.8T (PRESCOTT RADIO)

STELLAR AIRPARK  (See CHANDLER on page 38)

SUN VALLEY  (See BULLHEAD CITY on page 36)

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 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 4.0º TCH 49’.
RWY 21: REIL. PAPI(P2L)—GA 3.0º 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 invof 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
ALBUQUERQUE CENTER APP/DEP CON 132.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE SJN.
ST JOHNS  (H) (H) VORTAC  112.3  SJN  Chan 70  N34°25.44’
W109°08.61’  260º 48.2 NM to fld. 6840/12E.
### TEMPLE BAR

**Location:**
- **City:** Arizona
- **UTM Zone:** U30
- **Latitude:** N36º01.23´
- **Longitude:** W114º20.10´

**Runway Information:**
- **Runway 18–36:** H3500X50 (ASPH) S–10
- **Runway 36:** Brush.

**Airport Remarks:**
- Unattended. Wildlife on and in the area. Be alert for loose rock on north turn-around and on rwy. Be alert for vehicular traffic on rwy. Runway 18–36 has 12 inch deep ruts in tie-down area. Acft ramp in failed condition wth ruts due to erosion, use the south half of the ramp area. Rwy 18–36 numerous cracks on rwy with loose rock on all surfaces. Rwy 18 numbers and runway centerline faded. Rwy 36 numbers and runway centerline faded. All paved surfaces have 1 to 2 ft brush growing from cracks.

**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) (H) VORTAC

**Comm/Nav/Weather Remarks:**
- Call 122.8 for transportation.

### TOMBSTONE MUNI

**Location:**
- **City:** Arizona
- **UTM Zone:** P29
- **Latitude:** N31º40.28´
- **Longitude:** W110º01.29´

**Runway Information:**
- **Runway 06–24:** H4430X60 (ASPH) 1.0% up SW

**Airport Remarks:**
- Unattended. Numerous trees and bushes between 1 and 15´ in height within primary surface. Rwy 06–24 has 2–4 ft vegetation on both sides of the rwy.

**Airport Manager:** 520-235-5843

**Communications:**
- CTAF 122.9

**Clearance Delivery Phone:** For CD ctc Albuquerque ARTCC at 505-856-4861.

### TUBA CITY

**Location:**
- **City:** Arizona
- **UTM Zone:** T03
- **Latitude:** N36º05.56´
- **Longitude:** W111º22.99´

**Runway Information:**
- **Runway 15–33:** H6230X75 (ASPH) S–12.5 MIRL
- **Runway 15:** PAPI(P2L)—GA 3.0º TCH 40´.
- **Runway 33:** PAPI(P2L)—GA 3.0º TCH 40´.

**Service:**
- LGT ACTVT PAPI Rwy 15 and 33; MIRL Rwy 15–33—CTAF.

**Airport Remarks:**

**Airport Manager:** (505) 728-2804

**Communications:**
- CTAF 122.9

**Radio Aids to Navigation:**
- NOTAM FILE PRC.

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**NOTAM FILE PRC.**

**Las Vegas to 8 Sep 2022.**
RYAN FLD (RYN)(KRYN) 10 SW UTC–7 N32°08.53′ W111°10.47′

2419 B TPA—3219(800) OR NOTAM FILE PRC.

RWY 06R–24L: H5500X75 (ASPH) S–12.5, D–30 MIRL

RWY 06R: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Rgt tcf.

RWY 24L: VASI(V4L)—GA 3.0° TCH 26′.

RWY 06L: H4900X75 (ASPH) S–12.5, D–30 MIRL

RWY 06L: REIL. PAPI(P4L)—GA 3.0° TCH 42°.

RWY 24R: PAPI(P4L)—GA 3.0° TCH 42′. Rgt tcf.

RWY 15–33: H4100X75 (ASPH) MIRL 0.8% up S

RWY 15: Rgt tcf.

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd ACTVT PAPI

Fuel 1500–0000Z; aft hr Jet A fee for on call svc–520–744–7474; self serve 100LL avbl H24 with credit card. Rwy 06R and Rwy 06L prefered to 10 kt tail; aften winds usually favor Rwy 24L and Rwy 24R. Use Indg lghts in pat. Rwy 06R REIL daylight ops only. Rwy 24R PAPI unusbl byd 4.9 NM.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z, Sat 1500–0000Z. Fuel 1500–0000Z; aft hr Jet A fee for on call svc–520–744–7474; self serve 100LL avbl H24 with credit card. Rwy 06R and Rwy 06L prefered to 10 kt tail; aften winds usually favor Rwy 24L and Rwy 24R. Use Indg lghts in pat. Rwy 06R REIL daylight ops only. Rwy 24R PAPI unusbl byd 4.9 NM.

AIRPORT MANAGER: (520) 573-8100

WEATHER DATA SOURCES: AWOS–3 133.35 (520) 578–0269.

COMMUNICATIONS: CTAFA 125.8

TUCSON APP/DEP CON 128.5

TOWER 125.8 (1300–0300200) GND CON 118.2

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Tucson Apch at 520-829-6121.

AIRSPACE: CLASS D svc 1300–0300200; other times CLASS E.

RADIO AIDS TO NAVIGATION:

TUCSON (H) (H) VORTACW 116.0 TUS Chan 107 N32°05.71′ W110°54.89′ 270° 13.5 NM to fld. 2671/12E.

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

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

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

NDB (HW) 338 RYN N32°08.33′ W111°09.69′ at fld. 2420/12E. NOTAM FILE PRC. NDB unmonitored.

NDB unusable:
025°–050° byd 25 NM bolo 14,500′

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

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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


RWY 11L: MALSR. PAPI(P4L)—GA 3.0º TCH 73´. RVR–T 0.7% up.

RWY 29R: REIL. PAPI(P4L)—GA 3.0º TCH 61´. RVR–R Ground. Rgt tfc. 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 displaced 1410´. Rgt tfc. 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 displaced 850´. Railroad.

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

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7000 TODA–7000 ASDA–7000 LDA–6150

RWY 11L: TORA–10996 TODA–10996 ASDA–10996 LDA–10996

RWY 11R: TORA–6998 TODA–6998 ASDA–6998 LDA–6998

RWY 21: TORA–6000 TODA–7000 ASDA–6000 LDA–6000

RWY 29L: TORA–6998 TODA–6998 ASDA–6998 LDA–6998

RWY 29R: TORA–10996 TODA–10996 ASDA–10996 LDA–10996

ARRESTING GEAR/SYSTEM

RWY 11L BAK–14 BAK–12(B) (1000'). BAK–14 BAK–12(B) (1215') HOOK BAK 12B(B) (128' OVRN).

RWY 29R

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT Rwy 29L/29R REILS opr 24 hrs. Rwy 29R REIL, ensure correct lineup. Rwy 29L is the shorter rwy south of Rwy 29R. MILITARY—A–GEAR BAK–14/BAK–12B apch end Rwy 11L and BAK–14/BAK–12B apch end Rwy 29R, engagements avbl only dur ANG duty hr and 15 min PN rqr. JASU 1(C–26) 1(MD–3) 9(M32A–60) FUEL A++, A (avbl 1300–0500Z, OT 2 hr PN $50 fee, C520–889–0593.) (NC–100LL) FLUID PRESAIR LPOX LOX OIL 0–133–156(Mil)


CONTINUED ON NEXT PAGE
ARIZONA

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)
TOWER 118.3 119.0

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

VALLE (See GRAND CANYON on page 51)

WHITERRIVER (E24) 1 SW UTC–7 N33º48.64´ W109º59.14´
5153 B NOTAM FILE PRC
RWY 01–19: H6350X75 (ASPH) S–16 MIRL 1.2% up N
RWY 01: REIL. PAP(P2L)—GA 3.0º TCH 40’. Rgt tfc.

AIRPORT REMARKS: Attended April–Oct, Mon–Fri, 1400–0000Z and
Nov–Mar, Mon–Fri 1500–0000Z. Small wildlife (dogs) on or invof
arpt. Mountains all quadrants. Heavy canyon winds. Heavy fire
suppression work Mar–Oct. Gate locked with padlock. Main sock
segmented circle missing. Several runway light fixtures inoperative.

AIRPORT MANAGER: (928) 338-5155
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.
ST JOHNS (H) (H) VORTAC 112.3 SJC Chan 70 N34º25.44´ W109º08.61´ 217º 55.8 NM to fld. 6840/12E.
COMM/NAV/WEATHER REMARKS: UNICOM monitored by USDOL during fire season only May–August.
WHITMORE

GRAND CANYON BAR TEN AIRSTRIP (1Z1) 60 SE UTC–7 N36º15.39´ W113º13.85´

RWY 16–34: H4600X40 (ASPH–DIRT)

RWY 16: Hill.


AIRPORT MANAGER: 435-628-4010

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

PEACH SPRINGS (H) (H) VOR/DME 112.0 PGS Chan 57 N35º37.48´ W113º32.67´ 007º 40.8 NM to fld. 4760/15E.

VOR unusable: 205º–225º byd 30 NM blo 10,500´

DME unusable: 205º–225º byd 30 NM blo 10,500´

COMM/NAV/WEATHER REMARKS: Wx obs—119.42 canyon west.

WICKENBURG MUNI (E25) 3 W UTC–7 N33º58.24´ W112º47.71´

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 A+ LGT ACTVT REIL Rwy 05 and Rwy 23, MIRL Rwy 05–23, twn lgts—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 inov arpt. Rwy 05 has 150´ blast pad. Rwy 23 has 150´ blast pad.

AIRPORT MANAGER: 928-668-0564

WEATHER DATA SOURCES: AWOS–3 121.375 (928) 684–2487.

COMMUNICATIONS: CTAF/UNICOM 123.0


RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

BUCKEYE (L) (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

(33) 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

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) (H) VORTAC 115.4 SSO Chan 101 N32°16.15′ W109°15.79′ 255° 32.2 NM to fld. 3600/13E.

VOR & TACAN AZIMUTH unusable:

020°–050° byd 30 NM blo 8,000′

150°–190° byd 28 NM blo 11,300′

190°–220° byd 30 NM blo 9,000′

235°–250° byd 30 NM blo 9,900′

350°–360° byd 30 NM blo 8,000′

DME unusable:

020°–050° byd 30 NM blo 8,000′

150°–190° byd 28 NM blo 11,300′

190°–220° byd 30 NM blo 9,000′

235°–250° byd 30 NM blo 12,500′

350°–360° 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 PAP(P2L)—GA 3.0′ TCH 46′. Tree.

RWY 36: REIL PAP(P2L)—GA 3.0′ TCH 50′.

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 MANAGER: 928-635-8982

WEATHER DATA SOURCES: AWOS–3 121.125 (928) 635–1278.

COMMUNICATIONS: CTAF/UNICOM

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

RADIO AIDS TO NAVIGATION: NOTAM FILE FLG.

FLAGSTAFF (H) (H) VORTAC 113.85 FLG Chan 85(Y) N35°08.83′ W111°40.45′ 276° 27.3 NM to fld. 7026/14E.

VOR/DME unusable:

335°–030° byd 19 NM blo 24,000′

DME unusable:

230°–255° byd 20 NM blo 15,000′

WILLIE

N33°18.19′ W111°39.09′ NOTAM FILE IWA.

(L) (L) VORTAC 113.3 IWA Chan 85 at Phoenix–Mesa Gateway. 1367/13E.

VOR unusable:

300°–320° byd 25 NM blo 7,500′

320°–300° byd 20 NM blo 7,500′

TACAN AZIMUTH unusable:

020°–065° byd 30 NM blo 12,000′

150°–195° byd 20 NM blo 7,500′

DME unusable:

020°–065° byd 30 NM blo 12,000′

150°–195° byd 20 NM blo 7,500′
**ARIZONA**

**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 42’. Fence.
  - RWY 21: REIL. Rgt tfc.

- **SERVICE:** LGT ACTVT REIL Rwy 03 and 21; 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 2476. Twy turn–a–round at Rwy 03 thr unusable due to large cracks, ruts, holes and loose aggregate. Hills and cliffs all quadrants. Turbulence may be experienced invof arpt.

- **AIRPORT MANAGER:** 928-871-6466
- **WEATHER DATA SOURCES:** ASOS 118.325 (928) 810–7235.
- **COMMUNICATIONS:** CTAF/UNICOM 122.8

- **GALLUP (VH) (H) VORTAC**
  - 115.1 GUP Chan 98 N35°28.56’ W108°02.36’ 304º 14.2 NM to fld. 7053/14E.
  - VOR unusable: 298º–366º byd 40 NM

- **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 2476. Twy turn–a–round at Rwy 03 thr unusable due to large cracks, ruts, holes and loose aggregate. Hills and cliffs all quadrants. Turbulence may be experienced invof arpt.

- **AIRPORT MANAGER:** 928-871-6466
- **WEATHER DATA SOURCES:** ASOS 118.325 (928) 810–7235.
- **COMMUNICATIONS:** CTAF/UNICOM 122.8

**WINSLLOW–LINDBERGH RGNL** (INW/KINW) 1 W UTC–7 N35°01.31’ W110°43.35’

- **4941 B NOTAM FILE INW MON Airport**
  - 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

- **SERVICE:** FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 11 and Rwy 22, MIRL Rwy 04–22 and Rwy 11–29—CTAF. VASI Rwy 11 and Rwy 29 opr continuously.

- **AIRPORT REMARKS:** Attended Mon–Fri 1400–0100Z, Sat–Sun 1500–0000Z. After hrs svc call 928–587–2630. Rwy 11–29 outer 35’ on each side extremely rough due to vegetation growing in the numerous cracks. Southwest corner of Forest Service ramp clsd.

- **AIRPORT MANAGER:** (928) 289-2422
- **WEATHER DATA SOURCES:** ASOS 118.875 (928) 289–0134.
- **COMMUNICATIONS:** CTAF/UNICOM 122.8

- **RCO 122.6 (PRESCOTT RADIO)**

**PHOENIX** (H–4K, L–8G)

**DENVER** (H–4K, L–3H)

**DENVER**

**PHOENIX**
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  
PHOENIX  H−4L  L−SA  
IAP, DIAP, AD  

RWY 03L−21R: H13300X200 (CONC)  S−103, D−200, 2D−400  
PCN 71 R/C/W/T  HIRL  
RWY 03L: REIL. PAPI(P4L)—GA 3.0º TCH 53’. Rgt tcf.  
RWY 21R: MALS. 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 08−26: H6146X150 (ASPH)  S−63, D−137, 2D−206  
PCN 33 F/B/W/T  HIRL 0.3% up E  

RWY 17−35: H5710X150 (ASPH−CONC)  S−72, D−171, 2D−255  
PCN 33 F/B/W/T  HIRL 0.4% down SW  

RWY 08: Road. Rgt tcf.  
RWY 26: Road.  

RWY 17−35: H5710X150 (ASPH−CONC)  S−72, D−171, 2D−255  
PCN 33 F/B/W/T  HIRL 0.3% up E  

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

SERVICE: S2  FUEL 100, JET A, A+  OX 1, 2, 3, 4  

AIRPORT REMARKS: Attended continuously. Fuel: 100: on call H24. Mil ops 1400−0530Z; mil ops NA 1400−1430Z due to afdl maint. Mil ramp clsd hol. CAUTION: Avoid ovft Mexican border 7 NM W of arpt; jet trng ops exer incr vigilance; high volume acft conducting ops in the lcl area on UHF freq. Pilots opr own VHF freq must exer ctn & strict compliance to ATC instr. Avoid ovft of MCAS Yuma infrastructure E of main apron. CAUTION: Joint use civil/mil arpt; gen avn and acr opr VFR dep fly rwy hdg mntn 1200 ft until outside ATA unless othr apvd by twr. Mil acft req to Rwy 03−21 during mil ops hr. DSN 269−2445/2760, C928−269−2445/2760. AV8B vertical/short tkf and ldg to Rwy 03−21 may have priority Mon−Fri over mil multiple practice apch. Range notification; pilots go to website for safety of flight range notification/restrictions wi R−2507 & R−2301W: http://www.mcasyuma.marines.mil/resources/rangenotifications.aspx.  

MILITARY REMARKS: Opr 1 Jun−31 Oct, 1530−0700Z dly, 1 Nov−31 May, 1400−0530Z dly, clsd hol. OT by NOTAM. Military ramp clsd hol. See FLIP AP/I, Supplementary Arpt Information. Mil arpt ops−928−269−2077. RSTD Flt clnc manned durg mil ops hr−D269−2326/2323/2077, C928−269−2326/2323/2077. Tnst hr PPR−D269−2445/2760, C928−269−2445/2760. AV8B vertical/short tkf and ldg to Rwy 03−21 may have priority Mon−Fri over mil prac apch. 24 hr PPR for all tsnt hr VAL C928−269−2445, D269−2445. 24 hr PPR all tsnt utilizing mil ramp; D951−2445/2760, C928−269−2445/2760. Mil acft req to Rwy 03−21 may have priority Mon−Sat over practice acphs. Civilian arpt ops C928−726−5882 extension 1201. AV8B vertical/short tkf and ldg to Rwy 03−21 may have priority Mon−Fri over mil multiple practice apch. Range notification; pilots go to website for safety of flight range notification/restrictions wi R−2507 & R−2301W. Extra afld hrs applicable to mil ops aboard MCAS Yuma to incl Yuma Intl & FBO. Additional afld hrs for mil prac apch. 24 hr PPR for all tsnt hr VAL C928−269−2445, D269−2445. 24 hr PPR all tsnt utilizing mil ramp; D951−2445/2760, C928−269−2445/2760. Mil acft req to Rwy 03−21 may have priority Mon−Sat over practice acphs. Civilian arpt ops C928−726−5882 extension 1201. AV8B vertical/short tkf and ldg to Rwy 03−21 may have priority Mon−Fri over mil multiple practice acphs. Range notification; pilots go to website for safety of flight range notification/restrictions wi R−2507 & R−2301W. Extra afld hrs applicable to mil ops aboard MCAS Yuma to incl Yuma Intl & FBO. Extra afld hr rqr two wk ntc in writing to afld ops officer C928−269−3327, C928−269−3327; considered case−by−case and shall not be assumed. 

AIRPORT MANAGER: 928−269−3327  

CONTINUED ON NEXT PAGE
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)

TOWER 119.3 377.075 (1 Jun–31 Oct, 1530–0700Z dly, 1 Nov–31 May, 1400–0530Z dly, cld hol) GND CON 121.9 314.0

DEP CON 125.55 282.325

CLNC DEL 118.0 336.4

COMD POST 337.9 PMSV METRO 120.7 120.725 349.75 (Avbl Mon–Fri 1400–2330Z)

VFR ADVYS SVC 124.7 371.975

AIRSPACE: CLASS D svc 1 Jun–31 Oct, 1530–0700Z dly; 1 Nov–31 May, 1400Z–0530Z dly; clsd hol; other times CLASS E.

RADIO AIDS TO NAVIGATION:

(L) TACAN Chan 84 NYL (113.7) N32°38.81´ W114º36.81´ at fld. 193/11E.

BARD (H) VORTAC 116.8 BZA Chan 115 N32°46.09´ W114º36.18´ 167º 6.7 NM to fld. 130/14E. NOTAM FILE SAN.

VOR unusable:

280º–300º byd 27 NM blo 3,600´

TACAN AZIMUTH unusable:

280º–300º byd 27 NM blo 3,600´

ILS 108.3 I–YUM Rwy 21R. Class IE.

COMM/NAV/WEATHER REMARKS: Mil use: ILS Radar; see Terminal FLIP for Radar Minima.
ADIN (A26) 1 SW UTC–8(–7DT) N41°11.19´ W120°57.26´
4234 TPA—5034(800) NOTAM FILE RIU
RWY 09–27: H2850X40 (ASPH) S–12
RWY 27: Thld dspclcd 289´. Road.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 530-233-6412
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

AGUA CALIENTE SPRINGS (L54) 1 NE UTC–8(–7DT) N32°57.34´ W116°17.68´
1220 TPA—2020(800) NOTAM FILE SAN
RWY 11–29: H2500X60 (ASPH) S–12
RWY 11: Hill.
RWY 29: Rgt tfc.
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. Actf shall self announce on CTA F 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 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

AGUA DULCE (L70) 2 E UTC–8(–7DT) N34°30.21´ W118°18.79´
2633 NOTAM FILE RAL
RWY 04–22: H4205X50 (ASPH) 1.9% up NE
RWY 04: Thld dspclcd 180´. Bldg.
SERVICE: FUEL 100LL
AIRPORT MANAGER: (661) 268-8835
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.

RADIO AIDS TO NAVIGATION:
PALMDALE (H) (H) VORTACW 114.5 PMD Chan 92 N34°37.88´ W118°03.83´ 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 174)

KLAMATH FALLS

SW, 14 JUL 2022 to 8 SEP 2022
CALIFORNIA PINES (A24) 8 SW UTC–8(–7DT) N41°24.74 ´ W120°30.43 ´ 4389 TPA—5189(800) NOTAM FILE RNO
RWY 05–23: H159X60 (ASPH) S–12 0.4% up NE
RWY 23: Rgt tfc.
AIRPORT MANAGER: 530-333-2766
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) (H) VOR/DEME 112.0 LVN Chan 57 N42°29.57 ´ W120°30.43 ´ 168° 65.3 NM to fld. 7465/19E.
ANGWIN—PARRETT FLD  (203)  1 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

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

NOISE: Noise–sensitive area west of arpt.

AIRPORT REMARKS: Attended Sun–Fri 1600–0100Z‡. All ultralights must
comply with FAR 103 and have an opgr acft radio. PPR for spl ops.

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:
SCAGGS ISLAND (L) (L) VORTACW 112.1 SGD Chan 58 N38º10.76´ W122º22.39´
336º 24.2 NM to fld. 5/17E.

APPLE VALLEY  (APV)(KAPV)  3 N  UTC–8(–7DT)  N34º34.52´ 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 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 lgts—CTAF. PAPI Rwy 18 and Rwy 36 on consly.

AIRPORT REMARKS: Attended 1600–0100Z‡. Parachute Jumping. Fuel
100LL: SS fuel avbl 24 hrs call 760–617–7599. Aerobatic training
northeast area of arpt. Rwy 08–26 CLOSED to acft 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). Rwy 08–26 lgc cracks,
raveling. Rwy 08 markings faded, ctrln misg.

AIRPORT MANAGER: 909-387-8810

COMMUNICATIONS: CTAF/UNICOM 122.8
BARSTOW RCO 122.3 (RIVERSIDE RADIO)
JOSHUA APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE DAG.

DAGGETT (L) (L) VORTACW 113.2  DAG Chan 79 N34º57.75´ W116º34.69´
218º 38.0 NM to fld. 1760/15E.

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

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

N40° 58.67’ W124° 06.51’

222 B AOE 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)– Ltd (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. User fee arpt.


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

VOR unusable:
000º–130º byd 40 NM
045º–095º byd 29 NM blo 12,000´
131º–141º byd 40 NM blo 8,000´
131º–141º byd 46 NM
142º–369º byd 40 NM
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.
(VL) (DH) VOR/DME  115.05  ACV  Chan 97(Y)  at California Redwood Coast–Humboldt Co. 195/17E.
VOR unusable:
000°–130° byd 40 NM
045°–095° byd 29 NM blo 12,000’
131°–141° byd 40 NM blo 8,000’
131°–141° byd 46 NM
142°–359° byd 40 NM
155°–193° byd 24 NM blo 10,000’
194°–254° byd 12 NM
255°–285° byd 8 NM blo 8,000’
286°–340° byd 30 NM blo 8,000’

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

RCO 122.6 (OAKLAND RADIO)

ARMITAGE FLD  (See CHINA LAKE NAWS (ARMITAGE FLD) on page 117)

ATWATER  
(CASTLE) (MER)(KMER)  3 NE  UTC—8(–7DT)  N37°22.83’ 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 ALSF1 Rwy 13 and Rwy 31
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
will be the designated calm wind rwy (wind 5 kts or less). Opposite
end of rwy not visible on tfk. Rwy 13–31 1,000’ paved blast pad both
ends of rwy. When twr is clsd opposite direction tfks 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  (209) 725–0104
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: NOTAM FILE MCE.
EL NIDO  (L) (L) VOR/DME  114.2  HYP  Chan B9  N37°13.17’ W120º24.01’
305° 12.6 NM to fld. 184/15E.
ILS 109.5  L–MER  Rwy 31.  LOC unusable byd 23º left and 25º right of course. Unmonitored 0500–1500Z‡ daily.
AUBURN MUNI (AUN) 3 N  UTC–8(–7DT)  N38º57.29’ W121º04.90’

1538  B  TPA—See Remarks  NOTAM FILE AUN

RWY 07–25: H3700X75 (ASPH)  S–30  MIRL  1.2% up E

RWY 07: PAPI(P2L)—GA 3.0º TCH 21’. Thld dsplcd 200’. Hill.

RWY 25: PAPI(P2L)—GA 3.5º TCH 34’. Hill.

SERVICE:  S4  FUEL  100LL, JET A, AK 0, 1, 2, 3, 4  LGT Rwy 25 PAPI unusable byd 5º left of centerline. ACTIVATE PAPI Rwy 07, MIRL Rwy 07–25—CTAF. PAPI Rwy 25 op continuously.


AIRPORT MANAGER: 530-386-4211

WEATHER DATA SOURCES: AWOS–3 119.375 (530) 888–8934.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY  (VL) (DH) VOR/DME 113.2  SWR  Chan 79  N39º10.82’ W120º16.18’ 235º 40.3 NM to fld.

VOR unusable: 036º–048º byd 40 NM 112º–124º byd 40 NM b1o 14,000’ 112º–124º byd 53 NM

AVALON  CATALINA  AVX(KAVX)  6 NW  UTC–8(–7DT)  N33º24.30’ W118º24.95’

1602  NOTAM FILE AVX

RWY 04–22: H3000X75 (CONC)  MIRL  1.8% up SW


AIRPORT REMARKS: Attended 1600–0100Z‡. Arpt CLOSED Thanksgiving and Christmas to all instn tfc. Arpt CLOSED for all opr other than during published attendance schedule hrs exc for emergency. Rwy 04–22 lfd 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

SOCAL APP/DEP CON 127.4

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SANTA CATALINA  (L)  (L) VOR/DME 114.15  SXC  Chan 88(Y)  N33º22.50’ W118º25.19’ 352º 1.8 NM to fld. 2090/15E.

AVENAL  N35º38.82’ W119º58.72’  NOTAM FILE RIU.

(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’

AVENAL  N35º38.82’ W119º58.72’  NOTAM FILE RIU.

(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’

SW, 14 JUL 2022 to 8 SEP 2022
BAKER

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.

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) (L) VORTACW 113.2 DAG Chan 79 N34°57.75’ W116°34.69’ 036° 31.2 NM to fld. 1760/15E.

BAKERSFIELD MUNI

NOTAM FILE RIU

RWY 16–34: H4000X75 (ASPH) S–20 MIRL

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 16 and Rwy 34; MIRL Rwy 16–34—CTAF. PAPI Rwy 34 oper consly. ACTVT MIRL Rwy 16–34 three clicks for on; lgts go out after 15 minutes.

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) (H) VORTACW 115.4 EHF Chan 101 N35°29.07’ W119°05.84’ 139° 10.8 NM to fld. 549/14E.
MEADOWS FLD (BFL)(KBFL) 3 NW UTC–8(–7DT) N35°26.03' W119°03.46'

RWY 12L–30R: H10849X150 (ASPH–GRVD) S–96, D–155, 2S–175,
2D–260, 2D/2D2–654 PCN 38 F/B/XT HIRL CL
RWY 12L: PAPI(4L)–GA 3.0° TCH 50’. RVR–TMR 0.4% down.
RWY 30R: MALSR. TDZL. PAPI(4L)–GA 3.0° TCH 51’. RVR–TMR
Thld dsplcd 3419’. Rgt tcf. 0.3% up.
RWY 12R–30L: H7700X100 (ASPH) S–18 PCN 14 F/B/X/U MIRL
0.3% up NW

RUNWAY DECLARED DISTANCE INFORMATION
RWY 12L: TORA–10855 TODA–10855 ASDA–10855 LDA–10855
RWY 30L: TORA–10855 TODA–10855 ASDA–10855 LDA–7429
RWY 30R: TORA–7703 TODA–7703 ASDA–7703 LDA–6203

SERVICE: S4 FUEL 100, 100LL, JET A OX 4 LGT
When twr clsd
ACTIVATE MALSR Rwy 30R, PAPI Rwy 12L, 30R, 30L, HIRL Rwy
12L–30R and MIRL Rwy 12R–30L—CTAF. PAPI Rwy 12R not opr
when twr clsd.

NOISE: Noise sensitive areas South and East of arpt recommended turbojet
trng hrs weekdays 1600–0600Z‡, weekends 2000–0600Z‡ no more
than ten practice apchs per hr.

level on final apch no lower than 300’ AGL. Arpt ops not authorized blo 1200 RVR without SMGCS. Arpt ops not initiated
blo 600 RVR or authorized blo 500 RVR. Rwy 12R–30L NSTD holding position markings/sign locations. Rwy 30R 50:1
to dspld thld. Class I, ARFF Index B. Index C ARFF avbl.

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
UNICOM
Bakersfield App Con 118.9 (North) 118.8 (South) (1400–0700Z)
Bakersfield Dep Con 126.45 (North/South) (1400–0700Z)
L.A. Center App/Dep Con 127.1 (0700–1400Z)
Bakersfield Tower 118.1 (1400–0700Z) GND Con 121.7

AIRSPACE: CLASS D svc 1400–0700Z‡; other times CLASS E.

VOR TEST FACILITY (VOT) 111.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL

Shafter (H) VOR/TAC N35°29.07’ W119°05.84’ 133° 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 25° left and
r of course.
BANNING MUNI (BNG)(KBNG) 1 SE UTC–8(–7DT) N33°55.35´ W116°51.06´

RWY 08–26: H4955X100 (ASPH) S–12.5 MIRL 2.4% up W
RWY 26: PAPI(P2L)—GA 3.5°. Rgt tfc.

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


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) (H) VORTACW 112.2 PDZ Chan 59  N33°55.10´ W117°31.80´ 074° 33.9 NM to fld. 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´

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

VOR unusable:
- 280°–300° byd 27 NM blo 3,600´

TACAN AZIMUTH unusable:
- 280°–300° byd 27 NM blo 3,600´

RCO 122.1R 116.8T (SAN DIEGO RADIO)

BARSTOW N34°50.93´ W117°02.75´

RCO 122.3 (RIVERSIDE RADIO)

BARSTOW–DAGGETT (See DAGGETT on page 126)
BEALE AFB (BAB)(KBAB) AF 6 E UTC–8(–7DT) N39º08.17´ W121º26.20´ SAN FRANCISCO
113 B TPA—See Remarks AOE LRA NOTAM FILE BAB Not insp.
H–38, L–20, 3A
R WY 15: ALSF1. PAPI(P4L)—GA 3.0º TCH 53 ´. RVR–T
R WY 33: ALSF1. PAPI(P4L)—GA 2.75º TCH 53 ´. RVR–T
SERVICE: 52 DX 2, 4 MILITARY— JASU (AM32A–60A) (AM32A–86A) 7(–MC–1A) (–MC–2A) J8 FUEL W SP LPOX LOX
OIL 0–128–133–148 TRAN ALERT Svc avbl 1500–0000Z‡ Mon–Fri exc Federal hol. Acft that arr after 2300Z‡ will not be svc til 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 24 hr PN, ctc Base OPS DSN 368–2000–9120, C530–634–1920. Issued PPR valid 1 hr + ETA, early/late arr/dep must be re-coord. No unannounced acft actph acp. Inbound tran acft obtain avpl formulated by ctt brw DSN 368–9140 for acft actph prior to flight. Ltd parking avbl. No tran actph actph Mon–Fri 1400–0200Z‡, other times tran actph can exp lcl trng to receive priority. Tran acft with PPR number authorized single acph to full stop ldg. Ltd parking avbl. VIP parking std to acft with wingspan 95 ´ or less. Larger DV acft will park on cargo sports. CAUTION: Beale AFB is lctd on a major migratory bird flyway. Use extreme caution for unmanned acft activity invof Beale AFB. Security fence and lghts lctd less than 200 ´ fm Twy F cntrln. Rwy 15–33 300 ft wide marked at 200 ft. Full 300 ft width usbl. TFC PAT TPA Rectangular pattern 1100 (987), overhead pattern 2100 (1987). Fighter type acft fly rgt tfc Rwy 15. CSTMS/AG/IMG Ltd Cstms and AG avbl to mil acft only, 24 hr PN rqrd. Ctc afld management at C530–634–2002 or DSN 368–2002. AFRC 940th Comd Post, DSN 368–1960, C530–634–1960. MSC Tran actph exp progressive taxi. Wx svc avbl H24. Current wx obsn avbl via ATIS or ctc ATC. No comsec material avbl. Tran aircrew should plan to arrive with appropriate comsec to complete entire msn. No Space–A pax support avbl on weekends, hol, and ACC family days. For support outside of airfield opr hrs (i.e. wkends, wing down days and hol) ctc Beale 9RW Command Post, DSN 368–5700, C530–634–5700. User fee arpt.
AIRPORT MANAGER: 916-634-2217
COMMUNICATIONS: ATIS 124.55 273.5 (Opr during Wing ops) PTD 141.1 (For use only within 16.2 NM, 15,000 ft or blw)
372.2
© NORCAL APP/DEP CON 125.4 259.1
TOWER 119.4 284.75 (1400Z‡ Mon thru 0600Z‡ Sat and/or by NOTAM, clsd wkends and hol)
GND CON 121.6 257.75
WING COMMAND POST 321.0 311.0 (321.0 Inbd actph ctc Command Post 35 min prior ETA with intentions.)
PMV CON 126.1 314.0
WING COMMAND POST 321.0 311.0 (321.0 Inbd actph ctc Command Post 35 min prior ETA with intentions.)
PMV METRO PMSV mnt dur active afid hrs. Wx obsn avbl H24 via auto obsn sys; Wx svc avbl 1 hr prior to afid opr hrs and dur fct severe Wx DSN 368–9134, C530–634–9134. Dur Wx Flt closures remote briefing svc avbl fr 25 Op Wx Sq DSN 228–6598/6599/6588. When auto obsn sys inop, obst fr 325º–060º, 080º–220º and 245º–280º may impact prevailing visibility.
SUPERVISOR OF FLYING 139.6 240.225
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-6874
AIRSPACE: CLASS C svc ctc APP CON svc 1400Z‡ Mon– 0600Z‡ Sat and/or by NOTAM, clsd wkend and hol; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BAB.
(L) TACAN Chan 23 BAB (108.6) N39º08.09´ W121º26.45´ at fld. 90/16E.
No NOTAM MP: 1200–1800Z‡ Thu and 1600–2300Z‡ Sat
TACAN AZIMUTH usable:
240º–255º byd 25 NM blo 4,500`

BEAVER N32º52.79´ W118º26.45´ NOTAM FILE NSD.
(H) TACAN 113.9 NSD Chan 86 305º 11.3 NM to San Clemente Island Nalf. 2000/14E.
TACAN AZIMUTH usable:
240º–290º
325º–020º
DME unusable:
240º–290º
325º–020º
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: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy
 08–26—CTAF.
AIRPORT REMARKS: Attended 1600–0300Z‡. Cold temperature airport.
  Altitude correction required at or below –13C.
AIRPORT MANAGER: 530-283-6069
WEATHER DATA SOURCES: AWOS–2 119.35 (530) 832–6942.
COMMUNICATIONS: CTAF/UNICOM 122.8
® NORCAL APP/DEP CON 126.3
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0596.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
 MUSHANG (H) (H) VORTAC 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 207)

BERMUDA DUNES (See PALM SPRINGS on page 193)

BIEBER

Southard 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) (T) VOR/DME 108.4 RDD Chan 21 N40º30.27’ W122º17.50’
 036º 65.4 NM to fld. 496/18E.

SW, 14 JUL 2022 to 8 SEP 2022
BIG BEAR CITY (L35) 0 W UTC−8(−7DT) N34°15.83′ W116°51.36′
6752 B TPA—7952(1200) NOTAM FILE RAL
RWY 08–26: H5850X75 (ASPH) S−12.5 MIRL
RWY 08: PAPI(P2L)—GA 4.3° TCH 29′. Thld dsplcd 370′. Rgt tfc.
RWY 26: PAPI(P2L)—GA 4.3° TCH 46′. Thld dsplcd 600′. Trees.
SERVICE: 54 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 tfk make 10° 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‡, self 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′
W117°31.80′ 043° 39.4 NM to fld. 1432/15E.
TCAGN 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° blo 8,000′
190°–230° blo 10,000′
310°–325° blo 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° blo 35 NM blo 10,900′
325°–345° byd 25 NM blo 11,500′
345°–360° byd 35 NM blo 10,500′

BIG SUR N36°10.88′ W121°38.53′ NOTAM FILE OAK.
(L) (L) VORTACW 114.0 BSR Chan 87 104° 22.7 NM to Tusi AHP (Hunter Liggett). 4080/16E.
DME portion unusable:
320°–085° byd 35 NM blo 9,000′
RCO 122.2 (OAKLAND RADIO)

SW, 14 JUL 2022 to 8 SEP 2022
BISHOP (BIH)(KBHI) 2 E UTC–8(–7DT) N37º22.39´ W118º21.82´

4124 B Class I, ARFF Index B NOTAM FILE BIH

Rwy 12–30: H7498X100 (ASPH–FPC) S–70, D–110, 2S–139, 2D–200, C5–685 PCN 50 F/B/W/T MIRL 0.3% up NW

Rwy 12: REIL. PAPI(P4L)—GA 3.0º TCH 48´.

Rwy 30: REIL. PAPI(P4L)—GA 3.52º TCH 52´. P–line.

Rwy 17–35: H5600X100 (ASPH–FPC) S–100, D–140, 2S–175, 2D–240 PCN 49 F/B/W/T MIRL 0.4% up W

Rwy 08–26: H5567X100 (ASPH) S–40, D–56, 2D–98 PCN 25 F/A/W/T MIRL

Rwy 08: PAPI(P2L)—GA 3.5º TCH 30´. Trees.

Rwy 26: PAPI(P2L)—GA 3.0º TCH 25´.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 12: TORA–7498 TODA–7498 ASDA–7098 LDA–7098

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 usable 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 inv of 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 tlc apch arpt from the W boundary. Ramp fees for comm acft, 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

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) (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 blc 8,600´.

HELIPAD H1: H40X40 (ASPH)

HELIPAD H2: H100X100 (ASPH)

BISHOP N37º22.62´ W118º21.99´ NOTAM FILE BIH.

(T) (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´ PHOENIX L–5A

RCO 122.55 (PRESCOTT RADIO)

BLUE CANYON – NYACK (See EMIGRANT GAP on page 134)
BLYTHE (BLH/KBLH)  6 W  UTC–8 (–7DT)  N33°37.15′ W114°43.01′
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(V4L)—GA 3.0º TCH 42′.
RWY 17–35: H5800X100 (ASPH)  S–52, D–76, 2S–100, 2D–135  MIRL
RWY 17: VASI(V4L)—GA 3.0º TCH 40′.
RWY 35: VASI(V4L)—GA 3.0º TCH 40′.
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. Act 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
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) (H) VORTACW 117.4  BLH  Chan 121  N33°35.76′ W114°45.68′  044° 2.6 NM to fld. 410/14E.
VOR portion unusable:
280°–295° byd 30 NM blo 7,000′
295°–325° byd 15 NM blo 12,000′
325°–018° byd 30 NM blo 7,000′
TACAN AZIMUTH unusable:
060°–085° byd 21 NM blo 8,000′
TACAN AZIMUTH & DME unusable:
280°–335° byd 15 NM blo 14,000′
335°–018° byd 15 NM blo 8,000′

BOB HOPE (See BURBANK on page 108)

BOB MAXWELL MEML AIRFIELD (See OCEANSIDE on page 189)
BORREGO SPRINGS

BORREGO VALLEY (L08) 3 E UTC–8(–7DT) N33°15.54´ W116°19.26´

522 B NOTAM FILE SAN
RWY 08–26: H5011X75 (ASPH) S–30, D–54, 2D–90 MIRL
RWY 08: PAPI(P2L)—GA 3.0º TCH 28´. Rgt tfc.
RWY 26: PAPI(P2L)—GA 3.0º TCH 28´.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 08–26, twy lghts—CTAF (5 clicks on). Rwy 08 VGS I unusable byd 3.0 NM due to terrain.
NOISE: Noise sensitive area N–NW. Do not overfly elementary school 1 NM west of arpt.
AIRPORT REMARKS: Attended 1600–0000Z‡. Coyotes and migratory birds ocnlly on or inv of arpt. Fuel self svc 24 hr. Be aware of frequent changes in wind direction, strong up/down drafts and turbulence possible during high wind conditions. Aerobatic box north side of arpt dur dalgt hrs from sfc to 5000’ MSL, check NOTAMs for act. 140º twr 1600´ north of Rwy 08. Rwy 08 has 400’ blast pad byd end of rwy. During hot wx heavy acft parking restricted conc pads on outer transient ramp. All acft tfc pat to south. Transient tie–down ramp restricted to acft with wingspan 40 ft or less. Acft with greater than 40 ft wingspan park on portion of transient ramp east of A6. Hovers, skid landings, auto–rotations prohibited. PPR for all mil acft, ctc arpt manager. Military rotorcraft ops restricted to remain on or over pavement area, TGL restricted to rwy.

AIRPORT MANAGER: (760) 767-7415
COMMUNICATIONS: CTAF/UNICOM 122.8
© 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 SAN.

AIRPORT MANAGER: (760) 767-7415
COMMUNICATIONS: CTAF/UNICOM 122.8
© 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 SAN.

AIRPORT MANAGER: (760) 767-7415
COMMUNICATIONS: CTAF/UNICOM 122.8
© 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 SAN.
BRIDGEPORT

BRYANT 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 tfc.  
RWY 34: Road.  
AIRPORT REMARKS: Unattended. 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 unlit 40–80´ trees are at 225–550´ east of the rwy cntrln along the south two thirds of the rwy.  
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 RNO.  
MINA (H) (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 222)  

BRYANT FLD (See BRIDGEPORT on page 107)  

BUCHANAN FLD (See CONCORD on page 123)
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,
25–175, 2D–352, 2D/2D–839 PCN 58 R/B/W/T  MIRL

1.2% up NW

RWY 15: REL. VASI(V4L)—GA 3.25º TCH 34°. Thld dsplcd 909°.
Railroad. Rgt tfc.


RWY 08–26: H5802X150 (ASPH–CONC–GRVD) S–120, D–201,
25–175, 2D–352, 2D/2D–839 PCN 58 R/B/W/T  HIRL
0.5% up W

RWY 08: MALSRS. PAPI(P4L)—GA 3.0º TCH 72°. RVR–T Road. Rgt tfc.

RWY 26: REL. RVR–R Pole.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  ABLE LDG DIST
RWY 15  08–26  4250

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–5801  TODA–5801  ASDA–5801  LDA–5801
RWY 15: TORA–6885  TODA–6885  ASDA–6885  LDA–5976
RWY 26: TORA–5801  TODA–5801  ASDA–5801  LDA–5801
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 tfk acft greater than 12,500 lbs. Rwy 26 CLOSED to tkof/Jet acft 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 coordd 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 tfc pat (1225´ AGL) at Whiteman 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 256´ from departure end of Rwy 08. 14´ blast fence 35´ from departure end of Rwy 15. 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 G rstd to acft with wingspan of 95˚ or less. Twy B rstd to acft with wingspan greater than 79˚ or less beginning 300˚ north of Twy D 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 acft parking at terminal ramp.

AIRPORT MANAGER: (818) 565-1348

WEATHER DATA SOURCES: ASOS (818) 841–834 LAWSRS.

COMMUNICATIONS: D–ATIS 135.05 (050º–150º BUR) 134.2 (160º–280º VNY, West) 124.6 (South btm BUR 150º–VNY 160º)

PDC (LOGON KUSA)

SW, 14 JUL 2022 to 8 SEP 2022

BUTTE VALLEY

(See DORRIS on page 129)
### 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

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

### BYRON

**(C83) 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 30:** REIL. PAPI(P2L)—GA 3.5º TCH 25´. Hill. Rgt tfc.

**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

**® 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) (H) VOR/DME** 114.6 MOD Chan 93 N37º37.64´ W120º57.47´ 274º 34.0 NM to fld. 93/17E. Aerobatic act wi an area defined as .5 NM rds of MOD 032028 (7.5 NM SW 022), blo 4800’, avoidance advised dly sr–ss.

### CALAVERAS CO–MAURY RASMUSSEN FLD

(See SAN ANDREAS on page 219)

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**CABLE** (See UPLAND on page 254)

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**CALIFORNIA**
CALEXICO INTL (CXL)(KCXL) 1 W UTC–8(–7DT) N32°40.05' W115°31.06' 6 B TPA—See Remarks AOE LRA NOTAM FILE SAN
RWY 08–26: H4683X75 (ASPH) S–30 MIRL
RWY 08: REIL. PAP(P4L)—GA 3.0' TCH 33'. P-line.
RWY 26: REIL. PAP(P4L)—GA 3.4' TCH 39'. Thld dspcld 160'. Rgt tfc.
SERVICE: FUEL 100LL, JET A, A+
AIRPORT REMARKS: Attended 1600–0100Z‡. Rwy 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. User fee arpt. 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) (H) VORTAC 115.9 IPL Chan 106 N32°44.93' W115°30.51' 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) N35°09.08' W118°01.00' 2454 B NOTAM FILE RAL
RWY 06–24: H6027X60 (ASPH) S–26 MIRL 0.9% up SW
RWY 24: REIL. PAP(P2L)—GA 3.0' TCH 40'. Rgt tfc.
SERVICE: S2 FUEL 100LL, JET A OK LST 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
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) (T) VORTACW 116.4 EDW Chan 111 N34°58.94' W117°43.96' 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 93)

CALIFORNIA REDWOOD COAST–HUMBOLDT CO (See ARCATA/EUREKA on page 95)
CALIPATRIA

CLIFF HATFIELD MEML  (CLR)(KCLR)  1 NW  UTC–B(–7DT)  N33°07.88´ W115°31.28´

–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: CTA 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) (H) VORTAC 115.9  IPL  Chan 106  N32º44.93´ W115º30.51´  344º 22.9 NM to fld. –18/14E.

CONTINUED ON NEXT 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 120.75 (0500–0700Z‡)
AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CMA.
® L (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) O N UTC–8(–7DT) N38º41.04´ W120º59.25´
1287 TPA—2301(1014) NOTAM FILE RIU
RWY 13–31: H4051X50 (ASPH) MIRL 0.5% up NW
SERVICE: S 4 FUEL 100LL LGT ACTIVATE MIRL Rwy 13–31—CTAF.
NOISE: Noise abatement procedures call arpt manager 530–676–8316.
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡. Fuel avbl continuously by credit card. Migratory geese invof 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: AWOS–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) (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) N33°18.08’
W117°21.31’
78 B TPA—See Remarks NOTAM FILE NFG Not insp.
Rwy 03–21: H6005X221 (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 tfc.

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. MAINTENANCE—JASU NC–8/NC–10 prior arrg 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 clnc DSN 365–8016/8026 C760–725–8016/8026 OPS, Mon–Fri 1600–0100Z‡. Ltd ramp space, acft PPR strictly enforced for all pax, parts, 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 ttf 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 ft/gnd opr. Extv VFR ttc in Class D Airspace. High density ttc 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 ttc pattern after SS and in IMC. MISC Wx forecast avbl 2 hr PN.

COMMUNICATIONS: ATIS 285.45 (Mon–Thu 1600–0100Z‡, Fri 1600–0100Z‡)
SOCAL APP/DEP CON 127.3 323.0
TOWER 128.775 271.6 340.2
GND CON 134.675 360.2
CLNC 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) (H) VORTAC 115.3 OCN Chan 100 N33°14.44’ W117°25.06’ 026º 4.8 NM to fld. 52/15E.

Radar See Terminal FLIP for Radar Minima.
CARLSBAD

MC CLELLAN–PALOMAR (CRQ)(KCRQ)  3 SE  UTC–8(–7DT)  N33°07.70´  W117°16.81´

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–4897  TODA–4897  ASDA–4897  LDA–4600
RWY 24: TORA–4897  TODA–4897  ASDA–4897  LDA–4897

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

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 DPR call arpt manager 760–431–4646. DPR for all military acct call arpt manager 760–431–4646. TPA—1003(672) helicopters, 1503(1172) small acct, 2003(1672) large acct. 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 invol power plant approximately 2.7 NM West and Northwest of arpt.

AIRPORT MANAGER: 760-431-4646

WEATHER DATA SOURCES: ASOS  (760) 930–0864  LAWRS.

COMMUNICATIONS: CTAF 118.6  ATIS 120.15  (760–438–2117)
SOCAL APP/DEP CON 127.3
TOWER 118.6  (1500–0600Z‡)  GND CON 121.8
CLNC DEL 134.85

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apc at 800-448-3724.

AIRSPACE: CLASS D svc 1500–0600Z‡; other times CLASS G.

COMM/NAV/WEATHER REMARKS: When twr clsd acct 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 96)

CATALINA  (See AVALON on page 97)
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 dsplcd 120’. Road.
SERVICE:  LGT ACTIVATE MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 530-233-6412
COMMUNICATIONS: CTA/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
AIRPORT REMARKS:
LAKEVIEW (H) (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 236)

CHEMHEUUI 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 REMARKS: Unattended.
AIRPORT MANAGER: 760-858-1116
COMMUNICATIONS: CTA/122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at
661-575-2079.
RADIO AIDS TO NAVIGATION: NOTAM FILE EED.
NEEDLES (H) (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’
Notam File: RIU

RWY 16–34:
- H5020X100 (ASPH) S–60, D–110 MIRL 0.4% up N
- PAPI(P2L)—GA 3.0° TCH 45’. Tres. Rgt tfc.

RWY 34:
- PAPI(P2L)—GA 3.0° TCH 32’. Tres. Rgt tfc.

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: 530-283-6069

Weather Data Sources: AWOS–3 118.275 (530) 258–2860.

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) (H) VORTACW 115.7 RBL Chan 104 N40°05.93’ W122°14.18’
- 058° 47.1 NM to fld. 321/18E.

VOR portion unusable:
- 280º–300º blo 3,500’.

Notam File: CIC

RWY 13L–31R:
- H6724X150 (ASPH–GRVD) S–63, D–100, 2S–127, 2D–170 PCN 20 F/B/X/T HIRL 0.5% up NW
- MALSR. PAPI(P4L)—GA 3.0º TCH 52’. Rgt tfc.

RWY 13L:
- VASI(V4L)—GA 3.0º TCH 54’. Rgt tfc.

RWY 31R–31L:
- H3000X60 (ASPH) S–12.5 PCN 9 F/C/Y/T 0.4% up NW

Runway Declared Distance Information
- RWY 13L: TORA–6724 TODA–6724 ASDA–6724 LDA–6724
- RWY 31L: TORA–6724 ASDA–6724 LDA–6724
- RWY 31R: TORA–3000 ASDA–3000 LDA–3000

Service:
- Fuel: 100LL, JET A

Lgt:
- When twr clsd ACTVT MALSR Rwy 13L; REIL Rwy 31R; PAPI Rwy 13L; VASI Rwy 31R;
- HIRL Rwy 13L–31R—CTAF.

Airport Remarks:
- 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.

Communications:
- CTAF 121.0
- ATIS 119.675
- UNICOM 122.95

Radio Aids to Navigation:
- Notam File RBL.

Red Bluff (H) (H) VORTACW 115.7 RBL Chan 104 N40°05.93’ W122°14.18’
- 118° 25.2 NM to fld. 321/18E.

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´
W117º41.53´
2284 B NOTAM FILE NID Not insp.

RWY 03–21: H10001X200 (CONC) PCN 111R/B/W/T HIRL
RWY 21: OLS. PAPI(P4L)—GA 3.0º TCH 57´, 0.8º up.

RWY 14–32: H9014X200 (ASPH) PCN 16 R/B/W/T HIRL

RWY 14: OLS. PAPI(P4R)—GA 3.0º TCH 52´.
RWY 32: OLS. PAPI(P4R)–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:


FUEL F24
– Avbl 1400–0700Z‡ Mon–Thu; 1400–0400Z‡ altn Thu–Fri; 2200–0500Z‡ Sun. Cslsd Sun preceding Mon hol and altn Fri.

FLUID SP PRESAIR LHOX LOX – Avbl 1400–2300Z‡ Mon–Fri, clsd altn Fri–Sat–Sun–hol. OXRB. OIL O–133–156

TRAN ALERT Exp svc delay. Ltd tran svc avbl 1530–0030Z‡ Mon–Fri.

NOISE:

CAUTION Bird hazard near golf course, within Class D Airspace Oct–Apr. Twy B and Twy G not lgtd. Twy C clsd. Rwy 08–26 clsd for const. TFC

MILITARY REMARKS:

JOHN

RSTD PPR DSN 437–5301. All PPR issued 1530–0630Z‡ weekdays only. PPR civil actf offl bus. Rstd afld hrs subject change. Pilots filing KNID China Lake as an altn or emerg div are advd to call base ops DSN 437–5475 to verify opr hrs. Twy H is clsd, non-operational. CAUTION Bird hazard near golf course, within Class D Airspace Oct–Apr. Twy B and Twy G not lgtd. Twy C clsd. Rwy 08–26 clsd for const. TFC PAT Reduced rwy separation standards in effect USN/USMC acft. Twy B and Twy G are not lighted. CSTM/AG/IMG Customs not avbl. Actl 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:

R-radio

JOSHUA APP/DEP CON 133.65 348.7
TOWER 120.15 340.2 (1530–0630Z‡ Mon–Fri; clsd altn Fri. 1530–2030Z‡, clsd 2030–0000Z‡)

GND CON 360.2 CLNC DEL 274.7

PMSY METRO 343.15 (Mon–Fri 1300–0700Z‡, clsd alternate Fri.)

VFR ADVISORY SVC 133.65 126.55 127.5 291.6 348.7 (Provided to all pilots opr within adjacent R2508. Ctc Joshua APP CON.)

RADIO AIDS TO NAVIGATION:

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 25 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 25 NM
357º–037º byd 25 NM

SW, 14 JUL 2022 to 8 SEP 2022
CHINO (CNO)(KCNO) 3 SE UTC–8/–7DT N33º58.49´ W117º38.19´

650 B TPA—See Remarks NOTAM FILE CNO MON Airport

R WY 08R–26L H7000X150 (ASPH–GRVD) S–75, D–150, 2S–175, 2D–215 MIRL

R WY 08R: PAPI(P4L)—GA 3.0º TCH 52´. Rgt tfc.

R WY 26L: PAPI(P4L)—GA 3.0º TCH 55´. Trees.

R WY 03–21: H4919X150 (ASPH) S–21, D–130, 2S–165, 2D/2D–2–50 MIRL 0.8% up NE

R W Y 03: REIL. PAP (P4L)—GA 3.0º TCH 40´. Rgt tfc.

R W Y 21: REIL. PAP (P4L)—GA 3.0º TCH 40´.

R W Y 08L–26R: H4858X150 (ASPH) S–12 HIRL 0.4% up W


R W Y 26R: PAPI(P4L)—GA 3.0º TCH 53´. Trees.

SERVICE: S4 FUEL 100LL, JET A OX 2 LGT When twr clsd MIRL Rwy 03–21, HIDL 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 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

CLEARRANCE 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) (H) VORTACW 112.2 PDZ Chan 59 N33º55.10´ W117º31.80´ 287º 6.3 NM to fld. 1432/15E.

TACAN AZIMUMUTH usable:

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´

RIVERSIDE (L) VORW 108.6 RAL N33º57.31´ W117º26.99´ 263º 9.4 NM to fld. 778/14E.

VOR unusable:

125º–150º
170º–189º byd 25 NM
190º–228º
240º–254º byd 25 NM
255º–265º
300º–016º byd 20 NM

ILS 111.5 I–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) (H) VOR/TCW 116.2 TRM Chan 109 N33°37.69’ W116°09.61’ 071° 22.6 NM to fld. –124/13E.
VOR unusable:
045°–060° byd 30 NM blo 12,000’
060°–090° byd 35 NM blo 13,500’
160°–185° byd 20 NM blo 12,000’
160°–185° byd 30 NM blo 14,000’
185°–260° byd 20 NM blo 18,500’
260°–265° byd 35 NM blo 11,000’
260°–265° byd 36 NM blo 12,000’
265°–285° byd 35 NM blo 13,500’
325°–045° byd 20 NM blo 12,000’
325°–045° byd 35 NM blo 13,500’
TACAN AZIMUTH unusable:
060°–090° byd 35 NM blo 9,000’
160°–285° byd 15 NM blo 17,500’
160°–285° byd 30 NM
325°–060° byd 20 NM blo 12,000’
325°–060° byd 30 NM blo 15,000’
DME unusable:
060°–090° byd 35 NM blo 9,000’
160°–285° byd 15 NM blo 17,500’
160°–285° byd 30 NM
325°–060° byd 20 NM blo 12,000’
325°–060° byd 30 NM blo 15,000’

CHOWCHILLA (2O6) 1 SE UTC–8(–7DT) N37°06.80’ W120°14.82’
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) (L) VOR/W/DME 114.2 HYP Chan 89 N37°13.17’ W120°24.01’ 116° 9.7 NM to fld. 184/15E.

CLIFF HATFIELD MEML (See CALIPATRIA on page 111)
SANTA ROSA (H) DME
116.15 STS Chan 108(Y) N38°30.49′ W122°48.64′ 332° 18.2 NM to fld. 121/0E.
DME unusable:
040°–045° byd 25 NM
046°–104° byd 25 NM bilo 10,000′
207°–212° byd 36 NM bilo 10,000′
237°–255° byd 35 NM bilo 10,000′
276°–305° byd 35 NM bilo 10,000′
350°–309° byd 25 NM bilo 10,000′

COALINGA
HARRIS RANCH (3O8) 9 NE UTC–(–7DT) N36°14.89′ W120°14.31′
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 irregularly. Rwy 01–19 CLOSED.
AIRPORT MANAGER: 559-935-1533
WEATHER DATA SOURCES: AWOS–3 119.275 (559) 935–5960.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE PRB.
PASO ROBLES (L) (L) VORTACW 114.3 PRB Chan 90 N35°40.35′ W120°37.63′ 013° 33.5 NM to fld. 817/16E.
TACAN AZIMUTH & DME unusable:
120°–140° byd 27 NM bilo 8,000′

NEW COALINGA MUNI (C80) 3 E UTS–(–7DT) N36°09.73′ W120°17.69′
625 B NOTAM FILE RIU
RWY 12–30: H5000X100 (ASPH) S–30 MIRL 0.5% up NW
RWY 12: REIL. PAP(P2L)—GA 3.0′ TCH 40′.
RWY 30: REIL. PAP(P2L)—GA 3.0′ TCH 40′. Rgt tfc.
RWY 01–19: H2471X60 (ASPH–GRVL) S–12.5
RWY 18: Rgt tfc.
SERVICE: FUEL 100LL LGT REIL Rwy 12 and Rwy 30, MIRL Rwy 12–30, Perimeter Lgts H1 on dusk –0800Z‡, after 0800Z‡ ACTIVATE—CTAF. PAPI Rwy 12 and 30 opr continuously.
AIRPORT REMARKS: Attended irregularly. Rwy 01–19 CLOSED.
AIRPORT MANAGER: 559-935-1533
WEATHER DATA SOURCES: AWOS–3 119.275 (559) 935–5960.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE PRB.
PASO ROBLES (L) (L) VORTACW 114.3 PRB Chan 90 N35°40.35′ W120°37.63′ 013° 33.5 NM to fld. 817/16E.
TACAN AZIMUTH & DME unusable:
120°–140° byd 27 NM bilo 8,000′

HELIPAD H1: H50X50 (ASPH) PERIMETER LGTS
COLUMBIA  (Q22)  1 SW  UTC–8(–7DT)  N38°01.83′  W120°24.87′
2121  B  TPA—See Remarks  NOTAM FILE RIU
RWY 17–35:  H4673X75 (ASPH)  S–30  MIRL  1.0% up N
  RWY 17:  REIL, VASI(V2L)—GA 4.55º TCH 56′.  Thld dlspd 598′.
       Ground.  Rgt tcf.
  RWY 35:  REIL, VASI(V2L)—GA 4.0º TCH 54′.  Thld dlspd 384′.  Trees.
RWY 11–29:  2607X50 (TURF)  0.9% up W
  RWY 29:  Trees.

SERVICE:  S4  FUEL  100LL, JET A  OX 2, 4  LGT
RWY 35 VASI unusable byd 5º left and 5º right of rwy centerline.  ACTIVATE MIRL Rwy 17–35 and REIL Rwy 17 and Rwy 35—CTAF.  VASI Rwy 17 and Rwy 35 opr continuously.

AIRPORT REMARKS:  Attended 1600–0100Z‡.  CAUTION:  Rwy 11 departures prohibited due to conflict with main rwy.  Varying wind direction and velocity may be encountered at mid point of Rwy 17–35 due to terrain features and wind flow patterns.  Rwy 29 not recommended for use during winter months Nov through Mar.  Turf tcf north side of Rwy 11–29 not recommended for use Nov–Mar.  All jet acft are requested to land Rwy 35 and depart Rwy 17 wind and weather permitting.  Arpt has two rotating beacons, one on the arpt and one 6500′ SE threshold Rwy 35.  Calfire Air Tanker ops from arpt during fire season.  Ldg fee for all commercial operators regardless of size and corporate acft over 12,500 pounds gross ldg weight.  Avoid flights over Columbia State Park NE of arpt, and Highway 49 bridge 5 NM southwest of arpt and vicinity.  Helicopter parking area 300′ by 120′ (4 positions).  TPA Rwy 11–29 2921(800).

AIRPORT MANAGER:  (209) 533-6684
WEATHER DATA SOURCES:  AWOS–3  124.65 (209) 536–9384.
COMMUNICATIONS:  CTAF/UNICOM  122.975
® NORCAL APP/DEP CON 125.1 (West–North)
® OAKLAND CENTER APP/DEP CON 121.25 (East–South)
CLERNANCE DELIVERY PHONE:  For CD ctc NorCal Apch at 916-361-0516.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RIU.

COLUSA CO  (Q08)  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 tcf.

SERVICE:  S4  FUEL  100LL  LGT

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 inof arpt.

AIRPORT MANAGER:  530-682-2612
COMMUNICATIONS:  CTAF/UNICOM  122.8
® OAKLAND CENTER APP/DEP CON 132.2
CLERNANCE DELIVERY PHONE:  For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RIU.

WILLIAMS  (L)  IAP
114.4  ILA  Chan 91  N39°04.27′  W122°01.64′  356º  6.7 NM to fld. 49/18E.
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: 310-631-6140

WEATHER DATA SOURCES: AWOS–3PT 127.150 (310) 631–3022.

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) (H) VORTAC W 113.6 LAX Chan 83 N33º55.99’
  W118º25.92’ 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: 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: 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 119.7 ATIS 124.7 925–685–4567 UNICOM 122.95

TRAVIS APP/DEP CON 119.9

TOWER CONCORD 119.7 123.9 (1500–0600Z‡) GND CON 121.9 CLNC DEL 118.75

COMM/NAV/WEATHER REMARKS:

When twr clsd call Travis apch ctl (SUU) clnc del 707–424–5111.
CORNING MUNI (O04) 1 NE UTC–8(–7DT) N39°56.77’ W122°10.27’
295  B NOTAM FILE RIU
RWY 17–35: H2699X60 (ASPH) S–12 MIRL
RWY 17: REIL.
RWY 35: REIL. Rgt tfc.
SERVICE: LGT ACTIVATE MIRL Rwy 17–35—CTAF.
AIRPORT REMARKS: Attended 1600–0100Z‡. Medical/firefighting/agricultural helicopters in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Arpt rstd to acft less than 12,500 lbs maximum tkf weight or less.
AIRPORT MANAGER: 530-824-7025
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) N33°53.86’ W117°36.15’
533  B NOTAM FILE AJO
RWY 07–25: H3200X60 (ASPH) S–12 MIRL 0.6% up E
RWY 25: REIL. VASI(V4L)—GA 4.0º TCH 31’. Thld dsplcd 196’. Fence.
SERVICE: S4 FUEL 100LL LGT 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 acft 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: 951-532-9405
COMMUNICATIONS: CTAF/UNICOM 122.7
© SOCAL APP/DEP CON 135.4
CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apc at 800-448-3724.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE (H) (H) VORTAC W 112.2 PDZ Chan 59 N33°55.10’ W117°31.80’ 236º 3.8 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’
Coveo

Round Valley (Q09) 1 SW UTC–8(–7DT) N39º47.43´ W123º15.98´
1434 B TPA—2234(800) NOTAM FILE OAK
RYW 10–28 H3670X60 (ASPH) S–30 MIRL
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) (H) VORTACW 112.3 ENI Chan 70 N39º03.19´ W123º16.46´
344º 44.2 NM to fld. 2985/16E.

Crescent City

Jack McNamara Fld (CEC) (KCEC) 3 NW UTC–8(–7DT) N41º46.81´ W124º14.19´
61 B Class III, ARFF Index A NOTAM FILE CEC MON Airport
RYW 12–30 H5002X150 (ASPH) S–30, D–43 PCN 9 F/D/Y/U HIRL
RYW 12: MALSR.
RYW 30: REIL. VASI(V4L)—GA 3.5º TCH 60´. Trees.
RYW 18–36 H5000X150 (ASPH) S–30, D–43 PCN 9 F/D/Y/U MIRL
RYW 36: REIL. VASI(V4L)—GA 3.0º TCH 48´. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RYW 12: TORA–5002 TODA–5002 ASDA–5002 LDA–5002
RYW 18: TORA–5000 TODA–5000 ASDA–5000 LDA–4850
RYW 30: TORA–5002 TODA–5002 ASDA–5002 LDA–5002
RYW 36: TORA–4850 TODA–4850 ASDA–4850 LDA–4850
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
rgr 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. FFR 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
RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.
Klamath Falls

Crescent City (L) (L) VORTACW 109.0 CEC Chan 27 N41º46.77´ W124º14.45´ at fld. 55/14E.
TACAN AZIMUTH & DME unusable:
195º–235º byd 20 NM
ILS 108.7 I–CEC Rwy 12. Class IA. LOC unusable within 0.3 NM fm thld. Unmonitored.

Klamath Falls

Crescent City (L) (L) VORTACW 109.0 CEC Chan 27 at Jack Mc Namara Fld. 55/14E.
TACAN AZIMUTH & DME unusable:
195º–235º byd 20 NM
RCO 122.3 (OAKLAND RADIO)

San Francisco

L–2H

U.S. Department of Commerce
National Oceanic and Atmospheric Administration
Weather Service

SW, 14 JUL 2022 to 8 SEP 2022
DAGGETT

BARSTOW–DAGGETT (DAG/KDAG) P (A) 4 E UTC–8(–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´.
RWY 26: PAPI(P4L)—GA 3.0º TCH 50´.

RWY 04–22: H5123X100 (ASPH) S–30, D–105, 2S–133, 2D–190 MIRL 0.3% up SW

RWY 04: P–line.
RWY 22: PAPI(P4L)—GA 3.0º TCH 49´.

SERVICE: FUEL 100LL, JET A LGT ACTVCT 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 tcf 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 ctc Los Angeles ARTCC at 661-575-2079.

DAGGETT (L) (L) VORTACW 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.

(DAG/KDAG) P (A) 4 E UTC–8(–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´.
RWY 26: PAPI(P4L)—GA 3.0º TCH 50´.

RWY 04–22: H5123X100 (ASPH) S–30, D–105, 2S–133, 2D–190 MIRL 0.3% up SW

RWY 04: P–line.
RWY 22: PAPI(P4L)—GA 3.0º TCH 49´.

SERVICE: FUEL 100LL, JET A LGT ACTVCT 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 tcf 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 ctc Los Angeles ARTCC at 661-575-2079.

DAGGETT (L) (L) VORTACW 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.

UNIVERSITY (EDU/KEDU) 2 W UTC–8(–7DT) N38º31.89´ W121º47.19´

68  B TPA—868(800) NOTAM FILE RUI

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: 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–emer 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. Remote control acft 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. Calm wind rwy is Rwy 07.

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.

DAGGETT N34º57.75´ W116º34.69´ 223º 12.2 NM to Dag.

DAGGETT (L) (L) VORTACW 113.2 DAG Chan 79 N34º57.75´ W116º34.69´ 223º 12.2 NM to Dag.

RUI 122.2 (RIVERSIDE RADIO)
DAVIS/WOODLAND/WINTERS

YOLO CO (DWA/KDWA) 6 NE UTC–8(–7DT) N38°34.76′ W121°51.42′

100 B NOTAM FILE RIU
RWY 16–34: H6000X100 (ASPH) S–45, D–60 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 40’. Rgt tfc.
RWY 34: PAPI(P2L)—GA 3.0° TCH 40’. Trees.

SERVICE: S4 FUEL 100LL, JET A, A+ OX 1, 2, 3, 4 LGT MIRL Rwy 16–34 preset low ints, to increase ints and ACTIVATE PAPI Rwy 16 and Rwy 34—CTAF.

NOISE: Noise abatement, no turns crosswind prior to arpt boundary. Straight out departure no east turns on course prior to 2 miles. Avoid overflight of off arpt structures. Helicopter west apch is over vacant land immediately south of midfield, maintain minimum height.


AIRPORT MANAGER: 530-406-5044

WEATHER DATA SOURCES: AWOS–3P 125.775 (530) 750–2759. TRAVIS APP/DEP CON 126.6

COMMUNICATIONS: CTA/UNICOM 123.0

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SAN FRANCISCO H–3B, L–2G, 3A IAP

DEATH VALLEY NATIONAL PARK

FURNACE CREEK (LØ6) 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 and rwy cracks. Could dmg acft with wheel farings or cause a potential to blow out a tire.

AIRPORT MANAGER: 760-786-3245

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.

LAS VEGAS L–9B

BEAUIT (H) (H) VORTAC 114.7 BTY Chan 94 N36°48.04′ W116°44.86′ 181° 21.4 NM to fld. 2928/16E.

VORTAC unusable: 195°–210° byd 33 NM b1o 10,500’
265°–305° byd 30 NM b1o 10,200’
305°–325° byd 28 NM b1o 9,000’
325°–089° byd 9 NM
360°–060° byd 12 NM
STOVEPIPE WELLS (L09)  1 W  UTC–8(–7DT)  N36°36.23´ W117°09.55´
25 TPA—825(800)  NOTAM FILE RAL
RWY 05–23:  H3260X65 (ASPH)
RWY 23:  Road. Rgt tfc.
AIRPORT REMARKS:  Unattended. RWY 05–23 pavement heaving; extremely rough SFC.
AIRPORT MANAGER:  760-786-3245
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Joshua Apch at 661-277-3843.

DELANO MUNI (DLO)(KDLO)  2 SE  UTC–8(–7DT)  N35°44.73´ W119°14.19´
316 B TPA—1116(800)  NOTAM FILE RIU
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 Rw 14–32 preset low ints
    SS–SR, to increase ints ACTIVATE—CTAF.
AIRPORT REMARKS:  Attended 1600–0100Z‡. After hrs emerg ctc Police
    Department 661–720–3377. Seasonal crop duster ops on arpt east of
    Rw 14–32. Area east of rwy is rstd AG use only.
AIRPORT MANAGER:  661-720-2219
COMMUNICATIONS:  CTAF/UNICOM 122.8

DINSMORE (D63)  1 E  UTC–8(–7DT)  N40°29.52´ W123°35.89´
2375 TPA—3275(900)  NOTAM FILE OAK
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:  CTAF 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:** 530-842-8297

**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) (H) VORTACW 115.9 LMT Chan 106

- 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

**TAGAN 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 242)
<table>
<thead>
<tr>
<th>NOTAM FILE</th>
<th>EDW</th>
<th>NOTAM FILE EDW</th>
<th>Not insp.</th>
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<tbody>
<tr>
<td>RWY 06–24:</td>
<td>H5998X150 (ASPH)</td>
<td>PCN 15 F/A/W/T</td>
<td>HIRL</td>
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<tr>
<td>RWY 06:</td>
<td>PAPI(P4L)—GA 3.0º TCH 50’.</td>
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<td>RWY 24:</td>
<td>PAPI(P4L)—GA 3.0º TCH 50’.</td>
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**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.

<table>
<thead>
<tr>
<th>TACAN AZIMUTH unusable:</th>
<th>098º–158º byd 19 NM blo 7,900’</th>
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</thead>
<tbody>
<tr>
<td>DME unusable:</td>
<td>107º–158º byd 19 NM</td>
</tr>
<tr>
<td>VOR unusable:</td>
<td>098º–158º byd 19 NM</td>
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**LOS ANGELES**

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<th>H—4L, L—7C</th>
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**DIAP**

**SW, 14 JUL 2022 to 8 SEP 2022**
EDWARDS AFB  (EDW)(KEDW) AF  (NASA)  6 SW  UTC–(–7DT)  N34°54.49’ W117°53.13’  LOS ANGELES
2311  B  NOTAM FILE EDW  Not insp.
RHW 05R–23L: H15024X300  (CONC)  PCN  B4/R/B/W/T  HIRL
RHW 05R: PAPI(P4L)–GA 3.0º TCH 48º.
RHW 23L: REIL. PAPI(P4L)–GA 2.5º TCH 51º.
RHW 05L–23R: H12000X200  (ASPH)  PCN  F1/A/W/T
RHW 07–25: H8000X50  (CONC)  PCN  R2/R/C/W/T

ARRESTING GEAR/SYSTEM
RHW 05R: HOOK BAK–12(B)(1518)  HOOK BAK–12B(B) (1559)  RHW 23L

SERVICE:

NOISE: Rwy 23L and Rwy 23R: All IFR dep exc low performance actf (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 Clsd weekends, hol and AFMC Family Days. Based on MSN reqmts, afdl may close after sched last ldg. NOTAM will be issued advertising early afdl closures. Bearing strength Rwy 05–23: S160 T200 ST1 75 TT650. 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 actf (no exceptions), Edwards PPR briefing lctd 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 527–392B. 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; if PPR fails to arr within 30 min of orig ETA into Edwards will be considered CNL unless prior coord has been made. Fone coordd rqr for PPR outside of block time. Aircrew req to use KEDW as altln lctn must pre-coord with afdl mgmt prior to MSN launch to ensure afdl will be open. Practice apch to Edwards AFB main base rwy, North Base rwy and lake bed rwy prohibited when twr clsd. Ctc NAS flt ops call 661–276–3213 exc for PPR. Non–NASA registered actf must ctc NASA to park on NASA ramp. South Base Rwy 07–25 CLOSED off SS–SR. Base south Rwy 07–25 is ltd to igt actf (12,500 lbs gross weight or less), no turbojets. Rwy 05L–23R daigl only ops. Cargo and px svc–(1) cargo actf rqr support must arrive prior to 0200Z. Cargo and px svc–(2) space A travel into Edwards AFB is not recommended due to ltd svc svs. Edwards AFB does not have a px terminal or base taxi for space A px. Prior transportation arrangements from the base are mandatory. No dining, lodging, or transportation svs within walking distance. Main gate is 6 miles away and nearest civ facilities (Lancaster, CA) are 35 miles away. Edwards AFB is unavbl as a prim or divert locations after public afdl hrs. Afdl hrs subject to change near fed hol, updates posted via NOTAM. Call Edwards AFB Base Ops for most current afdl hrs. CAUTION South base Rwy 07–25 has potential for hydropplaning dur and after rainfall events. Pilots use ctn when brkg dur wet rwy cond. Rwy 05L–23R and Rwy 05R–23L has potential for hydropplaning dur and after rainfall events. Pilots use ctn when brkg dur wet rwy cond. VFR initial flown 1500’ N of rwy cntrln due to steep straight in simulated flame out and shuttle apch to rwy. Pay careful attention to actf alignment on final to preclude inadvertent ldg on South base Rwy 25. Numerous unmarked/unlgtd obstacles surround arpt. Observer visibility rstd SW–North due bldg obstructing vision. Ocnl wx balloon launches 1.25 NM NW (aprx 290º) from twr. Use caution for UAS arr/dep from Rwy 05L–23R, south base Rwy 07–25, north base Rwy 06–24, the Rogers/Rosamond Lakebed Runway Complex and within R–2515. Ctc ATC for UAS flt act. BASH Phase II in effect 1 Mar–30 Apr and 15 Sep–15 Nov (see NOTAMS for specific dates). Rwy Cond Code (RwyCC) not rptd. Edwards AFB main base rwy, North Base rwy and lake bed rwy prohibited when twr clsd. Ctc NASA flt ops call 661–276–3213 exc for PPR. Non–NASA registered actf must ctc NASA to park on NASA ramp. South Base Rwy 07–25 CLOSED off SS–SR. Base south Rwy 07–25 is ltd to igt actf (12,500 lbs gross weight or less), no turbojets. Rwy 05L–23R daigl only ops. Cargo and px svc–(1) cargo actf rqr support must arrive prior to 0200Z. Cargo and px svc–(2) space A travel into Edwards AFB is not recommended due to ltd svc svs. Edwards AFB does not have a px terminal or base taxi for space A px. Prior transportation arrangements from the base are mandatory. No dining, lodging, or transportation svs within walking distance. Main gate is 6 miles away and nearest civ facilities (Lancaster, CA) are 35 miles away. Edwards AFB is unavbl as a prim or divert locations after public afdl hrs. Afdl hrs subject to change near fed hol, updates posted via NOTAM. Call Edwards AFB Base Ops for most current afdl hrs. CAUTION South base Rwy 07–25 has potential for hydropplaning dur and after rainfall events. Pilots use ctn when brkg dur wet rwy cond. Rwy 05L–23R and Rwy 05R–23L has potential for hydropplaning dur and after rainfall events. Pilots use ctn when brkg dur wet rwy cond. VFR initial flown 1500’ N of rwy cntrln due to steep straight in simulated flame out and shuttle apch to rwy. Pay careful attention to actf alignment on final to preclude inadvertent ldg on South base Rwy 25. Numerous unmarked/unlgtd obst surround arpt. Observer visibility rstd SW–North due bldg obstructing vision. Ocnl wx balloon launches 1.25 NM NW (aprx 290º) from twr. Use caution for UAS arr/dep from Rwy 05L–23R, south base Rwy 07–25, north base Rwy 06–24, the Rogers/Rosamond Lakebed Runway Complex and within R–2515. Ctc ATC for UAS flt act. BASH Phase II in effect 1 Mar–30 Apr and 15 Sep–15 Nov (see NOTAMS for specific dates). Rwy Cond Code (RwyCC) not rptd. Edwards AFB (EDW) HS 1 pilots use caution for vehicle tclt not under twr ctlt at convergence of Twy C, Twy E, and Twy F. MISS Tran actf may exp IFR separation delays entering R–2508 Complex. Tran actf exp extv refuel delays. Non–participating actf may exp significant delays while use airspace is sanitized to allow for transit under IFR, non–participating actf plan to ARR/DEP 0200–0600Z, 1400–1700Z, and 1900–2100Z. Advanced coord and apvl rqr outside abv times. Actf with DV inbd ctc PTD 40 NM out. No COMSEC avbl, aircrew ltd to own resources on arrival or in case of extensive delay. UHF equipped actf must UHF (not VFH) in pattern. No RVR capabilities. Cargo actf rqr support must arrive prior to 0200Z. No space A px support avbl. Base ops DSN 527–2222/3197; C661–277–2222/3197; fax DSN 527–5544/8787, C661–277–5544/8787. CSTMS/AG/IMG Edwards AFB may not be used as an AOE. No CSTMS or Ag inspections avbl.

AIRPORT MANAGER: 661–277–3808

COMMUNICATIONS: CTAF 120.7 (UHF318.1) ATIS 127.425 269.9 (1400–0600Z) PTD

OSHA JOSHD APP/DEP CON 133.65

TOWER 120.7 318.1 353.6 (Mon–Fri 1400–0600Z, Sat 1400–2000Z, clsd Sun and hol)

COMD POST (CONFORM) 304.0 PMSV METRO 342.4 (Full svc Mon–Fri 1300–0600Z, Sat 1200–0200Z, Sun 1600–0000Z clsd hol) NASA 135.825 373.15

CONTINUED ON NEXT PAGE

SW, 14 JUL 2022 to 8 SEP 2022
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1400–0600Z‡ Mon–Fri, 1400–2200Z‡ Sat, csld Sun and hol; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

(T) (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 I–EDW Rwy 23L. Class ID.


EL CENTRO NAF (VRACIU FLD) (NJK)(KNJK) NAF 6 NW UTC–7DT N32º49.60´ W115º40.11´ –42 B NOTAM FILE NJK Not insp.

RADIO AIDS TO NAVIGATION:

IMPERIAL (H) (H) VORTAC 115.9 IRL Chan 106 N32º44.93´ W115º30.51´ 286º 9.3 NM to fld. 18/14E.

L) TACAN Chan 47 NJK (111.0) N32º49.91´ W115º40.87´ at fld. –49/11E. NOTAM FILE SAN.unmonitored when arpt csld.

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 4.5° TCH 70’. Thld dsplcd 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 inof 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 118.75  626–444–1107

UNICOM 122.95

® SOCIAL APP/DEP CON 125.5 (SW–NORTH)

TOWER 121.2  (1600–0400Z‡) GND CON 125.9

AIRSPACE: CLASS D svc 1600–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

POMONA  (L)  (L) VORTACW 110.4  POM Chan 41  N34°04.70′ W117°47.22′  257º 12.4 NM to 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′

PARADISE  (H)  (H) VORTACW 112.2  PDZ Chan 59  N33°55.10′ W117°31.80′  277º 27.1 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′

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 ctrl svc on 125.5; other hrs dep ctrl on 121.2.

EL NIDO

N37°13.17′ W120°24.01′ NOTAM FILE MCE.

(L) (L) VOR/DME 114.2  HYP Chan 89  291º 6.7 NM to Merced Rgnl/Macready Fld. 184/15E.
EL TORO  N33°40.56´ W117°43.87´  NOTAM FILE RAL.
(T) VOR/DME 117.2  ELB Chan 119  256º 6.9 NM to John Wayne/Orange Co. 338/14E.
VOR unusable:
  005º–070º byd 16 NM
  105º–150º byd 15 NM
  305º–325º byd 10 NM
DME unusable:
  021º–070º byd 10 NM
  105º–150º byd 15 NM
  340º–020º byd 16 NM

ELK HILLS–BUTTONWILLOW  (See BUTTONWILLOW on page 109)

ELLS FLD/WILLITS MUNI  (See WILLITS on page 262)

EMIGRANT GAP
BLUE CANYON – NYACK  (BLU)(KBLU)  1 S  UTC–8(–7DT)  N39°16.50´ W120°42.59´
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: (707) 839-5402
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.
SQUAW VALLEY (VL) (DH) VORW/DME 113.2  SWR  Chan 79
N39°10.82´ W120°16.18´ 270º 21.3 NM to fld. 8850/16E.
VOR unusable:
  036º–048º byd 40 NM
  112º–124º byd 40 NM blo 14,000´
  112º–124º byd 53 NM

EUREKA
KNEELAND  (O19)  10 SE  UTC–8(–7DT)  N40°43.14´ W123°55.63´
2741  TPA—3541(800)  NOTAM FILE OAK
RWY 15–33: H2250X50 (ASPH)  S–13  0.5% up NW
RWY 15: Thld dsplcd 73´. Trees.
RWY 33: Thld dsplcd 74´. 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) AOE LRA NOTAM FILE OAK
RWY 12–30: H3011X75 (ASPH) S–19 MIRL
RWY 30: VASI/V2L—GA 4.0º TCH 26’. Rgt tfc.
SERVICE: 54 FUEL 100LL LGT ACTVT VASI Rwy 30; MIRL Rwy 12–30—CTAF. Rwy 30 VGS1 unusbl byd 6.5 NM due to trrn.
AIRPORT MANAGER: (707) 839-5402
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOT.
FORTUNA (L) VORTACW 114.0 FOT Chan 87 N40°40.28’ W124°14.07’ 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 (033) 2 W UTC–8(–7DT) N40°46.85’ W124°12.74’
20 TPA—820(800) LRA NOTAM FILE OAK
RWY 16–34: H7200X60 (ASPH) S–10 0.4% up N
RWY 16: Rgt tfc.
AIRPORT MANAGER: 707-441-4374
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

FALL RIVER MILLS (089) 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 Rwy 02–20—CTAF.
AIRPORT MANAGER: 530-225-3834
WEATHER DATA SOURCES: AWOS–2 123.9 (530) 336–6788.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (RANCHO MURIETA RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.
REDWOOD (T) VOR/DME 108.4 RDD Chan 21 N40°30.27’ W122°17.50’ 034º 49.7 NM to fld. 496/18E.
FALLBROOK COMMUNITY AIRPARK (L18) 2 S UTC–(7DT) N33°21.25’ W117°15.05’

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 20’.

Rwy 36: Rgt ttc.

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. Orcl coyote on or invovf rwy and twy. Military base southwest, freq military helicopters inv of arpt. AP administration bldg east side of rwy; fueling area west of arpt. No safety area avbl due to abrupt drop–off each end of rwy. Conc helicopter pad CLOSED to unauthorized acft.

Rotorcraft fuel unavbl. Rcmd hel tfc pat apch and dep at 492 ft AGL to and from east at 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 arpt.

Airport Manager: 760-723-8395

Weather Data Sources: AWOS–3P 118.425 (760) 723–6073.

Communications: CTAF 123.05

Social 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) VOR TAC 115.3 OCN Chan 100 N33°14.44’ W117°25.06’ 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

POSO–KERN CO (L73) 4 E UTC–(7DT) N35°35.78’ W119°07.70’

635 TPA—1435(800) NOTAM File RIU
Rwy 16–34: H3000X60 (ASPH) S–6
Rwy 16: Thld dsplcd 210’. Trees.


Airport Manager: 661) 391-1824

Clearance Delivery Phone: For CD ctc Los Angeles ARTCC at 661-575-2079.

Radio Aids to Navigation: NOTAM File BFL.

Shafer (H) VORTAC 115.4 EHF Chan 101 N35°29.07’ W119°05.84’ 333º 6.9 NM to fld. 549/14E.
FELLOWS  N35°05.59´ W119°51.93´  NOTAM FILE RIU.

(VL) (L) VOR/DME  117.5  FLW  Chan 122  120° 12.8 NM to New Cuyama. 3870/16E.

VOR unusable:
029°–040° byd 40 NM
030°–070° byd 25 NM blo 8,500´
050°–059° byd 40 NM
060°–070° byd 40 NM blo 10,000´
060°–070° byd 49 NM
072°–088° byd 40 NM blo 12,500´
072°–088° byd 55 NM
094°–120° byd 40 NM
133°–210° byd 40 NM
145°–215° byd 25 NM blo 9,500´
215°–219° byd 40 NM
356°–360° byd 40 NM

RCO  122.1R 117.5T (RANCHO MURIETA RADIO)

FILLMORE  N34°21.40´ W118°52.88´  NOTAM FILE HHR.

(L) (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´

TACAN DME unusable:
265°–275° byd 15 NM
280°–315° byd 20 NM blo 11,000´
280°–315° byd 31 NM blo 14,000´
315°–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.

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

PANOCHE 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.

PANOCHE (L) (L) VORTAC  112.6  PXN  Chan 73  N36°42.93´  W120°46.72´  044º 17.4 NM to fld. 2060/16E.

VOR unusable:
230°–280° byd 7NM blo 9,000´

FLABOB (See RIVERSIDE(RUBIDOUCX) on page 212)

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.

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 tcf.
RWY 34: Thld dsplcd 200′.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 16–34—CTAF.
AIRPORT MANAGER: 530-842-8297
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) (L) VOR/DME 109.6 FJS Chan 33 N41°26.98′ W122°48.39′
W122°48.39′ 322° 6.8 NM to fld. 4900/19E.
VOR unusable:
080°–135° byd 19 NM
080°–135° byd 9 NM blo 13,000′
190°–300° byd 19 NM
200°–300° byd 8 NM blo 14,000′
DME unusable:
190°–275° byd 19 NM blo 16,000′
COMM/NAV/WEATHER REMARKS: Unicom ops not continuous, located in pilot lounge.

FORT JONES N41°26.98′ W122°48.39′ NOTAM FILE RIU.
(L) (L) VOR/DME 109.6 FJS Chan 33 322° 6.8 NM to Scott Valley. 4900/19E.
VOR unusable:
080°–135° byd 19 NM
080°–135° byd 9 NM blo 13,000′
190°–300° byd 19 NM
200°–300° byd 8 NM blo 14,000′
DME unusable:
190°–275° byd 19 NM blo 16,000′
RCO 122.2 (RANCHO MURIETA RADIO)

FORTUNA

ROHNerville (FOT)(KFOT) 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 tcf.
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) (L) VORTAC 114.0 FOT Chan 87 N40°40.28′ W124°14.07′ 127° 8.4 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′
FORTUNA  N40°40.28′ W124°14.07′  NOTAM FILE FOT.  
(L) (L) VORTAC W 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°–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′  

FRANKLIN FLD  (F72)  4 SE UTC–8(–7DT)  N38°18.24′ W121°25.76′  
23  NOTAM FILE RIU  
RWY 18–36: H3123X60 (ASPH) S–30  
RWY 36: Rgt tfc.  
RWY 09–27: H3031X60 (ASPH) S–30  
RWY 09: 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) (H) VORTAC W 115.2  SAC  Chan 99  N38°26.62′ W121°33.10′ 128° 10.2 NM to fld. 3/17E.  

FRAZIER LAKE AIRPARK  (See HOLLISTER on page 153)  

FRENCH VALLEY  (See MURRIETA/TEMECULA on page 183)
FRESNO

FRESNO CHANDLER EXEC (FCH)(KFCH) 2 W UTC–B(–7DT) N36º43.93 ´ W119º49.22´

280 B TPA—See Remarks NOTAM FILE FCH

RWY 12–30: H3627X75 (ASPH) S–17 MIRL


RWY 30: REIL. PAPI(P4R)—GA 3.0º 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 invof arpt. Rwy 30 calm wind rwy 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 RIU.

FRIANT (L) VORTAC 115.6 FRA Chan 103 N37º06.27 ´ W119º35.73´ 189º 24.8 NM to fld. 2380/17E.

SW, 14 JUL 2022 to 8 SEP 2022
FRESNO YOSEMITE INTL (FAT)(KFAT) (P) (ANG ARNG)  5 NE UTC-8(-7DT) N36º46.59’
W119º43.13’
336  B  TPA—See Remarks  AOE  LRA  Class I, ARFF  Index C  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 29R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 76’. RVR–TMR Thld
dspcd 312’. Road. Rgt tfc.
RWY 11R–29L: H8008X150 (ASPH–GRVD)  S–70, D–170, 2S–175,
2D–250  PCN  44  F/A/X/T  HIRL  CL
RWY 11R: REIL. Rgt tfc.
RWY 29L: PAPI(P4L)—GA 3.0º TCH 50’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 11L: TORA–9539  TODA–9539  ASDA–9279  LDA–9279
RWY 29L: TORA–8008  TODA–8008  ASDA–8008  LDA–8008
RWY 29R: TORA–9539  TODA–9539  ASDA–9539  LDA–9227

ARRANGING GEAR/SYSTEM
RWY 11L BAK–14 BAK–12(B) (1500’)
BAK–14 BAK–12(B) (1310’) RWY 29R

SERVICE: S4  FUEL  100, JET A, A++, OX 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 C559–251–1555, fee $100 per hr, 1 hr PN rqr.) (NC–100) FLUID SP PRESAIR OIL O–133–148 SOAP

NOISE: Fresno Yosemite Intl is noise sensitive, NS ABTMT 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, twr 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. Lgd 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 actf using Rwy 29R rgt hand break and tfc pat. RVR avbl ANG Ops during normal duty hr DS
839–5194. Ltd tran svc. For briefing call ANG Ops. PPR avbl ANG Ops dur normal duty hr DS 839–5194. Advise ANG
Ops when arriving and departing. Copter expect refuel delay. No copter opr on ANG ramp. Afld 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 DSN 686–5540/5545, C559–347–5540/5545. Aviation intermediate maintenance ltc depot opr 1530–2400Z‡
Mon–Fri exc holidays, phone DSN 686–5115/5506.

AIRPORT MANAGER: 559-621-4600

WEATHER DATA SOURCES: ASOS (559) 255–3413

COMMUNICATIONS: ATIS 121.35 UNICOM 122.95
APP/DEP CON 132.35 (091º–239º) 119.6 (240º–090º) 118.5 (S/SE VISALIA AREA) 268.7 323.25 351.95
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) (L) VORTACW 115.6  FRA  Chan 103  N37º06.27’ W119º35.73’  180º 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)  N36º50.41´ W119º52.16´  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 cntrln.
AIRPORT MANAGER:  559-436-2015
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Fresno Apch at 559-487-5405.
RADAR AIDS TO NAVIGATION:  NOTAM FILE RIU.
FRIANT  (L) (L) VORTACW  115.6  FRA  Chan 103  N37º06.27´ W119º35.73´  203º 20.6 NM to fld. 2380/17E.

FRIANT  N37º06.27´ W119º35.73´  NOTAM FILE RIU.
(L) (L) VORTACW  115.6  FRA  Chan 103  180º 20.5 NM to Fresno Yosemite Intl. 2380/17E.
RCO  122.5 (OAKLAND RADIO)

FULLERTON MUNI  (FUL)(KFUL)  3 W  UTC–8(–7DT)  N33º52.32´ W117º58.79´
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´.
  RWY 24:  RLLS. REIL. PAPI(P4L)—GA 4.0º TCH 33´. Thld dsplcd 253´.
Railroad. Rgt tfc.
SERVICE:  S4 FUEL 100LL, JET A  OX 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; twy 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 blo 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.
RADAR AIDS TO NAVIGATION:  NOTAM FILE SLI.
SEAL BEACH  (L) (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 blo 4,000´
TACAN AZIMUTH unusable:  125º–195º byd 20 NM blo 5,000´
DME unusable:  125º–195º byd 20 NM blo 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 127)

GANSNER FLR  (See QUINCY on page 205)
GARBerville (O16) 2 SW UTC–8(–7DT) N40°05.13’ W123°48.85’
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–2 133.0 (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: NOTAM FILE FOT.
FORTUNA (L) (L) VORTACW 114.0 FOT Chan 87 N40°40.28’
   W124º14.07’ 132º 40.1 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’

GAQuET
WARD FLD (O09) 1 W UTC–8(–7DT) N41°50.74’ W123°59.09’
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 (N34°31.88’ W120°05.47’) NOTAM FILE HHR.
(L) (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 blo 8,500’
   360º–095º byd 20 NM blo 12,500’

GeORGETOWN (E36) 2 NW UTC–8(–7DT) N38°55.27’ W120°51.89’
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 1600–0100‡. 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 225)

GNROSS FLD (See NOVATO on page 187)

GOFFS N35°07.87´ W115°10.59´ NOTAM FILE RAL.

VOR unusable:
035°–045° byd 5 NM blo 17,500´
200°–235° byd 30 NM blo 8,700´
235°–260° byd 25 NM blo 7,400´
260°–290° byd 25 NM blo 8,000´
290°–320° byd 20 NM blo 12,000´
320°–010° byd 30 NM blo 8,500´

DME unusable:
200°–235° byd 30 NM blo 8,700´
235°–260° byd 25 NM blo 7,400´
260°–290° byd 25 NM blo 8,000´
290°–320° byd 20 NM blo 9,500´
320°–010° byd 30 NM blo 8,500´

TACAN AZIMUTH unusable:
200°–235° byd 30 NM blo 8,700´
235°–260° byd 25 NM blo 7,400´
260°–290° byd 25 NM blo 8,000´
290°–320° byd 20 NM blo 12,000´
320°–010° byd 30 NM blo 8,500´

RCO 122.05R 114.4T (RIVERSIDE RADIO)

GORMAN N34°48.24´ W118°51.68´ NOTAM FILE RIIU.

VORTAC unusable:
190°–220° byd 27 NM blo 9,500´
220°–255° byd 10 NM
220°–255° byd 8 NM blo 13,000´
255°–280° byd 20 NM blo 10,500´
280°–300° 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) N39º13.44´ W121º00.15´

RWY 07–25: H4657X75 (ASPH) S–30 MIRL 1.9% up E
RWY 07: VASI(V4L)—GA 3.0º TCH 40´. Trees.

SERVICES: S4 FUEL 100LL, JET A OK 1, 2 LGT ACTVT VASI Rwy 07; MIRL Rwy 07–25—CTAF.
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.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
MARYSVILLE (T) (T) VOR/DME 110.8 MYV Chan 45 N39º05.92´ W121º34.38´ 058º 27.7 NM to fld. 62/16E.

GRAVELLY VALLEY (See UPPER LAKE on page 255)
GROVELAND

PINE MOUNTAIN LAKE  (E45)  3 NE UTC–8(–7DT)  N37º51.70´ W120º10.71´

2933  B  NOTAM FILE RIU
RWY 09–27: H3624X50 (ASPH)  S–12  MIRL  1.1% up SE
RWY 09: VASI(V2L)—GA 4.5º TCH 21´. Trees.

SERVICE:  FUEL  100LL  LGT PAPI Rwy 27 unusable byd 7º left and right of centerline. ACTIVATE MIRL Rwy 09–27—CTAF.


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:

MODESTO (H) (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  N34º57.14´ W120º31.29´  NOTAM FILE HHR.

(L) VOR 113.05  GLJ  119º 4.4 NM to Santa Maria Pub/Capt G Allan Hancock Fld. 138/16E.

RCO 122.1R 113.1T (HAWTHORNE RADIO)

GUALALA

OCEAN RIDGE  (E55)  3 N UTC–8(–7DT)  N38º48.10´ W123º31.84´

940  NOTAM FILE OAK
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.

HAIGH FLD (See ORLAND on page 191)

SAN FRANCISCO

L–38

SW, 14 JUL 2022 to 8 SEP 2022
HALF MOON BAY (HAF)(KHAF) 5 NW UTC–8(–7DT) N37°30.81’ W122°30.07’

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: 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–065º 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–065º 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’

HANFORD MUNI (HJO)(KHJO) 1 SE UTC–8(–7DT) N36°19.00’ W119°37.66’

240 B NOTAM FILE HJO

RWY 14–32: H5179X75 (ASPH) S–30, D–45 MIRL

RWY 14: PAPI(PAR)—GA 4.0° TCH 33’. Road.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 25’. Rgt tfc.

SERVICE: S2 FUEL 100LL LOT PAPI Rwy 32 unusable byd 2 NM. After dark ACTVT REIL Rwy 32; MIRL Rwy 14–32 —CTAF.


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 PTV.

TULE (L) VOR/DME 116.25 TTE Chan 109(Y) N35º54.78’ W119º01.25’ 294º 38.1 NM to fld. 580/16E.

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’

DME unusable:
044º–065º byd 38 NM

HANGTOWN N38º43.48’ W120º44.96’ NOTAM FILE RIU.

(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: 530-842-8297

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) (L) VORTAC

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 120)

HAWTHORNE

JACK NORTHRP FLD/HAWTHORNE MUNI (HHR)(KHHR) 1 E UTC–8(–7DT) N33°55.37´

W118º20.11´

66 B TPA—See Remarks NOTAM FILE HHR

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: 84 FUEL 100LL, JET A IX 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 tfkos are rqstd to be airborne by D twy. Hover work ltd to N twy btw 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 121.1 ATIS 118.4 310–675–7945

SOCAL APP CON 124.3 (146°–245° HHR) 124.9 (069°–145° LAX) 125.2 (246°–342° LAX) 128.5 (343°–068°)

TOWER 121.1 (1400–0600Z‡) GND CON 125.1

SOCAL DEP CON 124.3

CLEARANCE DELIVERY PHONE: For CD when ATCT ctc ctc SoCal Apch at 800-448-3724.

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

CONTINUED ON NEXT PAGE
CALIFORNIA
CONTINUED FROM PRECEDING PAGE

VOR TEST FACILITY (VOT) 113.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

LOS ANGELES (H) (H) VORTACW 113.6 LAX Chan 83 N33º55.99´ W118º25.92´ 082º 4.9 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´

LOC 109.1 I–HHR Rwy 25. LOC unusable byd 15º right of course; byd 20º left of course; wi 0.8 NM inbd.
Unmonitored when ATCT clsd.

HAYFORK (F62) 1 S UTC–8(–7DT) N40º32.82´ W123º10.78´ 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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE FOT.

FORTUNA (L) (L) VORTACW 114.0 FOT Chan 87 N40º40.28´ W124º14.07´ 079º 48.8 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´
HAYWARD EXEC (HWD)(KHWD)  2 W UTC–8(–7DT)  N37°39.54′ W122°07.30′
52  B  TPA—See Remarks  NOTAM FILE HWD
  MIRL  0.4% up E
  RWY 10R:  REIL, VASI(V4R)—GA 3.0° TCH 25’. Thld dsplcd 816’.
           Tree. Rgt tfc.
  RWY 28L:  REIL, VASI(V4L)—GA 4.0° TCH 35’. Thld dsplcd 676’.
  RWY 10L–28R:  H3107X75 (ASPH)  S–13  MIRL  0.3% up SE
  RWY 10L:  PAPI(P4L)—GA 3.0° TCH 29’. Tree.
  RWY 28R:  PAPI(P4L)—GA 3.0° 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. 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 100’. Twy
          Z1 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  122.8
                   ATIS  126.7 510–786–3988
                   UNICOM  121.4 124.4
                   TOWER  120.2 118.9 (1500–0500Z‡)
                   GND CON  121.4 123.5 124.4
                   CLNC DEL  128.05
                   NORCAL APP CON  124.4 125.35 134.5
                   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:
          NOTAM FILE OAK.
          OAKLAND  (H) (H) VOR/DME  116.8  OAK  Chan 115
          Chan 115  N37°43.56′ W122°13.42′  113° 6.3 NM to fld.
          LOCALIZER DME unusable:
          340°–040° byd 30 NM blo 8,000’
          LOC/DME 111.5 1–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)  N38°39.17′ W122°53.92′
280  NOTAM FILE OAK
RWY 13–31:  H2652X60 (ASPH)  S–12.5  MIRL  0.9% up NW
  RWY 13:  PAPI(P4L)—GA 4.0° TCH 40’. Road. Rgt tfc.
  RWY 31:  PAPI(P4L)—GA 4.0° 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/AUNICOM  122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Oakland ARTCC at 510-745-3380.

SW, 14 JUL 2022 to 8 SEP 2022
<table>
<thead>
<tr>
<th>Azimuth Range</th>
<th>Blooming Distance</th>
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<tbody>
<tr>
<td>020°–039°</td>
<td>15 NM blo 10,000'</td>
</tr>
<tr>
<td>040°–055°</td>
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<tr>
<td>055°–090°</td>
<td>25 NM blo 9,000'</td>
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<td>090°–200°</td>
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<td>200°–231°</td>
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<td>200°–231°</td>
<td>32 NM blo 12,000'</td>
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<td>231°–240°</td>
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<td>240°–270°</td>
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<td>270°–290°</td>
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<td>300°–349°</td>
<td>15 NM blo 10,000'</td>
</tr>
<tr>
<td>350°–019°</td>
<td>20 NM blo 10,000'</td>
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**TACAN AZIMUTH unusable:**

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<td>300°–349°</td>
<td>15 NM blo 14,000'</td>
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<td>15 NM blo 10,000'</td>
</tr>
<tr>
<td>350°–019°</td>
<td>20 NM blo 10,000'</td>
</tr>
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**DME unusable:**

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<th>Azimuth Range</th>
<th>Blooming Distance</th>
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<tbody>
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</tr>
<tr>
<td>350°–019°</td>
<td>20 NM blo 10,000'</td>
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</table>

**RCO 122.1R 112.7T (RIVERSIDE RADIO)**
HEMET–RYAN  (HMT)(KHMT)  3 SW  UTC—8(–7DT)  N33º44.04´ W117º01.34´
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  LGT ACTIVATE MIRL Rwy 05–23 and
taxiway lights—CTAF.
AIRPORT REMARKS: Attended dalgt hrs. Watch for United States Forest
Service fire fighting acft. Air tanker activity May–Nov. Forest Service fire
fighting acft frequently fly the conventional rectangular pat with four 90º
clearing turns entering the down wind leg abeam midpoint of rwy. All
powered acft 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) (H) VORTACW 112.2  PDZ  Chan 59  N33º55.10´ W117º31.80´
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´
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´
HERLONG (H37)  2 W  UTC–8(–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 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) (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–8(–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 dspclcd 300´. Tre. Rgt tlc.
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 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE (H) (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´
HOLLISTER

FRAZIER LAKE AIRPARK (IC9) 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 tcf.

SERVICE: LGT ACTIVATE REIL Rwy 23; LIRL Rwy 05–23—CTAF. Rwy 23 REIL opr consistently during daylt hours. During ngt 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 dalgt 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 123.05

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-3748.

WATERWAY 05W–23W: 3000X60 (WATER)

WATERWAY 05W: P-line.

WATERWAY 23W: Rgt tcf.

SEAPLANE REMARKS: Typical water depth 2.5´. Water depth noted as shallow as 1.5´ deep. Not marked. Ramp & dock facilities avbl.

HOLLISTER MUNI (CVH)(KCVH) 3 N UTC–8(–7DT) N36°53.60´ W121°24.62´

231 B TPA—See Remaks 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 flt 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) (H) VORTACW 117.3 SNS Chan 120 N36º39.83´ W121º36.19´ 017º 16.6 NM to fld. 80/17E.

VOR portion unusable:

010º–016º byd 22 NM blo 7,000´

016º–080º byd 22 NM blo 8,000´

080º–150º 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
HOLTVILLE  (L04)  5 NE  UTC–8(–7DT)  N32°50.70′ W115°16.11′
59  TPA—859(800)  NOTAM FILE SAN
RWY 08–26: H6000X150 (CONC) S–30, D–50
AIRPORT REMARKS: Unattended. Arpt CLOSED indefinitely. Arpt clsd to
civilian use. Rwy 08–26 clsd indefly. 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: 442-265-3221
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) (H) VORTAC 115.9 IPL Chan 106  N32°44.93′
W115°30.51′ 051° 13.4 NM to fld. –18/14E.

HOMELAND  N33°46.58′ W117°11.12′ NOTAM FILE RAL.
(l) VORW 112.05 HDF 316° 7.3 NM to March Arb. 1416/14E.
VOR unusable:
000°–040° byd 20 NM bld 12,000′
000°–040° byd 30 NM bld 15,500′
170°–250° byd 10 NM

HOOPA  (O21)  1 SE  UTC–8(–7DT)  N41°02.49′ W123°40.07′
356  TPA—1156(800)  NOTAM FILE OAK
RWY 14–32: H2325X50 (ASPH) S–10
AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Wind indicator obscured by trees.
AIRPORT MANAGER: (707) 601-8035
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle ARTCC at 253-351-3694.

HUNTER LIGGETT  (See TUSI AHP (HUNTER LIGGETT) on page 251)

HYAMPOM  (H47)  1 NW  UTC–8(–7DT)  N40°37.54′ W123°28.11′
1277  TPA—2077(800)  NOTAM FILE OAK
RWY 14–32: H2980X60 (ASPH) S–12  0.3% up SE
RWY 14: Rgt tfc.
RWY 32: Thld dsplcd 725’. Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED nights except for emerg medical use. High terrain all quadrants. Intermittently
cld winters due to snow. Ctc county transportation office for information 530–623–1365. NSTD MIRL for emerg medical
use only. Rwy 14–32 lgts for private use only public use not authorized.
AIRPORT MANAGER: 530-623-1365
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
CALIFORNIA

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 1600–0600Z (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.


MISC Rwy 08–26 avbl for day and night copter use only (night and SVFR use at pilots own risk).

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: ATIS

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

(L) TACAN Chan 29 NRS (109.2) N32°33.85´ W117°06.81´ at fld. opr only dur fld opr hr TACAN AZIMUTH unusable: 225º–230º DME unusable: 225º–230º

SW, 14 JUL 2022 to 8 SEP 2022

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 115.9T (SAN DIEGO RADIO)
RCO 122.5 (SAN DIEGO RADIO)
® L.A. CENTER APP/DEP CON 128.6
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 IPL.
(R) (H) VORTAC 115.9 IPL Chan 106 N32°44.93’ W115°30.51’ 311° 6.2 NM to fld. –18/14E.

INDEPENDENCE (207) 1 N UTC–8(–7DT) N36°48.98’ W118°12.30’
3908 TPA—4708(800) NOTAM FILE RAL
RWY 14–32: H3533X60 (ASPH) S–20 MIRL
RWY 14: Fence.
RWY 05–23: 1498X30 (DIRT) 1.9% up SW
RWY 05: Road.
RWY 23: Fence.
SERVICE: LGT ACTIVATE MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS: Unattended. Rwy 05–23 clsd for public use. Rwy 05–23 unsafe for acft. Rwy 05–23 rstd can be used only during extreme crosswind conditions. Tfc pat indicators for Rwy 14–32 only. Rwy 05–23 marked with an R on each end, no numbers or centerline markings. Rwy 05–23 undulating uneven dirt sfc. Brush in sporadic locations on rwy.
AIRPORT MANAGER: 760-872-2971
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) (T) VOR/DME 109.6 BIH Chan 33 N37º22.62´ W118º21.99´ 152° 34.5 NM to fld. 4117/15E.
VOR/DME unusable: 360°–105° byd 18 NM

INYOKERN (IYK)(KIYK) 1 NW UTC–8(–7DT) N35°39.52´ W117º49.77´
2457 B NOTAM FILE IYK
RWY 15–33: H7100X75 (ASPH) S–24 PCN 7 F/C/Y/U MIRL
RWY 15: 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
RWY 02: 0.4% up S
RWY 02: PAPI(P2L)—GA 3.3º TCH 40˚.
RWY 10–28: H4150X75 (ASPH) S–24 PCN 7 F/C/Y/U MIRL
RWY 10: 1.0% up W
RWY 28: Thld dsplcd 103˚.
SERVICE: S2 FUEL 100LL, JET A LIT 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.
AIRPORT MANAGER: 760-377-5844
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) (T) VORTAC 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 blo 7,900˚
DME unusable: 107º–158º byd 19 NM
VOR unusable: 098º–158º byd 19 NM blo 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 125)
JACK NORTHROP FLD/HAWTHORNE MUNI (See HAWTHORNE on page 147)

JACKSON

WESTOVER FLD AMADOR CO (JQ)(KJQ) 2 NW UTC–8(–7DT) N38°22.61′ W120°47.63′
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 5º 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
WEATHER DATA SOURCES: AWOS–3 121.125 (209) 257–1292.
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) (H) VOR/W/DME 114.8 LIN Chan 95 N38°04.47′ 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 194)

JACUMBA (L78) 1 E UTC–8(–7DT) N32°36.95′ W116º35.16′
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 involv arpt, sfc to 18,000′ MSL. Ocnl wildlife on and involv 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 177)

JOHN WAYNE/ORANGE CO (See SANTA ANA on page 232)

JULIAN (L) (L) VORTACW N33°08.43′ W116°35.16′ NOTAM FILE SAN.
(L) VORTACW 114.0 JLI Chan 87 047º 15.1 NM to Borrego Valley. 5560/15E.
RCO 122.6 (SAN DIEGO RADIO)

KEARN N39°16.56′ W123°14.44′ NOTAM FILE UKI.
NDB (MHW/LOM) 371 UK 873/17E. SHUTDOWN.
NDB unusable: 250º–275º byd 6 NM bjo 7,000′

KERN VALLEY (See KERNVILLE on page 158)

SW, 14 JUL 2022 to 8 SEP 2022
KERNVILLE

**KERN VALLEY (L05)** 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 opns. 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) (H) VORTACW** 115.4 EHF Chan 101 N35°29.07´ W117°05.84´ 052º 36.2 NM tofld 549/14E.

KING CITY

**MESA DEL REY (KIC)(KKIC) 1 NE UTC–8(–7DT) N36°13.71´ W121°07.28´**

- 374  B TPA—1174K(800)  NOTAM FILE OAK
- RWY 11–29: H4479X100 (ASPH) S–12 MIRL
- RWY 11: Berm.
- RWY 29: REIL. PAP(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) (L) VORTACW** 114.0 BSR Chan 87 N36°10.88´ W121°38.53´ 067º 25.4 NM tofld 4080/16E.

DME portion unusable: 320º–085º byd 35 NM blo 9,000´

KINGDON AIRPARK (See LODI on page 163)

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 28: 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.

KNEELAND (See EUREKA on page 134)
LA VERNE

BRACKETT FLD  (POC)(KPOC)  1 SW  UTC–8(–7DT)  N34º05.50´ W117º46.91´

1014  B  NOTAM FILE POC  MON Airport

RWY 08R–26L:  H4B40X75 (ASPH)  S–26  MIRL  0.9% up E

RWY 08L:  REIL, PAPI(P4L)—GA 3.76º TCH 34’. Hill. Rgt tfc.

RWY 26L:  REIL, PAPI(P4L)—GA 3.76º TCH 18’. Thld dsplcd 689’. Road.

RWY 08L–26R:  H3661X75 (ASPH)  S–12.5  0.9% up E

RWY 08L:  Hill.

RWY 26R:  Rgt tfc.

SERVICE:  S4  FUEL  100LL, JET A

NOTAM FILE POC

ROADS:

LAVERNE

LAKE HUGHES

N34º40.98´ W118º34.62´  NOTAM FILE HHR.

(H) (H) VORTAC  114.35  LHS  Chan 90(Y)

VOR portion unusable:

335º–350º blo 10,000´

RCO 122.3 (HAWTHORNE RADIO)

LAKE OROVILLE LANDING AREA SPB  (See OROVILLE on page 191)

LAKE TAHOE  (See SOUTH LAKE TAHOE on page 240)

LAKEPORT

LAMPSON FLD  (102)  3 S  UTC–8(–7DT)  N39º59.44´ W122º54.04´

1380  B  TPA—2180(800)  NOTAM FILE OAK

RWY 10–28:  H3600X60 (ASPH)  S–30  MIRL  0.3% up NW

RWY 10:  Trees.


SERVICE:  S4  FUEL  100LL, JET A

NOTAM FILE OAK

AIRPORT REMARKS:

Unattended.

AIRPORT MANAGER:  707-263-2341

WEATHER DATA SOURCES:  AWOS–3

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) (H) VORTAC  112.3  ENI  Chan 70

LAMPSON FLD  (See LAKEPORT on page 159)
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′. Rgt tfc.
RWY 24: REIL, PAPI(P4L)—GA 3.0º TCH 40′. Rgt tfc.

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

® JOSHUA APP/DEP CON 126.1

FOX TOWER 118.525 (1500–0500Z†) GND CON 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE PMD.
PALMDALE (H) (H) VORTACW 114.5 PMD Chan 92 N34°37.88′ W118°03.83′ 296º 30.1 NM to fld. 2908/15E. unmonitored when ATCT clsd.

VOR unusable:
010º–020º
110º–160º byd 35 NM bld 11,600′
160º–235º bld 30 NM bld 8,100′

TACAN AZIMUTH unusable:
110º–145º byd 20 NM bld 15,500′
145º–235º byd 20 NM bld 14,500′
345º–355º bld 35 NM

DME unusable:
120º–145º byd 20 NM bld 15,500′
145º–150º byd 20 NM bld 14,500′

Lee Vining (024) 1 E UTC–8(–7DT) N37°57.46′ W119°06.35′

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) (T) VOR/W/DME 109.6 BIH Chan 33 N37°22.62′ W118°21.99′ 300º 49.5 NM to fld. 4117/15E.

VOR/DME unusable:
360º–105º byd 18 NM

Los Angeles H–4l, L–3E, 4G, 7B

IAP, AD

Los Angeles H–4l, L–3E, 4G, 7B

IAP, AD

SW, 14 JUL 2022 to 8 SEP 2022
LEMOORE NAS (REEVES FLD) (NLC)(KNLC) NAS 7 W UTC–8(–7DT) N36º19.99´ W119º57.13´ SAN FRANCISCO H–4H, L–3C

Rwy 14L–32R: H13502X200 (CONC) PCN 51 R/C/W/T HIRL
Rwy 14: OLS. REIL.
Rwy 32: OLS. REIL.
Rwy 14R–32L: H13501X200 (CONC) PCN 56 R/C/W/T HIRL CL
Rwy 14: OLS. REIL.
Rwy 32: ALSF2. OLS. WAVE-OFF. REIL.

ARRESTING GEAR/SYSTEM

Rwy 14L HOOK E28(B) (1849) HOOK E28(B) (1756) HOOK E28(B) (3495)
Rwy 32R

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.

WEATHER DATA SOURCES: AWOS–3 121.575 (559) 998–2336. AWOS–3 broadcast over nlc ATIS 121.575

COMMUNICATIONS: ATIS 121.575 327.15

® APP CON

REMARKS: Radar see Terminal FLIP for Radar Minima.


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: FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 15, MIRL Rwy 15–33, helipad perimeter lgts—CTAF. PAPI Rwy 15 and Rwy 33 turned on during dalgt hrs, after dark ACTIVATE—CTAF.


AIRPORT MANAGER: 916-645-3443

WEATHER DATA SOURCES: AWOS–3 124.25 (916) 645–0698.

COMMUNICATIONS: CTAF/UNICOM 123.0

® NORCAL APP/DEP CON

CLEARANCE DELIVERY PHONE: For CD ctc NoCal Apch at 916-361-6874.

RADIO AIDS TO NAVIGATION: NOTAM FILE MYV.
MARYSVILLE (T) (T) VOR/DME 110.8 MYV Chan 45 N39º05.92´ W121º34.38´ 122º 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 lgts. ACTIVATE perimeter lgts—CTAF.
LINDEN  N38°04.47’ W121°00.23’  NOTAM FILE RIU.
(H) (H) VOR/W/ DME  114.8  LIN  Chan 95  284° 14.7 NM to Lodii. 266/17E.
DME unusable: 191°–235°

LITTLE RIVER  (LLR)(KLLR)  3 SE  UTC–(–7DT)  N39°15.72’ W123°45.23’
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

LIVERMORE MUNI  (LVK)(KLVK)  3 W  UTC–(–7DT)  N37°41.60’ W121°49.22’
400  B NOTAM FILE LVK
RWY 07L–25R: H5253X100 (ASPH–GRVD)  S–45, D–90  HIIRL
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 tcf.
SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT When twr clsd ACTIVATE MALS. Rwy 25R;
tw lghts—118.1. HIIRL 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 lgt on low and medium int level on
downwind leg of tcf 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‡. Do not mistake parallel twy N of Rwy 25R–07L as rwy. Pls obs
"voluntary restraint from night flying 0600–1400Z‡ policy."
AIRPORT MANAGER: 925-960-8230
WEATHER DATA SOURCES: ASOS (925) 606–5412 LAWRS.
COMMUNICATIONS: CTAF/UNICOM 118.1 ATIS
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 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) (H) VOR/DME 116.8  OAK  Chan 115  N37°43.56’ W122°13.42’  079° 19.3 NM to fid. 13/17E.
DME unusable: 340°–040° byd 30 NM blo 8,000’
ILS/DME 110.5 I–LVK  Chan 42  Rwy 25R. Class IE.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.
LODI

KINGDON AIRPARK (O28) 4 SW UTC–8(–7DT) N38°05.50′ W121°21.56′

15 TPA—815(800) NOTAM FILE RIU

RYW 12–30: H3705X60 (ASPH) RWY LGTS(NSTD)

RYW 12: Thld dsplcd 295′. Fence.

RYW 30: TRC/TRL—GA 4.5º TCH 16′. Thld dsplcd 490′. Road.

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) VOR/DME 114.8 LIN Chan 95 N38°04.47′ W121°00.23′ 257º 16.9 NM to fld. 266/17E.

DME unusable: 191º–235º

LODI

(103) 4 N UTC–8(–7DT) N38°12.15′ W121°16.15′

60 B TPA—860(800) NOTAM FILE RIU

RYW 08–26: H3547X40 (ASPH) S–30 LIRL(NSTD)

RYW 08: Thld dsplcd 515′. Pole.

RYW 26: Thld dsplcd 388′. Pole. Rgt tlc.


RYW 12: Thld dsplcd 182′. Tree. Rgt tlc.

RYW 30: Thld dsplcd 102′. Tree.

SERVICE: F4 FUEL 100LL, JET A 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 REMARKS: Attended 1700Z‡–dusk. Parachute Jumping. Automated credit card fuel system 24 hrs a day. Rwy 12–30 pavement is in poor cond, with cracking, raveling, and edges that drop off more than three inches extdg over much of the sfc and sides.

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) VOR/DME 114.8 LIN Chan 95 N38°04.47′ W121°00.23′ 284º 14.7 NM to fld. 266/17E.

DME unusable: 191º–235º

LODI AIRPARK (L53) 3 SW UTC–8(–7DT) N38°05.05′ W121°18.98′

25 TPA—825(800) NOTAM FILE RIU

RYW 07–25: H1875X22 (ASPH)

RYW 07: Road.

RYW 25: Brush.


AIRPORT MANAGER: (209) 327-3311

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.
LOMPOC (LPC(KLPC)) 2 N UTC–8(–7DT) N34°39.94′ W120°28.05′
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 OX 1, 3 LGT ACTIVATE MIRL Rwy 07–25, VASI and REIL Rwy 25—CTAF.
AIRPORT MANAGER: 805-875-8268
WEATHER DATA SOURCES: AWOS–3 133.875 (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) (L) VORTACW 113.8 GVO Chan 85 N34°31.88′ W120°05.47′ 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 N34°28.10′ W120°40.85′/149
AWOS–3 121.975
LONE PINE/DEATH VALLEY (O26) 1 SE UTC–8(–7DT) N36°35.32′ W118°02.96′
3710 B TPA—4510(800) NOTAM FILE RAL
RWY 16–34: H3991X60 (ASPH) S–8 MIRL
RWY 16: Tree.
RWY 34: Fence. Rgt tcf.
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 inv of arpt. Helicopter tcf 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) (T) VOR/DME 109.6 BIH Chan 33 N37°22.62′ W118°21.99′ 147º 49.6 NM to fld. 4117/15E.
VOR/DME unusable: 360º–106º byd 18 NM
HELIPAD H1: H30X30 (ASPH)

SW, 14 JUL 2022 to 8 SEP 2022
**LONG BEACH (DAUGHERTY FLD)** (LGB) 3 NE UTC–8(–7DT)  N33º49.08’ W118º09.11’

<table>
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<tr>
<th>RWY</th>
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<th>Type</th>
<th>PCN</th>
<th>Remarks</th>
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<td>S–200, 2S–175, 2D–300</td>
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<tr>
<td>12</td>
<td>REIL, PAPI(P4L)–GA 3.0º TCH 70’, RVR–R Tld dsplcd 1350’, Fence, 0.4% down.</td>
<td></td>
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<tr>
<td>30</td>
<td>MALSR, TDZL, PAPI(P4L)–GA 3.0º TCH 73’, RVR–R Tld dsplcd 2000’, Tree, 0.3% up.</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**NOTAM FILE**

**LGB** MON Airport

**RWY 12–30:**
- RWY 12: REIL, PAPI(P4L)–GA 3.0º TCH 70’. RVR–R Tld dsplcd 1350’. Fence, 0.4% down.
- RWY 30: MALSR, TDZL, PAPI(P4L)–GA 3.0º TCH 73’. RVR–R Tld dsplcd 2000’. Tree, 0.3% up.

**RWY 08L–26R:**
- RWY 08L: 54 F/B/W/T MIRL
- RWY 08R: 54 F/A/X/T HIRL, 0.5% up W
- RWY 26L: 54 F/A/X/U HIRL

**RUNWAY DECLARED DISTANCE INFORMATION**

- RWY 08L: TORA–6192 TOTD–6192 ASDA–6192 LDA–4887
- RWY 08R: TORA–3918 TOTD–3918 ASDA–3918 LDA–3918
- RWY 26L: TORA–3918 TOTD–3918 ASDA–3918 LDA–5660

**SERVICE:**
- 100LL, JET A, 100кт, 150kt
- GT: 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 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, practic low apch, VFR practice missed apch only pmtd 1500–0300Z‡ wkdays and 1600–2300Z‡ wkends and hol on Rwys 08L–26R and 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 inv of arpt. Airships moored in inflf and opr inv of arpt. Rwy 07R lgtd twr 152’ AGL 2500’ West and 500’ South of rwy thld. 6’ lgtd chain link fence ltd ct 130’ South of cntrln of Twy F. Fence begins NW corner of twr and extends 400’ to West. Rwy 08R–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 30/40 and MD–11 379,000 lbs–1011 354,000 lbs. Max tkf weights DC–10 30/40 and MD–11 588,100 lbs, C–17 538,600 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 east of Rwy 30 unless specifically instructed to do so by ATC. All acft on downwind Rwy 08L 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
- CTAF 119.4 ATIS 127.75 562–595–8564 UNICOM 122.95
- SOCIAL APP CON 125.35
- TOWER 119.4 (Rwy 30 apch, Rwy 12 dep) 120.5 (Rwy 30 dep) (1415–0745Z‡)
- SOCIAL DEP CON 127.2
- GND CON 133.0 CLNC DEL 118.15

**CLEARANCE DELIVERY PHONE:** For CD when ATCT clsd 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) (L) VORTACW 115.7 SLI Chan 104 N33°47.00’ W118°03.29’ 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’

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 IE. Unmonitored when lgb ATCT closed.

HELIPAD H2: H20X20 (ASPH)
HELIPAD H3: H300X35 (ASPH)
HELIPAD H4: H20X20 (ASPH)
HELIPAD H5: H20X20 (ASPH)

HELIPORT REMARKS: Trng helipads H2, H3 and H4 lctd N of Rwy 12–30 midflow b/t Twys G and K. Trng helipad H5 lctd S of Rwy 12–30 b/t Twys D and J for hover work only. Helipad H2, H4 and H5 20 X 20 asph. Helipad H3 35 X 300 asph.

No running lds/ktos by helicopters with skid-type ldg gear on Rwy 08L–26R. Rolling lds/ktos with helicopters with wheel-type ldg gear are permitted.

LONNIE POOL FLD/WEAVERVILLE (See WEAVERVILLE on page 261)

LOS ALAMITOS AAF (SLI)(KSLL) ARNG (AR) 1 SE UTC–(–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–22L: H5901X150 (PEM) PCN 36 F/C/W/T MIRL

SERVICE: FUEL JET A1+, J8 LGT Rwy 04R–22L HIRL elev 1’ and lctd 5’ from edge of rwy.

MILITARY—JASU—1(TM3150CIII) 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 rcd 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 KLG 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 tsnt aircrew unavbl at afld mgmt ops; ctc base secur DSN 972–2100, C562–795–2100. Aircrews utilizing LAAAF must advise their dep to local FSS to incl KSLIYYXY as an addressee on the orig DD 175/DD 1801 flt plan and on any chg, delay, dep and cnl msg. All tran aircrews must rqr to afld ops. High vis events (VIP code 7 and abv) are rqr to notify afld ops 30 min prior to arr due to post HQ coord. For cncl flt when TOWER clsd 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.caarng.mbx.ksloperations@mail.mil for PPR form. For special after hrs ldg and afld lighting requests for acft weighing under 14,500 lbs, call afld ops at 562–795–2571. MISC Afld signs NSTD. Rwy 04R–22L thld bars NSTD. All rwy markings NSTD. TWR and prkg lines NSTD and not vis in darkness or inclement wx. Wildlife haz exists, rqs 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 AR1 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 http://www.calguard.ca.gov/aasf1.

AIRPORT MANAGER: 562–795–1351

CONTINUED ON NEXT PAGE
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 Fri, 1500–0600Z‡ Tue–Thu, 1500–0000Z‡ Sat–Sun, clsd all fed hol. Exp closure or rddc svc per NOTAM.

GND CON 126.95 257.95 CLNC DEL For clnc del when twr clsd call SoCal App 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 advsy svc avbl upon req to tenant units. Exp closure or rddc svc per NOTAM.

AFLD OPS ADVSY SVC – Opr Mon–Fri 1400–0200Z‡, Tue–Thu 1400–0600Z‡, Sat–Sun 1530–0000Z‡, clsd hol. 126.2 237.2 USAR OPS 139.05 230.9 (1530–0000Z‡ Mon – Fri, clsd holidays) PMSV 239.8

ARNG AASF OPS 233.8 41.5 (1530–0030Z‡ Mon–Fri, clsd holidays)

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1500–0000Z‡ Mon & Fri; 1500–0600Z‡ Tue–Thu; 1500–0000Z‡ Sat–Sun; clsd all fed hol exp closure or rddc svc per NOTAM; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SLI.

SEAL BEACH (L) (L) VORTACW 115.7 CHAN 104 N33º47.00’ W118º03.29’ 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.
CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 113.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

(R) (H) VORTAC 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 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´

ILS/DME 108.5 I–UWU  Chan 22  Rwy 06L.  Class IE.  Uses I-OSS Rwy 24R DME. Autopilot cpd apch na blw 503´ 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 IT.  DME also serves LAX ILS Rwy 25L

ILS/DME 111.7 I–HQB  Chan 54  Rwy 24L.  Class IE.  DME also serves Rwy 06R.


WHITEMAN (WHMP)(KWHP) 1 E UTC–B(–7DT) N34º15.56´ W118º24.81´ 1003 B NOTAM FILE WHP

RWY 12–30: H4120X75 (ASPH) S–12.5 MIRL 1.0% up NW

RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–3442 TODA–4120 ASDA–3910 LDA–3181
RWY 30: TORA–3191 TODA–4120 ASDA–3940 LDA–3462

SERVICE: FUEL 100LL, JET A  OX 1, 3  LGT When twr clsd, arpt lghts opr continuously. Rwy 12 PAPI does not prvd obstn clnc byd 5 NM from thld.

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: CTAF 135.0 ATIS 132.1 818–899–9820.

UNICOM 122.95

SOCAL APP/DEP CON 120.4 (VNY 280º–BUR 050º, North) 134.2 (160º–280º VNY, West)

TOWER 135.0 (1600–0400Z‡) GND CON 125.0

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 VNY.

VAN NUYS (LV) (LV) VOR/DME 113.1 VNY Chan 78 N34º13.41´ W118º29.50´ 046º 4.4 NM to fld. 812/15E.

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

DME unusable:
094º–096º byd 35 NM blo 5,000´

COMM/NAV/WEATHER REMARKS: Whiteman arpt altimeter setting not avbl.
### LOS BANOS MUNI

**IAP Code:** (LSN)(KLSN)

- **1 W UTC–8(–7DT)**
- **N37°03.83´ W120°52.19´**
- **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 overflight 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

#### CLEARANCE DELIVERY PHONE:
- For CD ctc Fresno Apch at 559-487-5405.

#### RADIO AIDS TO NAVIGATION:
- **NOTAM FILE RIU.**
  - PANOCHE  (L) (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’

### MADERA MUNI

**IAP Code:** (MAE)(KMAE)

- **3 NW UTC–8(–7DT)**
- **N36º59.32´ W120º06.75´**
- **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
  - LGT ACTIVATE MIRL Rwy 12–30 PAPI Rwy 12 and Rwy 30, REIL Rwy 12, MALSF Rwy 30 and wind tee—CTAF.

#### AIRPORT REMARKS:

#### AIRPORT MANAGER:
- 559-662-4951

#### WEATHER DATA SOURCES:
- ASOS
  - 134.725 (559) 674–1781.

#### 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) (L) VORTAC
    - 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)  N37°37.44´ W118°50.33´

7135  B  TPA—8007(872)  Class I, ARFF Index B  NOTAM FILE MMH
Rwy 09–27: L7000X100 (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 ftc.

RUNWAY DECLARED DISTANCE INFORMATION

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

SERVICE:

FUEL  100LL, JET A  OX 1

LTG ACTIVATE REIL Rwy 27 and MIRL Rwy 09–27—CTAF.

NOISE:

NS ABTMT acft arr 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 drg ngt hrs (1630–0700L) wo prior pmsn. 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 marked with obst lgts. 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:

760-914-3130

WEATHER DATA SOURCES: AWOS–3 118.05 (760) 934–6020.

COMMUNICATIONS:

CTAF/UNICOM 122.8

MAMMOTH LAKES RCO 122.15 (RIVERSIDE RADIO)

RADIO AIDS TO NAVIGATION:

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

NOTAM FILE BIH.

BISHOP (T) (T) VOR/W/DMX 109.6  BIH  Chan 33  N37°22.62´ W118°21.99´  288° 27.0 NM to fld. 4117/15E.

VOR/DME unusable:

360°–105° byd 18 NM

MAMMOTH YOSEMITE  (See MAMMOTH LAKES on page 171)
MARCH ARB (RIV)(KRIV) MIL/CIV AF 6 SE UTC–B(–7DT) N33°52.92´ W117°15.54´ LOS ANGELES
1536 B TPA—See Remarks AOE NOTAM FILE RIV Not insp.

Rwy 14–32: H13302X200 (CONC) PCN 58 R/B/W/T HIRL

Rwy 14: PAPI(P4L)—GA 2.59º TCH 56´. RVR–TMR

Rwy 32: ALSF1. PAPI(P4L)—GA 3.0º TCH 59´. RVR–TMR

Rwy 12–30: H3061X100 (ASPH) PCN 20 F/A/W/T

ARRESTING GEAR/SYSTEM
Rwy 14 TYPE–H BAK–12B(B) (1500) TYPE–H BAK–12B(B) (1500) Rwy 32

SERVICE: S4 FUEL 100LL, JET A, A++ OX 1, 2, 3, 4 MILITARY— LGT Rwy 14 PAPI angle rstd 2.59º, TCH 56 ´. PAPI Rwy 32 angle 3.0 deg, TCH 59 ´. JASU (MC–2A) (A/M32A–B6) (AM32–95) FUEL A++, 100LL Full svc 100LL avbl at FBO.

FLUID SP LHOX LOX LHNT 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‡ rgr for 452 OG/CC avpl, 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. Rwy 12–30 is a sry rwy, used for mil ops and mntnd by the mil. It is in very poor cond.

Use extreme caution for extensive UAS ops in vicinity. Extv glider, skydiving, ballooist and ultralignt activity at Perris Arpt, 7 NM south of March. Heavy mil ft trng. TPA—rectangular Rwy 14–32 3000´ (1464´), Rwy 12–30 2500´ (964´); Rwy 14–32 3500´ (1964´), Rwy 12–30 2500´ (964´). Joint use arpt owned and opr by US Air Force/no civil touch and go ops or maneuvers. Affld use agreement with civil arpt authority (March Inland Port Arpt Authority) mil, civ com and general aviation (GA) uses. General aviation ops PPR and/or ldg permit not rqr for use of civ arpt and ramps. FBO info 951–247–2111/opc 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 Fri) 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 arpt and ramps. FBO no PPR rgr 1400–0600Z‡ Mon–Fri, clsd weekends, OT ctc FBO C951–247–2111 or C951–203–7797. 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 Comd Post DSN 312–447–4665 24 with type cargo and number of PAX. Inbound acft with PAX or DW ctc Comd Post no later than 2 hr prior to ETA and again 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 tgc permitting. 180º turns not auth on asphalt portions of Rwy 14–32. 180º 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 advs ATC prior to executing a Vis Climb Over Arpt (VCOA). CAUTION Rwy mark–landing zone (LZ) mark(3500´ X900´) painted on Rwy 32 for base asgn C17 act not. NSTD ctt twr ct L3 Lzt instl 300´ N of AER 32. NSTD TACAN checkpoint signs located at Twy A and Twy F. MISC SRS authorized for Det 144 F/F F16 act not. Transportation limited, prior coordination rgr, ctc DSN 312–447–7787 wknd. CSTMS/AD/IMG Min 24 hr PN rgr, ctc afld mgmt ops DSN 312–447–4404/2422, C951–655–4404/2422. Ldt svc on call Ontario Intl based CSTMS exp 2 hr delay for no ntc acft act or CSTMS rgr. CBP Form 7507 Gen Declaration, CBP form 6059B CSTMS Declaration fr all pax. PAX/cargo manifest rgr as applicable. Crew, PAX, cargo rgr to remain in acft till rsltn. CSTMS Apv Ldg Rights and OvfLt Exm req. Not a port of entry, IMG svc ldt, case–by-case basis. Ctc PTD 2 hr prior to ldg via dcrt A/G com or fone patch. Rwy Rwy 12–30 has extv craks, vegetation, and loose rocks; Rwy 14 apch end full width conc first 500´, flw 110´ taper to 75´ width conc on cntrl remaining 125´. Rwy 32 apch end full width conc first 1000´, flw 110´ taper to 100´ width conc on cntrl remaining 100 width asphalt; twy 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‡, clsd hol, other times ctc

SOCIAL APP/DEP 134.0 278.3

TOWER 127.65 253.5 GND CON 121.75 335.8 CLNCL 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 Montahan AFB, AZ DSN 312–228–6698, C520–228–6698.

CONTINUED ON NEXT PAGE
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´
- 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´

HOMELAND (L) VORW 112.05  HDF  N33º46.58´ W117º11.12´  316º 7.3 NM to fld. 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

(T) TACAN Chan 77  RIV (113.0)  N33º54.39´ W117º16.50´  137º 1.7 NM to fld. 1543/14E.  NOTAM FILE RIV.

TACAN AZIMUTH unusable:
- 040º–055º byd 20 NM blo 18,500´
- 085º–090º byd 35 NM blo 14,000´
- 170º–220º byd 35 NM blo 11,000´
- 240º–275º byd 35 NM blo 8,000´
- 300º–039º byd 20 NM blo 17,000´

No NOTAM MP 1500–1700Z‡ Thu (1500/3+1), exc last Thu 1500–2300Z‡ (1500/3+1)

DME unusable:
- 040º–055º byd 20 NM blo 18,500´
- 085º–090º byd 35 NM blo 14,000´
- 170º–220º byd 35 NM blo 11,000´
- 240º–275º byd 35 NM blo 8,000´
- 300º–039º byd 20 NM blo 17,000´

ILS 110.1 I–RIV Rwy 32. Class IE. No NOTAM MP 0500–0900Z‡ Wed.

ASR (1500–0700Z‡, No–NOTAM MP 0700–1500Z‡ Wed)

SW, 14 JUL 2022 to 8 SEP 2022
MARINA MUNI  (OAR)(KGOAR)  2 NE  UTC–8(–7DT)  N36º40.89´ W121º45.70´  SAN FRANCISCO
137  B  NOTAM FILE OAK  L–3B
RWY 11–29: H3483X75 (ASPH)  S–20, D–50  MIRL
RWY 29: PAPI(P2L)—GA 3.0º TCH 45´. Rgt tfc.
SERVICE: S4  FUEL  100LL, JET A
NOISE: Depart Rwy 29 execute 45º rgt turn to avoid overtight of noise sensitive residential area.
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z†. Fuel avbl (100LL and Jet A) 24 hrs via credit card lock system.
AIRPORT MANAGER: (831) 241-8628
WEATHER DATA SOURCES: AWOS–3PT 134.025 (831) 384–2967.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.

MARIPOSA–YOSEMITE  (MPI)(KMPI)  4 W  UTC–8(–7DT)  N37º30.65´ W120º02.37´  SAN FRANCISCO
2254  B  NOTAM FILE RIU  L–3B, 9A
RWY 08–26: H3305X60 (ASPH)  S–12  MIRL  0.9% up W
RWY 08: PAPI(P2L)—GA 4.0º TCH 36´. Tree. Rgt tfc.
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
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
FRIANT (L) (L) VORTACW 115.6  FRA  Chan 103  N37º06.27´ W119º35.73´  302º 32.3 NM to fld. 2380/17E.

SW, 14 JUL 2022 to 8 SEP 2022
MARYSVILLE

YUBA CO  (MYV)(KMYV)  3 SE UTC–8(–7DT)  N39°06.87′ 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 3.0º TCH 50′. Tree.
   RWY 32: VASI(V4L)—GA 3.0º TCH 32′. Pole.
RWY 05–23: H3314X60 (ASPH)  S–42, D–60, 2D–95
   RWY 05: Railroad.
   RWY 23: Tree.
SERVICE: S3  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 acft enter tfc pattern at 1000′ AGL except turbine–powered or large airplanes at 1500′ AGL.
   Migratory flocks of waterfowl invof 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 122.1R 122.6 110.8T (RANCHO MURIETA RADIO)
   NORCAL APP/DEP CON 125.4
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MYV.
MARYSVILLE (T) (T) VOR/DME 110.8  MYV  Chan 45  N39°05.92′ W121°34.38′ at fld. 62/16E.
   ILS  110.5  I–MYV  Rwy 14.  Class IT.  Unmonitored. Autopilot coupled apchs na blw 695′ (1.66 NM fm thld).

MC CLELLAN AIRFIELD  (See SACRAMENTO on page 214)

MC CLELLAN–PALOMAR  (See CARLSBAD on page 114)

MEADOWS FLD  (See BAKERSFIELD on page 99)

MEFFORD FLD  (See TULARE on page 250)

MENDOCINO  N39°03.19′ W123°16.46′ NOTAM FILE UKI.
   (H) (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′
162  NOTAM FILE RIU
RWY 15–33: H3499X50 (ASPH)  S–12.5
   RWY 33: Thld displaced 777′. Bldg. Rgt tfc.
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.
   PANOCHE (L) (L) VORTAC 112.6  PXN  Chan 73  N36°42.93′ W120°46.72′  066° 19.8 NM to fld. 2060/16E.
   VOR unusable:
   230°–280° byd 7NM blo 9,000′
MERCEDES RGNL/MACREADY FLD (MCE/KMCE) 2 SW UTC–8(—7DT) N37°17.09’ W120°30.84’

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 acft 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 acft over city.


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 N37°13.17’ W120°24.01’ 291º 6.7 NM to fld. 184/15E.

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64’ W120°57.47’ 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 IE. Unmonitored 0100–1600Z‡.

MESA DEL REY (See KING CITY on page 158)

METRO OAKLAND INTL (See OAKLAND on page 188)
NOTAM FILE NKX.

MIRAMAR MCAS (JOE FOSS FLD) (NKX)(KNKX) MC 3 N UTC–8(-7DT) N32º52.11´ W117º08.59´ N32º52.18´ W117º09.29´

ARRESTING GEAR/SYSTEM

ARRESTING GEAR/SYSTEM


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 ctct Afld 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 wkends. 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 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 flt) or high visibility events (VIP M7 and above, MEDEVAC 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. Gen avn acct auth to conduct par apch sun. Apch shall be in VFR conds to a low apch only. Acft not auth to land for svc exc in case of emerg. MISC Ordinance, live or inert, not permitted to remain on RON transient acft.

COMMUNICATIONS: ATIS 133.475 SFA ATIS 352.0 PTD 335.625

SOCIAL APP CON 132.2 269.1 288.325 (288.325 Acft depart W–291 for NKX arrival)

TOWER 135.2 298.925 340.2 (Mon–Thu 1530–0800Z, Fri 1630–0200Z‡, Sat clsd, Sun 2200–0200Z‡. Fld CLOSED natl holidays.)

GND CON 128.625 307.325 CLNC DEL 125.975 254.325

SOCIAL DEP CON 119.6 363.1 (West) 132.2 269.1 (East)

PMSV METRO 342.4 CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE NKX.

L) TACAN Chan 33 NKX (109.6) N32º52.18´ W117º09.29´ at fld. 430/12E.

ILS/DME 111.15 I–NKX Chan 48(Y) Rwy 24R. Class IE. No NOTAM MP: ILS OTS 0600–1200Z‡ Thurs, exc dur inclement wx. Gideslope unusable byd 5º left of course.

ASR/PAR

MISSION BAY N32º46.93´ W117º13.53´ NOTAM FILE SAN.

(H) (H) VORTAC 117.8 MZB Chan 125 050º 4.8 NM to Montgomery–Gibbs Exec. 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´
MODesto city–COUNTy–HARRY SHAM FLD (MOD)(KMOD) 2 SE UTC–8(–7DT) N37°37.55’ 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: MALSr. Road. Rgt tfc.

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 tfc.

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


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 in/of arpt. Ponding along north edge of Twy B dur and after wet wx. PPR 72 hrs for air carrier ops with more than 30 pax 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 114.6T (RANCHO MURIETA RADIO)

Tower 125.3 (1500–0500Z‡) GND CON 121.7

Clearance Delivery Phone: For CD when ATCT clsd ctc NorCal Apch at 916-361-0516.

Airspace: CLASS D svc 1500–0500Z‡; other times CLASS G.

Radio aids to navigation: NOTAM FILE MOD.

(H) (H) VOR/DME 114.6 MOD Chan 93 N37°37.64’ W120°57.47’ 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 frn thld).


Moffett Federal Airfield (See Mountain View on page 182)
MOJAVE AIR & SPACE PORT/RUTAN FLD  (MHV)(KMHV)  I E  UTC–8(–7DT)  N35°03.54´ W118°09.04´

SW, 14 JUL 2022 to 8 SEP 2022
MONTAGUE—YREKA ROHRER FLD (105) 1 W UTC–8(–7DT) N41°43.80′ W122°32.67′
2527 TPA—3327(800) NOTAM FILE RIU

RWY 15–33: H3360X50 (ASPH) S–12 MIRL
RWY 15: Rgt tcf.
RWY 33: VASI(V2L)—GA 3.0′ TCH 25′. Thld dispclcd 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 MANAGER: (530) 459-3392

COMMUNICATIONS: CTA/UNICOM 122.8

ANTELOPE MTN RCO 122.4 (RANCHO MURIETA RADIO)

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

RADAR AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) (L) VOR/DME 109.6 FJS Chan 33 N41°26.98′ W122°48.39′ 016° 20.5 NM to fld. 4900/19E.

VOR unusable:
080°–135° byd 19 NM
080°–135° byd 9 NM blo 13,000′
190°–300° byd 19 NM
200°–300° byd 8 NM blo 14,000′

DME unusable:
190°–275° byd 19 NM blo 16,000′

NDB (MHW) 404 MOG N41°43.64′ W122°28.90′ 258° 2.8 NM to fld. 2629/15E. NOTAM FILE SIY. NDB unmonitored.

NDB unusable:
190°–200° byd 10 NM

SISKIYOU CO (SIY) (KSIY) 3 NE UTC–8(–7DT) N41°46.89′ W122°28.09′
2651 B NOTAM FILE SIY

RWY 17–35: H7490X150 (ASPH) S–60, D–180, 2S–175, 2D–270 MIRL

RWY 17: REIL. PAP(P2L)—GA 3.0′ TCH 50′. Road.
RWY 35: REIL. PAP(P2L)—GA 3.0′ TCH 50′. Rgt tcf.

SERVICE: S4 FUEL JET A LGT ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35—CTAF.


AIRPORT MANAGER: 530-842-8297

WEATHER DATA SOURCES: ASOS 121.125 (530) 459–0267.

COMMUNICATIONS: CTA/UNICOM 123.0

ANTELOPE MTN RCO 122.4 (RANCHO MURIETA RADIO)

LEAVE CDNT SOUTHWEST, 14 JUL 2022 to 8 SEP 2022

SW, 14 JUL 2022 to 8 SEP 2022
MONTEREY RGNL (MRY) (KMRY) 3 SE UTC–(7–7DT) N36º35.22´ W121º50.57´

RWY 10R–28L: H7175X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–300 PCN 43 F/A/X/U HIWL 1.4% up E

RWY 10R: MALSR. PAPI(P4L)—GA 3.0º TCH 47 ´. RVR–TR Thld dsplcd 175´. Rgt tcf.

RWY 28L: REIL. PAPI(P2L)—GA 3.85º TCH 49 ´. Rgt tcf.

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 tcf.

NO USE: 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 actf expect to follow fixed wing pattern to rwy ldg. On departure no turns bbl 900´ unless twr directed.

AIRPORT REMARKS: Attended continuously. Self service fuel avbl 24 hrs w/ 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 tcf. RWY 10R–28R non–visibility area Twy A east holding bay. Actf with wingspan greater than 95´ may not taxi past on Rwys 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 actf 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 actf, 831–648–7000 option 2. User fee arpt.

AIRPORT MANAGER: 831-648-7000

WEATHER DATA SOURCES: ASOS (831) 642–0241

COMMUNICATIONS: CTAF 118.4 ATIS 119.25 831–375–7433 UNICOM 122.95 NORCAL APP/DEP CON 133.0 (340º–144º) 127.15 (145º–339º)

TOWER 118.4 (1400–0500Z‡) GND CON 120.875 CLNC DEL 135.45

CLEARRANCE 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.

RADIO AIDS TO NAVIGATION:

ILS/DME 110.7 I–MRY Chan 44 Rw 10R. LOC/DME unmonitored when ATCT closed. LOC unusable within 0.5 NM from thld.

LOC/DME 110.7 I–MTB Chan 44 Rw 28L. LOC/DME unmonitored when ATCT closed. LOC unusable abv 2,000 MSL, 2 DME inbound to thld. LOC/DME not avbl when ATCT clsd.

ASR/PAR

COMM/NAV/WEATHER REMARKS: ASR–11 antenna located Marina Muni (OAR), remoted to Monterey Rgnl (MRY). ASR–11 serves MRY and OAR.

MONTGOMERY–GIBBS EXEC (See SAN DIEGO on page 223)
MOUNT SHASTA
MHS
N41º19.00´ W122º19.00´/3538
ASOS 120.775 (530) 926–1613

MOUNTAIN VALLEY
(See TEHACHAPI on page 243)

MOUNTAIN VIEW
MOFFETT FEDERAL AIRFIELD (NUQ)(KNUQ) P (ANG) 3 N UTC–8(–7DT) N37º24.97´
W122º02.95´
37 B TPA—See Remarks AOE LRA 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: MALSR. 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


AIRPORT REMARKS: Attended continuously. Rwys 14R–32L prefer rwy for ldg heavy weight acft unless IFR cond exist at fld. Jet A++ fuel avbl, JP–8 not avbl. Bird hazard likely to be highest from Oct to Mar (PHASE II) and lower from Apr to Sep (PHASE I). PPR afld ops opr 24 hrs. Thld signage unavbl to include rwy, twy, instr, loc, directional, destination, and info signs.


MILITARY REMARKS: ANG Opr 1330–2400Z‡ Mon–Thu and every otr Fri. Clsd Sat, Sun and hol.Comd Post C650–603–9333. Parking on ANG ramp is PPR offl bus only and pre–cdn with 129 OSF/OSA at C650–603–8234 rqrd. Ltd maint and fuel support for C130 and H60 acft, no pax and no tnst alert svc. Ltd ramp space. Tnst acft may be div to NASA FBO. Airfield mgr does not store comsec.

AIRPORT MANAGER: 650-386-0680

WEATHER DATA SOURCES: AWOS–3PT 124.175 (650) 386–0655.

COMMUNICATIONS: SFA CTAF 119.55 ATIS 124.175 283.0

NOTAM FILE OAK.

TACAN: Chan 123 NUQ (117.6) N37º25.94´ W122º03.46´ 140º 1.1 NM to fld. 4/17E. NOTAM FILE NUQ.

TACAN AZIMUTH unusable: 010º–020º byd 20 NM 165º–215º byd 15 NM

LOC/DME 110.35 I–MNQ Chan 40(Y) Rwy 14L. Unmont 0700–1500Z‡. DME also serves nuq ILS Rwy 22R. DME unusable byd 20º right of course.

ILS/DME 110.35 I–NUQ Chan 40(Y) Rwy 32R. Class IE. Unmont 0700–1500Z‡.
MOUNTAIN VIEW  N37°19.13′ W122°08.82′
RCO 122.5 (OAKLAND RADIO)

MURRAY FLD  (See EUREKA on page 135)

MURRIETA/TEMECULA
FRENCH VALLEY  (F70)  2 NE  UTC–8(–7DT)  N33°34.45′ W117°07.71′
1350  B  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 tfc.
SERVICE: S4  FUEL  100LL, JET A  OX 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 rcmdd to tfc pat alt bfr departing the pat. Calm wind Rwy 18.
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) (H) VORTAC 115.3  OCN  Chan 100  N33°14.44’ W117°25.06’ 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.

SAN FRANCISCO  H–3A, L–2F
LOS ANGELES  COPTER  H–4I, L–4H

INFORMATION SOURCES: Not listed

SW, 14 JUL 2022 to 8 SEP 2022
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 OKX 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 invof the arpt year around with highest concentration of activity of birds on the rwys 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

AIRSPACE: CLASS D svc 1500–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:
(1) (1) VORTAC 112.1 SGD Chan 58 N38º10.76´ W122º22.39´ 048º 4.8 NM to fld. 5/17E.

NAVAL BASE VENTURA CO (See POINT MUGU NAS (NAVAL BASE VENTURA CO) on page 203)

NEEDLES (EED)(KEED) 5 S UTC–8(–7DT) N34º45.98´ W114º37.40´
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 40´.
RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 40´.
RWY 02–20: H4235X100 (ASPH) S–16, D–32 MIRL 2.0% up SW
RWY 02: PAPI(P2L)—GA 3.0º TCH 40´.
RWY 20: PAPI(P2L)—GA 3.0º TCH 40´.

SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 11–29 and Rwy 02–20, REIL Rwy 11 and Rwy 29—CTAF. PAPI Rwy 11, Rwy 29, Rwy 02 and Rwy 20 opr continuously.


Rwy 29 NSTD markings for instr apch; bsc instead of NPI markings.

AIRPORT MANAGER: 909-387-8810

WEATHER DATA SOURCES: ASOS 128.325 (760) 326–4281.

COMMUNICATIONS: CTAF/UNICOM 123.0

AIRSPACE: CLASS E svc 1600–0000Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EED.

(L) (L) VORTAC 115.2 SGD Chan 58 N34º45.96´ W114º28.45´ 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´
CALIFORNIA

NERVINO  (See BECKWOURTH on page 102)

NEVADA CO  (See GRASS VALLEY on page 144)

NEWCOALINGA MUNI  (See COALINGA on page 120)

NEW CUYAMA  (L88)  0S  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 (VL) (L) VOR/DME 117.5  FLW Chan 122  N35°05.59’ W119°51.93’  120° 12.8 NM to fld. 3870/16E.
VOR unusable:
  029°–040° byd 40 NM
  030°–070° byd 25 NM blo 8,500’
  050°–059° byd 40 NM
  060°–070° byd 40 NM blo 10,000’
  060°–070° byd 49 NM
  072°–088° byd 40 NM blo 12,500’
  072°–088° byd 55 NM
  094°–120° byd 40 NM
  133°–210° byd 40 NM
  145°–215° byd 25 NM blo 9,500’
  215°–219° byd 40 NM
  356°–360° byd 40 NM

NEW JERUSALEM  (See TRACY on page 245)

NORMAN Y MINETA SAN JOSE INTL  (See SAN JOSE on page 228)
NOTAM FILE NZY.

MILITARY — A–GEAR

SERVICE:

ARRESTING GEAR/SYSTEM

FUEL

FLUID

OIL

TRAN

NOISE:

MILITARY REMARKS:

COMMUNICATIONS:

AIRSPACE:

COMM/NAV/WEATHER REMARKS:

COMMUNITY COMMUNICATIONS:

RADAR AIDS TO NAVIGATION:

L TACAN Chan 117 NZY (117.0) N32º42.15´ W117º12.97´ at fld. 17/11E.

NOTAM FILE NZY.

NOTAM FILE NZY.

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NOTAM FILE OAK
RWY 13–31: H3303X75 (ASPH) S–26 MIRL
RWY 31: PAPI(P2L)—GA 4.0º TCH 56´. Hill. Rgt tfc.
SERVICE: 54 FUEL 100LL, JET A
AIRPORT MANAGER: 415-897-1754
WEATHER DATA SOURCES: AWOS–3P 120.675 (415) 897–2236.
COMMUNICATIONS: CTA/UNICOM 123.075
HELIPORT REMARKS: Approach 050º/230º magnetic.

NOTAM FILE MOD.
MODESTO  (H) (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 sf–ss

NOTAM FILE APC.
SCAGGS ISLAND  (L) (L) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SMITH ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.

NOTAM FILE APC.
SCAGGS ISLAND  (H) (H) VORTACW
112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 239º 9.0 NM to fld. 5/17E.
AIRPORT REMARKS: Attended continuously. Rwy 15–33 CLOSED to air carrier acft. Birds on and invof 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 P max acft weight 161,000 lbs single; 190,000 lbs dual; 305,000 lbs dual tandem; 735,000 lbs double dual tandem. 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 J and Twy F max acft weight 76,000 lbs single, 115,000 lbs dual; 257,000 lbs tandem (dual tandem not authorized). Twy K btn 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 btn 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 fld preferred arrival Rwy 28L, north fld preferred departure Rwys 10R or 28R. If these Rwys unacceptable for safety or twr instruction then Rwy 12–30 must be used. 400’ by 220’ blast pad Rwy 12 and Rwy 30. Rwy 30, 28R and 28L distance remaining signs left side. 100´ lgtd microwave antenna twr located 1320’ wsw of OAK VORTAC, south of upwind end of Rwy 28L. 100’ lgtd microwave antenna twr located west-southwest of OAK VORTAC, south of upwind end of Rwy 28L. Ldg fee in effect 24 hrs/day, ctc afld ops 510–563–3361. Flight Notification Service (ADCUS) avbl. User fee arpt.

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 122.5 (OAKLAND RADIO)

NORCAL APP CON 128.325 125.35 (East and Rwy 28L/R) 135.1 (West) 133.95 134.5

NORCAL DEP CON 120.9 (Northwest) 135.1 (West)

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

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

OAKLAND (H) (H) VOR/W/DM E 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. Acft operg in vncty of glideslope tran. LOC unusable byd 30º right of course.

ILS 109.9 I–OAK Rwy 28R, Class ID.

ILS/DME 108.7 I–INB Chan 24 Rwy 30. Class IIIE.

OCEAN RIDGE (See GUALALA on page 145)

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 tfc.
RWY 29: Brush.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 11–29—CTAF.

NOISE: Extremely noise sensitive arpt and community, for ltf Rwy 29 pilots are requested to maintain rwy heading til crossing the shoreline.


AIRPORT MANAGER: (760) 901-4260

OCEANSIDE

BOB MAXWELL MEML AIRFIELD (OKB)(KOKB) 2 NE UTC–8(–7DT) N33°13.08’ W117º21.09’

RWY 07–25: H2712X75 (ASPH) S–12 MIRL
RWY 07: Road.
RWY 25: REIL. Hill. Rgt tfc.

SERVICE: FUEL 100LL, JET A LGT Arpt bcn dusk–dawn. MIRL Rwy 07–25 preset low ints, to incr ints ACTVT—CTAF.

NOISE: Noise abatement in efct: Flw riverbed all the way to coast prior to making any turns. Do not fly over any houses alg river banks. No early turnouts prior to the ocean. Skydiving ops in efct SR–SS daily. Prcht Indg north side of rwy btw downwind and rwy, no efct on acft tkof/lndg that flw tfc pat. Use ctn while in the pat.

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 inovf arpt. Rwy has no pavement marking or edge lights byd displcd thld. All tfc patterns to north. Mts W, NW, SW Rwy 07 up to 280 ft MSL. Unlighted mt aprx 160 ft MSL in apch zone at 3500 ft from W end of pmvl Rwy 07. Do not confuse road south of arpt with the rwy. Fence and road within primary surface north side.

AIRPORT MANAGER: (760) 901-4260

SW, 14 JUL 2022 to 8 SEP 2022
OCEANSIDE  N33°14.44´ - W117°25.06´  NOTAM FILE CRQ.
(H) (H) VORTAC  115.3  OCN  Chan 100  097° 3.6 NM to Bob Maxwell Meml Airfield. 52/15E.
VOR portion unusable:
227°–265° byd 20 NM
RCO  122.1R 115.3T (SAN DIEGO RADIO)

OCOTILLO  (L98)  0 N  UTC–(8–7DT)  N33°08.87´ - W116º07.89´
160  TPA—960(800)  NOTAM FILE SAN
RWY 13–31: 4210X150 (DIRT)
  RWY 13: Hill.
  RWY 31: Road. Rgt ttc.
RWY 09–27: 2330X150 (DIRT)
  RWY 09: Hill. Rgt ttc.
  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 invof arpt. Caution for occasional unauthorized off road vehicles on and in vicinity of rwys and twys. PPR for all military afl, 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)  N34°03.36´ - W117°36.07´
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 26R: MALSR. PAPI(P4L)—GA 3.0º TCH 75 ´. RVR–TMR Pole. Rgt ttc.
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(P4L)—GA 3.0º TCH 65 ´. RVR–TMR Rgt ttc.
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
FLUID OX TRAN ALERT
All mil and civ general avn acft OPS 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.invof 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 unsked 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 cll 131.325 for access. Twy S–4 rstd to acft with wingspan 117´ or smaller. Acft access to Twy R from Rwy 26R prohibited. Eastbound B747, B777, A330, A340 or larger acft on Twy S prohibited from northbound turns onto Twy K. B747, B777, A330, A340 or larger acft on Twy S prohibited from northbound turns onto Twy P. Twy F south of Twy R prohibited. Twy S rstd to ACFT with 117´ wingspan and smaller. Twy F south of Rwy 26L rstd to acft with 180´ wingspan. Portions of Twy S in the vicinity of Twy F are not visible from twr, pilots use caution entering Twy F south of Twy S. Runway visibility value Rwy 08L and Rwy 26R avbl. Portions of Twy S in the vicinity of Twy F are not visible from twr, pilots use caution entering Twy F south of Twy S. Runway visibility value Rwy 08L and Rwy 26R avbl. All military and general aviation (fixed or rotor wing) acft opr are rstd to FBO facilities with advance coordination overnight tiedown and parking fee. FBO on frequency 130.75.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

**AIRPORT MANAGER:** 909-544-5432

**WEATHER DATA SOURCES:** ASOS (909) 937–2186 LAWRS. WSP.

**COMMUNICATIONS:** D–ATIS 124.25 909–605–0056

**SOCAL APP/DEP CON** 127.0 (N–NE) 134.0 (NE–S) 135.4 (S–SW)

**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:** NOTAM FILE RAL.

**POMONA (L) (L) VORTACW** 110.4  POM Channel 41 N34°04.70′ W117°47.22′ 083° 9.4 NM to fld. 1266/15E.

VORTAC unusable: 300°–045° byd 20 NM

VOR portion unusable: 280°–300° byd 20 NM blo 13,000′

TACAN AZIMUTH unusable:

PETIS NDB (HW) 397′ SB N34°03.39′ W117°21.97′ 256° 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 III E.

**ILS/DME** 109.7 I–ONT Chan 34 Rwy 26R. Class IE.

**ORLAND**

**HAIGH FLD** (O37) 3 SE UTC–8(–7DT) N39°43.22′ W122°08.78′

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 inv of arpt.

**AIRPORT MANAGER:** 530-934-6530

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**OAKLAND CENTER APP/DEP CON** 132.2

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

**RED BLUFF (H) (H) VORTACW** 115.7 RBL Channel 104 N40°05.93′ W121°54.56′ 155° 23.1 NM to fld. 321/18E.

VOR portion unusable:

280°–300° blo 3,500′

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**OROVILLE**

**LAKE OROVILLE LANDING AREA SPB** (O06) 5 NE UTC–8(–7DT) N39°33.99′ W121°28.06′

900 TPA—1700(800) AOE LRA 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. User fee arpt.

**AIRPORT MANAGER:** (916) 532-3085

**COMMUNICATIONS:** CTAF 122.9

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

BERMUDA DUNES (UDD)(KUDD) 13 E UTC–8(–7DT) N33º44.91´ W116º16.49´

RWY 10–28: H5002X70 (ASPH) D–70 LIRL 0.4% up W

RWY 10: Fence.

RWY 28: REL. VASI(V2L)—GA 3.0º TCH 33’. Thld dsplcd 300’. Road.

SERVICE: S4 FUEL 100LL, JET A, A+ OK LGT LIRL Rwy 10–28 VASI

Rwy 28 on until 0600Z; after 0600Z ACTIVATE—CTAF.


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) (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’
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’
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.

SW, 14 JUL 2022 to 8 SEP 2022
JACQUELINE COCHRAN RGNL (TRM)(KTRM) 20 SE UTC–8(–7DT) N33°37.60´ W116°09.58´

–114 B NOTAM FILE TRM

RWY 17–35: H8500X150 (ASPH) S–75, D–200, 2S–175, 2D–325, 2D/2D–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 RCD 122.3 (RIVERSIDE RADIO)

SOCAL APP/DEP CON 135.275
CLNC DEL 120.225

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apcph at 800-448-3724.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) (H) VORTACW 116.2 TRM Chan 109 N33°37.69´ W116°09.61´ at fld. –124/13E.
VOR unusable:
045º–060º byd 30 NM bld 12,000´
045º–060º byd 35 NM bld 13,500´
060º–090º byd 35 NM bld 9,000´
160º–185º byd 20 NM bld 12,000´
160º–185º byd 30 NM bld 14,000´
185º–260º byd 20 NM bld 18,500´
260º–265º byd 35 NM bld 11,000´
260º–265º byd 36 NM bld 12,000´
265º–285º byd 35 NM bld 13,500´
325º–045º byd 20 NM bld 12,000´
325º–045º byd 35 NM bld 13,500´

TACAN AZIMUTH unusable:
060º–090º byd 35 NM bld 9,000´
160º–285º byd 15 NM bld 17,500´
160º–285º byd 30 NM
325º–060º byd 20 NM bld 12,000´
325º–060º byd 30 NM bld 15,000´

DME unusable:
060º–090º byd 35 NM bld 9,000´
160º–285º byd 15 NM bld 17,500´
160º–285º byd 30 NM
325º–060º byd 20 NM bld 12,000´
325º–060º byd 30 NM bld 15,000´

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) (H) VORTACW 116.2 TRM Chan 109 N33°37.69´ W116°09.61´ at fld. –124/13E.
PALM SPRINGS INTL (PSP/ KPSP)  2 E  UTC–8 (–7DT)  N33º49.78’ W116º30.40’

Rwy 13R–31L: H10000X150 (ASPH–GRVD) S–105, D–200, 2S–175, 2D–330, 2D/2D–800 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 tcf. 0.7% up.
Rwy 13L–31R: H4952X75 (ASPH) S–12.5, D–60 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 tcf.

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

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 ScCal 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) (L) VORTAC 115.5 PSP  Chan 102  N33º52.20´ W116º25.79´  225º 4.5 NM to fld. 1600/13E.

VOR unusable:
040º–065º byd 20 NM blo 9,000´
040º–065º byd 23 NM
066º–090º byd 15 NM blo 7,300´
135º–215º byd 20 NM blo 10,200´
215º–270º byd 15 NM blo 12,800´
278º–320º byd 25 NM blo 13,000´
320º–039º byd 15 NM blo 7,300´

TACAN AZIMUTH unusable:
040º–065º byd 20 NM blo 9,000´
040º–065º byd 23 NM
066º–090º byd 15 NM blo 7,300´
135º–215º byd 20 NM blo 10,200´
215º–270º byd 15 NM blo 12,800´
278º–320º byd 25 NM blo 13,000´
320º–039º byd 15 NM blo 7,300´

DME unusable:
040º–065º byd 20 NM blo 9,000´
040º–065º byd 23 NM
066º–090º byd 15 NM blo 7,300´
135º–215º byd 20 NM blo 10,200´
215º–270º byd 15 NM blo 12,800´
278º–320º byd 25 NM blo 13,000´
320º–039º byd 15 NM blo 7,300´

THERMAL (H) (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 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´
PALMDALE USAF PLANT 42 (PMD)(KPMD) MIL/CIV AF 3 NE UTC–8(–7DT) N34º37.76’

W118º05.07’

2543 B TPA—See Remarks NOTAM FILE PMD

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; HIRL Rwy 04–22 and Rwy 07–25—CTAF. PAPI Rwy 04, 07, 22 and Rwy 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 rqtr; no same day rqtr; 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 ordinance. Lnd gnd support eqpt avbl. No potable water svc. No tran 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 Off bus only. Mil arpt. Civil use rqtr USAF apvl and DD Form 2400/01/02. PPR rqtr for full stop ldg only. Call C661–275–9342. Rwy 072–252 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 only. 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. Twp 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 overrun each end, overrun poor condition emergency use only. Rwy 04–22 1150’ asph overrun each end, overrun 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 apt bdrys. Last 7000’ of Rwy 25, south side, 300’ from rwy centerline, ground sfc 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 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 rft Rwy 04, Rwy 25. MISC Base ops opr 1330–0600Z‡, cstd federal hol. Winds are estimated due to FMQ–13 wind sensors being accurate to within only +/– 2 Kt. ATC/Wx will not include/relay 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 fit 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: CTA 124.55 363.0

TOWER 123.7 317.6 (1330–0600Z‡, other times cstd to all ttc without written approval, due to mil ops during trn clsd)

GND CON 121.9 317.6

AIRSPACE: CLASS D svc 1330–0600Z‡; other times CLASS G.

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

(H) (H) VORTACW 114.5 PMD Chan 92 N34º37.88´ W118º03.83´ 248º 1.0 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´

ILS 110.7 I–PMD Rwy 25. Class ID. Unmonitored when ATCT clsd.

Palos Verdes (L) (L) VORTAC 111.3 Channel 92 N34º04.57 W119º16.12 104º 2.3 NM to fld. 7300/17E.

VOR unusable:
010º–020º
110º–160º byd 20 NM blo 9,000´
160º–235º byd 20 NM blo 3,000´
235º–290º byd 35 NM blo 6,000´
300º–360º blo 10,000´

DME unusable:
110º–160º blo 11,000´
160º–235º blo 20 NM blo 13,000´
235º–360º blo 20 NM

COMM/NAV/WEATHER REMARKS: Emerg frequency 112.5 not avbl at tower.
PARADISE  N33º55.10´ W117º31.80´  NOTAM FILE RAL.
(H) (H) VORTACW  112.2  PDZ  Chan 59  236º 3.8 NM to Corona Muni. 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´

-PARKER  N34º06.12´ W114º40.92´  NOTAM FILE RAL.
(H) (H) VORTAC  117.9  PKE  Chan 126  067º 20.8 NM to Avi Suquilla. 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´

RCO  122.1R  117.9T (RIVERSIDE RADIO)

SW, 14 JUL 2022 to 8 SEP 2022
PASO ROBLES MUNI (PRB) (KPRB) 4 NE UTC–8(–7DT) N35°40.37’ W120°37.63’
839 B NOTAM FILE PRB


RWY 19: REIL. PAPI(P4L)–GA 3.0º TCH 37’.

RWY 13–31: H4701X100 (ASPH) S–30, D–50, 2D–90 MIRL

SERVICE: S2 FUEL 100LL, JET A OX4 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 acft over 80,000 lbs, contact airport manager 805–237–3877. Rwy 19 designated calm wind rwy. 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)

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION:

TACAN AZIMUTH & DME unusable:
120º–140º byd 27 NM blo 8,000’

HELIPAD H1: H100X100 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 perimeter lgts.

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) VORTACW 112.2 PDZ Chan 59 N33°55.10’ W117°31.80’ 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 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’

PETALUMA MUNI (O69) 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 44º. Rgt tfc.

Service: S4 Fuel 100LL, Jet A 0x2, 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

Weather Data Sources: AWOS–3P 132.325 (707) 773–1529.

Communications: CTAF/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) (L) Vortacw 112.1 SGD Chan 58 N38º10.76’ W122º22.39’ 276º 11.9 NM to fld. 5/17E.

San Francisco L–2F, 3A, IAP

Los Angeles COPTER L–4H, 7C, 8

Petis (See Groveland on page 145)
PLACERVILLE (PVF)(KPVF) 3 E UTC–8(–7DT) N38º43.45´ W120º45.20´

2586 B TPA—3386(800) NOTAM FILE RIU

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 tfc 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

RADIO AIDS TO NAVIGATION:

HANGTOWN RCO 122.1R 115.5T (RANCHO MURIETA RADIO)

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.

POGGI N32º36.62´ W116º58.75´ NOTAM FILE SDM.

(VL) (H) VORTAC W 116.45 PGY Chan 111(Y) 167º 2.3 NM to Brown Fld Muni. 576/14E.

DME unusable:

000º–020º byd 10 NM
035º–070º byd 25 NM
070º–240º byd 10 NM
231º–249º byd 40 NM
341º–078º byd 40 NM

TACAN AZIMUTH unusable:

000º–020º byd 10 NM
035º–070º byd 25 NM
070º–240º byd 10 NM

POINT ARENA N38º57.28´ W123º44.44´

RCO 122.6 (OAKLAND RADIO)

SAN FRANCISCO L–3A IAP

LOS ANGELES L–4H

SAN FRANCISCO L–2G
POINT MUGU NAS (NAVAL BASE VENTURA CO) (NTD)(KNTD) NAS (ANG)  O N UTC–8(–7DT)  LOS ANGELES H–4H, L–3E, 4G, 7B DIAP, AD

CALIFORNIA 203

13 B NOTAM FILE NTD Not insp.
RWT 03–21: H11102X200 (ASPH) PCN 67 R/CW/T HIRL
RWT 03: SALSF. OLS. PAPI(P4L)—GA 3.0º TCH 46´.
RWT 21: MALSR. OLS. PAPI(P4L)—GA 3.0º TCH 46´.
RWT 09–27: H5502X200 (ASPH) PCN 6 F/B/W/T HIRL

ARRESTING GEAR/SYSTEM
RWT 03 HOOK E28(B) (2500) HOOK E28(B) (2502) RWT 21
RWT 09 HOOK E28(B) (641) HOOK E28(B) (1252) RWT 27

SERVICE: LGT Rwy 03–21 4–light PAPI on left side of runway. Rwy 21 VGS1 unusbl byd 6º left and byd 7º right of cntrl.

MILITARY— JASU 3(NCPP–105) B(A/M47A–4) 9(GTC–85) FUEL J5, P24 (Jet AA) FLUID SP LHOX LOX OIL 0–128–148
TRAN Opr 1400–0100Z Mon–Thu; 1400–0100Z alt’n Fri; clsd alt’n Fri, wknd and hol. Tsnf acct loading/offloading req outside publd hrs ctct afld mgr 805–989–1781/4737 for apvl. Ltd fleet svc (laviatory avbl; potable water not avbl); base trnsp not avbl.

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 acft, 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 above the active rwy or other specific location req phtg potential for strikes; supervision and aircrews must thoroughly evaluate mission need prior to conducting operations in areas under cond severe. Bird watch cond moderate: Wildlife activity near the active rwy or other specific locations req increased potential for strikes; reqs increased vigilance by all agencies and supervisors and caution by aircrews. Bird watch cond low: Wildlife activity on or around the afld req 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 incr 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 fmnn missions should avoid takeoff/landing with 90 min of the official SR/SS. Actf fit line security is ltd, prior coord required. RSTD PPR cts Ops Duty Officer DSN 351–8521, C805–989–8521. AMC/NALO msn rqr flt advsy or prior coord. Civ acct rqr CALP, ctct Afrd Mgr C805–989–1781. Weekends, Oct–Jan, BASH support act removing waterfowl from the air in marsh areas S of Rwy 09–27 and w 700´ of Rwy 21 edges/overruns. CAUTION Extreme mid–air potential due to high density VFR general aviation tfc 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 parapad area active daily, 2–4 NM west of FNA crs Rwy 21 between 7–9 NM. Twy D clsd. Twy E clsd. Twy A2 open to prop and r/w, clsd to jet eng acct. Twy G hold PSN markings. VFR hold line on Twy G near perimeter road incorrect. Markings should indicate edge of ctdl mov area. All tfc must ctct Mugu twr prior to crossing mov area when traveling S on Twy G toward Rwy 21. TFC PAT Reduced nrw separation standards in effect USNUSMC acct. Rwy 21 dep do not commence turns until 500´ and 1/2 NM offshore. Rwy 27 dep do not commence turns until 500´. CSTMS/AQ/IMS Customs, Agriculture, Immigration cvbdl during opr hr w 24 hr prior notice. MISC Actf fit line security is ltd; rqr prior coord. ANG Channel Islands ANG PUB DSN 893–7577, C805–986–7577. PPR rqr for all transient acct DSN 893–7577/7578, C805–986–7577/7578. Channel Islands ANG base ops normal opr hrs 1400–2200Z Mon–Fri, clsd Sat, Sun, and hol. Normal transient hrs 1400–2200Z Tue–Fri, Ltd 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 acct 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 acct, within the clear zone around the prop, and non–std markings–nose wheel markings and acct spot indication.

COMMUNICATIONS: SFA ATIS 125.55 363.05
FILLMORE RCO 122.1R 112.5T (HAWTHORNE RADIO)
⑩ APP/DEP CON 128.65 307.275 (1500–0700Z)
① L.A. CENTER APP/DEP CON 135.5 327.1 (0700–1500Z)
TOWER 124.85 290.375 340.2 (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
PMSV METRO 386.35 OTS indef. BASE OPS 267.5 ANG OPS 305.6

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1500–0700Z‡, clsd hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

FILLMORE (L) (L) VORTAC 112.5 FIM Chan 72 N34º21.40’ W118º52.68’ 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’

(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’


PORTERVILLE MUNI (PTV)(KPTV) 3 SW UTC–8(–7DT) N36º01.78’ W119º03.76’ 443 B NOTAM FILE PTV

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 116.25T (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) (L) VOR/DME 116.25 TTE Chan 109(Y) N35º54.78’ W119º01.25’ 328º 7.3 NM to fld. 580/16E.

DME unusable:
- 044º–065º byd 38 NM

POSO–KERN CO (See FAMOSO on page 136)
QUINCY

GANSNER FLD (201) 1 N UTC–B(–7DT) N39°56.64’ W120°56.72’
3419 B NOTAM FILE R1U
RWY 07–25: H4105X60 (ASPH) S–12.5 MIRL 0.3% up SW
RWY 07: Road.
RWY 25: PAPI(P2L)—GA 3.0º TCH 27’. Rgt tfc.

ACTIVATE MIRL Rwy 07–25—CTAF.

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: 530-283-2806
WEATHER DATA SOURCES: AWOS–2 135.600 (530) 283–6528.

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 (VL) (DH) VOR/DME 113.2 SWR Chan 79
N39°10.82’ W120°16.18’ 310º 55.5 NM to fld. 8850/16E.
VOR unusable:
036º–048º byd 40 NM
112º–124º byd 40 NM blo 14,000’
112º–124º byd 53 NM

RAMONA (RNM)(KRNM) 2 W UTC–B(–7DT) N33°02.35’ W116°54.92’
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: FUEL 100LL, JET A
ACTIVATE REIL Rwy 27, MIRL Rwy 09–27 and twy lgts—CTAF. PAPI Rwy 09 and Rwy 27 operates 24 hrs. Rwy 09 VGSI unusbl byd 3 NM due to terrain.

NOISE: Voluntary jet curfew 0600–1500Z‡. Noise sensitive are NE–SE.
Noise abatement, tkf climb on rwy heading until 1900’ MSL.

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 rstrd to acft less than 12500 lbs. Fire fighting acft on and invof arpt. Air tankers in vicinity year–round frequently fly rstd 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
SOCAL DEP CON 127.3
TOWER 119.875 (1600–0400Z†) GND CON 121.65

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.
AIRSPACE: CLASS B svc 1600–0400Z‡; other times CLASS G.

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) 144 TPA—944(800) NOTAM FILE RIU
1 W—UTC–8(–7DT) N38º29.21´ W121º06.17´

RWY 04–22: H3798X75 (ASPH)
  RWY 04: VASI(V2L)—GA 3.0º TCH 12´. Road. Rgt tfc.
  RWY 22: VASI(V2L)—GA 3.0º TCH 12´. Tree.

**SERVICE:** S2 FUEL 100LL, JET A LGT Rwy 04 VASI OTS indef. Arpt lgs opr 1600–0100Z‡.
**NOISE:** Rwy 22 noise abatement procedures in effect, ctc arpt manager 916–354–2940.

**AIRPORT REMARKS:** Attended 1600–0100Z. Deer on and inv of 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 reqd 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.

**SACRAMENTO (H) (H) VORTACW**
  N38º26.62´ W121º33.10´ 066º 21.3 NM to fld. 3/17E.

**RAND MOUNTAIN** N35º20.32´ W117º41.02´

**RCO** 122.4 (RIVERSIDE RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RNO

**RAVENNALE** (O39) 0 N UTC–8(–7DT) N40º48.22´ W122º21.19´

5306 TPA—6106(800) NOTAM FILE RAV

**COMMUNICATIONS:** CTAF 122.4

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

**AIRSPACE:** CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RBL

**RED BLUFF MUNI** (RBL)(KRBL) 2 S UTC–8(–7DT) N40º09.02´ W122º15.13´

352 B TPA—See Remarks NOTAM FILE RBL

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**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

**WEATHER DATA SOURCES:** ASOS 120.775 (530) 528–8030.

**COMMUNICATIONS:** CTAF/UNICOM 122.4 (RANCHO MURIETA 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 RBL

**WEATHER DATA SOURCES:** ASOS 120.775 (530) 528–8030.

**COMMUNICATIONS:** CTAF/UNICOM 122.4 (RANCHO MURIETA 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 RBL

**WEATHER DATA SOURCES:** ASOS 120.775 (530) 528–8030.

**COMMUNICATIONS:** CTAF/UNICOM 122.4 (RANCHO MURIETA 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 RBL

**WEATHER DATA SOURCES:** ASOS 120.775 (530) 528–8030.

**COMMUNICATIONS:** CTAF/UNICOM 122.4 (RANCHO MURIETA 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 RBL

**WEATHER DATA SOURCES:** ASOS 120.775 (530) 528–8030.

**COMMUNICATIONS:** CTAF/UNICOM 122.4 (RANCHO MURIETA 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 RBL

**WEATHER DATA SOURCES:** ASOS 120.775 (530) 528–8030.

**COMMUNICATIONS:** CTAF/UNICOM 122.4 (RANCHO MURIETA 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 RBL

**WEATHER DATA SOURCES:** ASOS 120.775 (530) 528–8030.

**COMMUNICATIONS:** CTAF/UNICOM 122.4 (RANCHO MURIETA RADIO)

**CLEARANCE DELIVERY PHONE:** For CD if una to ctc on FSS freq, ctc Oakland ARTCC at 510-745-3380.
**BENTON FLD**  
**REDDING**  
*(Q85)*  1 W  UTC–B(–7DT)  N40°34.42´ W122°24.44´  
723  B  NOTAM FILE RIU  

**RWY 15–33:**  
H2420X75 (ASPH)  S–12.5  MIRL  

**SERVICE:**  
S2  FUEL  100LL, JET A  

**NOISE:**  
For noise abatement climb to 1500´ AGL before turning.  

**AIRPORT REMARKS:**  
Attended 1400Z‡–dusk. High & lo pressure & ox replacement bottles avbl at Redding Muni (RDD). Large birds frequently on and invof arpt Oct–Apr. Calm wind preferred direction is Rwy 33.  

**AIRPORT MANAGER:**  
530-224-4321  

**WEATHER DATA SOURCES:**  
AWOS–2  118.675 (530) 225–4183.  

**COMMUNICATIONS:**  
CTAF/UNICOM  122.8  
RCO  122.1R  108.4T (RANCHO MURIETA RADIO)  
®  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.  

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**REDDING MUNI**  
*(RDD)(KRDD)*  6 SE  UTC–B(–7DT)  N40°30.54´ W122°17.60´  
505  B  Class I, ARFF Index B  NOTAM FILE RDD  MON Airport  

**RWY 16–34:**  

**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  

**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  

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**KLAMATH FALLS**  
H–3B, L–ZH  
IAP, AD  

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**CALIFORNIA**  
207  

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**SW, 14 JUL 2022 to 8 SEP 2022**
REDLANDS MUNI (REI)(KREI) 2 NE UTC–8(–7DT) N34º05.12´ W117º08.78´
1574 B TPA—See Remarks NOTAM FILE RAL
RWY 08–26: H4504X75 (ASPH) S–12.5 MIRL 2.3% up E
RWY 08: REIL. PAP(P2L)—GA 3.0º TCH 40´. Fence.
RWY 26: REIL. Trees. Rgt tfc.
SERVICE: S4 FUEL 100LL OX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MIRL Rwy 08–26—CTAF.
NOISE: Avoid noise sensitive areas S of arpt.
AIRPORT REMARKS: Attended 1600–0100Z‡. Self serve 100LL fuel avbl 24–7. Coyotes and waterfowl on and invof arpt. TPA — 2503 (929) for fixed wing actv, N side of Rwy 08–26; 2074(500) for helicopter, S side of Rwy 08–26. Rmn vigilant to see and avoid lrg and hvy actv wi 5 NM of REI and on sdb Rwy 24 apch wi 1.5 NM east thru rwy; ctn wake turb. Actvly mnt REI CTAF and, if poss, sdb on 119.45. Opr transponder and ADS–B out strongly encouraged. Aerobatic act NE of arpt from 3500 ft MSL to 7500 ft MSL; see Special Notice—Aerobatic Operations Northeast of Redlands, CA.
AIRPORT MANAGER: 909-557-8520
COMMUNICATIONS: CTAF/AUNICOM 123.05 (3 clicks for wx and adzy, 4 clicks for radio check.)
SOCAL APP/DEP CON 127.0 (North–NE)
CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-446-3724.
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´
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´
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’. Trees. Rgt tfc.
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
WEATHER DATA SOURCES: AWOS–3PT 120.175 (559) 637–9453.
COMMUNICATIONS: CTAF/UNICOM 122.7
® FRESNO APP/DEP CON 132.35
CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
FRIANT (L) (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 229)

RIO LINDA (L36) 1 S UTC–8(–7DT) N38°40.50’ W121°26.73’
46 B TPA—846(800) NOTAM FILE RIU
RWY 17–35: H2625X42 (ASPH) S–12 LIRL
RWY 35: Trees.
SERVICE: S2 FUEL 100LL 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 215º 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.
CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1500–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33º55.10´ W117º31.80´ 050º 4.7 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´

(L) VOR W 108.6 RAL N33º57.31´ W117º26.99´ at fld. 778/14E.

VOR unusable:
- 125º–150º
- 170º–189º byd 25 NM
- 190º–228º
- 240º–254º byd 25 NM
- 255º–265º
- 300º–016º byd 20 NM

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)**  
N33º59.33´ W117º24.59´

767 TPA—See Remarks  
NOTAM FILE RAL

**RWY 06–24:** H3190X50 (ASPH) MIRL (NSTD) 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 REMARKS:**  

**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) (H) VORTACW 112.2 PDZ Chan 59 N33º55.10´ W117º31.80´ 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 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´

**ROGERS FLD** (See CHESTER on page 116)

**ROHNERVILLE** (See FORTUNA on page 138)
ROSMOND SKYPARK (L00) 3 W UTC–8(–7DT) N34°52.23’ W118°12.33’

RWY 08–26: H3600X50 (ASPH) LIRL (NSTD)

RWY 08: Thld dsplcd 300’. Rgt tfc.

RWY 26: Thld dsplcd 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 clicks—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 tfc pat. No touch and go ldgs between 0600–1500Z‡. Avoid over flight of schools 1 mile E and 2 miles W. Calm wind use Rwy 26. TPA—glider 2915(500). Maintain rwy heading until reaching arpt boundary.

AIRPORT MANAGER: 661-256-4600

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.

RADIO AIDS TO NAVIGATION: NOTAM FILE PMD.

PALMDALE (H) (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 20NM 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 125)

RUTH (T42) 7 S UTC–8(–7DT) N40°12.69’ W123º17.86’

2781 NOTAM FILE RIU

RWY 13–31: H3500X50 (ASPH) S–12

RWY 13: Berm.

RWY 31: Hill.


AIRPORT MANAGER: 530-623-1365

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) (H) VORTACW 115.7 RBL Chan 104 N40°05.93’ W122º14.18’ 260º 49.3 NM to fld. 321/18E.

VOR portion unusable:

280º–300º blo 3,500’

KLAMATH FALLS

L–2H

SW, 14 JUL 2022 to 8 SEP 2022
SACRAMENTO

MC CLELLAN AIRFIELD (MCC)(KMCC) P (CG) 6 NE UTC–8(–7DT) N38°40.06’ W121°24.04’

77 B TPA—1153(1076) AOE LRA NOTAM FILE MCC

RWY 16–34: H10599X150 (CONC–GRVD) S–155, D–300, 2S–175, 2D–500 HIRL(NSTD)

RWY 16: MALS R. PAPI(P4L)—GA 3.0º TCH 52’. Rgt tfc.

RWY 34: PAPI(P4L)—GA 3.0º TCH 53’. Tower.

SERVICE: FUEL 100LL, JET A, A+  


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. User fee arpt.

MILITARY REMARKS: RSTD Tran acft PPR for USCG ramp C916–643–7659, with crew list for arr/dep passengers.

AIRPORT MANAGER: (916) 570-5349

WEATHER DATA SOURCES: AWOS–3 125.975 (916) 641–1272.

COMMUNICATIONS: CTAF/UNICOM 122.975

® NORCAL APP/DEP CON 127.4 317.5

NORCAL CLNC DEL 119.825

PMGV METRO 344.6 (Part time.) USCG COMSTA SAN FRAN 3123 5696 8984 11201 (0500–1100Z‡)

USCG SACRAMENTO 167.9 345.0

CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-6874.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCC.

(T) (T) VOR/DME 109.2 MCC Chan 29 N38°40.04’ W121°24.25’ at fld. 65/17E. unmonitored.

DME usable:
210º–300º blo 5,000’
VOR unusable:
280º–340º byd 15 NM blo 7,000’
280º–340º byd 5 NM blo 5,000’
ILS 109.7 I–FKZ Rwy 34.

HELIPORT REMARKS: Military markings on afld.

HELIPAD H1: H57X57 (CONC)
HELIPAD H2: H57X57 (CONC)
HELIPAD H3: H57X57 (ASPH)
HELIPAD H4: H57X57 (CONC)
SACRAMENTO EXEC (SAC)(KSAC) 3 S UTC–8(–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: 54 FUEL 100LL, JET A OK 1, 2, 3, 4 LGT Dusk–dawn. When trk clsd ACTIVATE arpt bcn—CTAF. Dusk–dawn. When trk clsd ACTIVATE all fld 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 involv arpt. Prior permission from arpt opr rqr for acft over 50,000 lbs maximum tkl weight. No touch and go ldgs, low apchs or pract ice 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 tks. 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: ASOS (916) 421–0923

COMMUNICATIONS: CTAF 119.5 ATIS 125.5 916–428–7066 UNICOM 122.95

RCO 122.05 122.5 (RANCHO MURIETA RADIO)

® 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) (H) VORTACW 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.

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SW, 14 JUL 2022 to 8 SEP 2022
SACRAMENTO INTL (SMF)(KSMF) 10 NW UTC–7(–7DT) N38°41.73´ W121°35.45´

27 B AOE LRA Class I, ARFF Index C NOTAM FILE SMF


RWY 17L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 64´. RVR–TR

RWY 35R: PAPI(P4L)—GA 3.0º TCH 64´. RVR–TR Rgt tfe.

RWY 17R–35L: H8598X150 (CONC–GRVD) S–120, D–239, 2D–439, 2D/2D–961 PCN 71 R/B/W/T HIRL CL

RWY 17R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72´. RVR–TMR Rgt tfe.

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 rwys. Plan VFR patterns to east. Use minimum power settings.

AIRPORT REMARKS: Attended continuously. Birds on and invol arpt. Crop duster opr invol 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 taxilane B2. When pushing back for dep from west ramp spots 56–60 and F1 each acft is to push back on to taxilane B2 and pull forward to the “Engine Start Line” prior to starting engs. Acft must push back tail to the north from trml Gates A1, A3 and A5. GND vehicle surveillance sys in use. OPR transponders with alt rprtg mode and ADS–B (if equipped) enabled on all AP SFCS. User fee arpt.

AIRPORT MANAGER: (916) 874-0560

WEATHER DATA SOURCES: ASOS (916) 649–3996 ASOS bcst over ATIS 126.75 mhz

COMMUNICATIONS: DL–ATIS 126.75 916–874–0679 UNICOM 122.95

NORCAL APP/DEP CON 120.45 125.4 (West–Northeast) 125.25 (Southwest) 127.4 (East–Southeast)

CAPITOL TOWER 125.7 GND CON 121.7 CLNC DEL 121.1

CPDCL (LOGON KUSA)

PDC

AIRSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 111.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

(h) (H) VORTACW 115.2 SAC Chan 99 N38°26.62´ W121°33.10´ 336º 15.2 NM to fld. 3/17E.

ILS/DME 111.75 I–MDK Chan 54(Y) Rwly 17L. Class IIIE.

ILS/DME 111.1 I–SMF Chan 48 Rwly 17R. Class IIIE.

ILS/DME 111.1 I–HUX Chan 48 Rwly 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312´ MSL.

SW, 14 JUL 2022 to 8 SEP 2022
SACRAMENTO MATHER (MHR)(KMHR) P (ARNG)  10 E UTC–8(–7DT)  N38°33.32′ W121°17.83′

98 B TPA—See Remarks NOTAM FILE MHR

RWY 04R–22L: H1301X150 (ASPH–CONC)  S–160, D–280, 2S–175, 2D–500 HIRL

RWY 04R: VASI(V4L)—GA 3.0º TCH 51’. RVR–TMR Rgt tfc.

RWY 22L: MALSR. VASI(V4L)—GA 3.0º TCH 50’. RVR–TMR

RWY 04L–22R: H6081X150 (ASPH)  S–90, D–105, 2S–133, 2D–190 MIRL

RWY 22R: Rgt tfc.

SERVICE: S4 FUEL  100LL, JET A  OX2 LGT Be advised, Rwy 04L thld lghts are NSTD. When twr closed ACTIVATE MIRL Rwy 04L–22R, HIRL Rwy 04R–22L, VASI Rwy 04R, 22L and MALSR Rwy 22L—CTAF.

MILITARY— FUEL A, A+ (avl1 1400–0700Z‡, C916–870–4704, after hr call out fee $100, 20 min PN rqr.) (NC–100LL)


AIRPORT REMARKS: Attended Mon 1300–0730Z‡, Tue–Fri 1100–0730Z‡, Sat 1100–0500Z‡, Sun 1300–0500Z‡. Birds invol apt. Be alert for large transport acft tks 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 tke 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

WEATHER DATA SOURCES: AWOS–3PT  118.325 (916) 366–3371. SAWRS.

COMMUNICATIONS: CTAF  120.65 ATIS  118.325 UNICOM 122.95

SACRAMENTO RCO 122.2 (RANCHO MURIETA RADIO)

® NORCAL APP/DEP CON 127.4

TOWER 120.65 (Mon 1300–0730Z‡, Tue–Fri 1100–0730Z‡, Sat 1100–0500Z‡, Sun 1300–0500Z‡) GND CON 121.85

CLNC DEL 121.85

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-6874.

AIRSPACE: CLASS D svc Mon 1300–0730Z‡, Tue–Fri 1100–0730Z‡, Sat 1100–0500Z‡, Sun 1300–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

(H) (H) VORTACW 115.2 SAC Chan 99 N38°26.62′ W121°33.10′ 044º 13.7 NM to fld. 3/17E.

ILS/DME 111.35 I–MHR Chan 50(Y) Rwy 22L. Class IIE. Unmonitored when ATCT closed.

HELIPAD H1: H30X30 (ASPH)

HELIPAD H2: H100X100 (ASPH)

SW, 14 JUL 2022 to 8 SEP 2022
SALINAS MUNI (SNS)(KSNS) 3 SE UTC–8(–7DT) N36°39.77´ W121°36.38´
84 B TPA–884(800) NOTAM FILE SNS
RWY 08–26: H6004X150 (ASPH) S–25, D–32, 2D–62 MIRL
RWY 08: VASI(V2L)—GA 3.0º TCH 53´. Thld dsplcd 396´. Rgt tlc.
RWY 26: REIL. VASI(V2L)—GA 3.0º TCH 43´.
HIRL
RWY 31: MALSR. PAPI(P2L)—GA 3.0º TCH 59´. RVR–T Rgt tlc.
SERVICE: S4 FUEL 100LL, JET A
OX 3 LGT When ATCT clsd ACTVT MALSR Rwy 31; REIL Rwy 13 and Rwy 26; PAPI Rwy 31; HIRL Rwy 13–31; MIRL Rwy 08–26, H1—CTAF. VASI Rwy 08, Rwy 13 and Rwy 26 26 opr consly.
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 Apch 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.
• (H) (II) VORTACW 117.3 SNS Chan 120 N36°39.83´ W121°36.19´ at fld. 80/17E.
VOR portion unusable:
010º–016º byd 22 NM blo 7,000´
016º–026º byd 26 NM blo 8,000´
026º–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 act 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
ILS 108.5 I–SNS Rwy 31. Unmonitored when ATCT clsd.
HELIPAD H1: H90X90 (ASPH–CONC–AFSC)

SALTON CITY

SALTON SEA (SAS)(KSAS) 1 SW UTC–8(–7DT) N33°14.47´ W115°57.16´
–84 TPA–716(800) NOTAM FILE SAN
RWY 07–25: 5000X75 (GRVL) S–28
RWY 07: Rgt tlc.
AIRPORT MANAGER: (909) 429-4200
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.

SALTON SEA (See SALTON CITY on page 218)

SALTON SEA
SALER FARM S36°03.96´ W119°31.86´ NOTAM FILE RIU.
NDB (MHW) 205 COR 203/16. (VFR only).

SAMOA FLD (See EUREKA on page 135)
SAN ANDREAS

CALAVERAS CO–MAURY RASMUSSEN FLD  (CPU)(KCPU)  4 SE  UTC–8(–7DT)  N38°08.77´

W120°38.89´

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 opts 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.

AIRPORT REMARKS:


AIRPORT MANAGER: 909-382-2382

WEATHER DATA SOURCES: AWOS–3 (909) 382–0067

COMMUNICATIONS: CTAF 119.45 ATIS 124.175 UNICOM 122.975

SOCAL APP/DEP CON 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 ScCal Apch at 800-448-3724.

CONTINUED ON NEXT PAGE
SAN CARLOS (SQL/KSQL) 2 NE UTC–8(–7DT) N37°30.71′ W122º14.97′

RWY 12–30: H2621X75 (ASPH) S–15.5 MIRL
RWY 12: REIL. VASI(V2L)—GA 4.0′ TCH 25′. Pole.
RWY 30: REIL. VASI(V2L)—GA 4.0′ 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. Rwy 30 VGSI unusbl byd 8 deg left of cntrln.


AIRPORT REMARKS: Attended 1400–0600Z‡. Migratory bird activity on and involv 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 tfc Rwy 30/left tfc Rwy 12. Hel right tfc Rwy 12/left tfc 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

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.

VOR unusable:
030°–050° byd 15 NM
225°–235° byd 20 NM blo 9,000′
330°–350° blo 11,000′

DME unusable:
160°–360° blo 11,000′
190°–230° byd 20 NM blo 13,000′
235°–350° byd 20 NM

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.
SAN CLEMENTE ISLAND NOLF (NUC)(KNUC) NAF 0 NW UTC–8/–7DT N33º01.36´ W118º35.31´ LOS ANGELES H–4L. L–4G

Not in sp.

RWY 06–24: H9301X200 (CONC) PCN 49 R/B/W/T HIRL

RWY 24: OLS. REIL. 1.0% down.

ARRESTING GEAR/SYSTEM

RWY 06 HOOK E28(B) (2021) HOOK E28(B) (2025) RWY 24

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 J5 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 524–9240–9242. 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 intvw San Clemente Island. Beaver TACAN NUC 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. RFC/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, ctc Sat–Sun and hol; other times by NOTAM; other times CLASS G.

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, ctc Sat–Sun and hol; other times by NOTAM; other times CLASS G.

RADAR AIDS TO NAVIGATION: NOTAM FILE NUC.

(L) 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)

SW, 14 JUL 2022 to 8 SEP 2022
BROWN FLD MUNI (SDM)(KSDM) 13 SE UTC–8(–7DT) N32°34.34´ W116°58.81´

526 B TPA—See Remarks AOE LRA NOTAM FILE SDM
RWY 08L–26R: H9772X150 (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´. Rgt tfc.
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, 1/4 mile NW, and 2 miles north of arpt.


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

• TOWER 128.25 (1600–0400Z‡) GND CON 124.4

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 (VL) (R) VORTACW 116.45 PGY Chan 111(Y) N32°36.62´ W116°58.75´ 167° 2.3 NM to fld. 576/14E.

VOR unusable:
000º–020º byd 10 NM
035º–070º byd 25 NM
070º–240º byd 10 NM
231º–249º byd 40 NM
341º–368º byd 40 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

LOS ANGELES
H–4I, L–4H
IAP, AD

SW, 14 JUL 2022 to 8 SEP 2022
MONTGOMERY–GIBBS EXEC (KMYF)(MYF) 6N UTC–8(–7DT) N32°48.94’ W117°08.37’

FWY 10L–28R: H4598X150 (ASPH–RFSC) S–12 PCN 48 F/C/Y/T
MIRL 0.3% up E
FWY 10L: PAPI(P4L)–GA 3.4º TCH 45’. Rgt tfc.
FWY 10R–28L: H3401X60 (ASPH–RFSC) S–12 PCN 48 F/C/Y/T
FWY 10R: Rgt tfc.
FWY 28L: REIL.
FWY 05–23: H3400X75 (ASPH–TRTD–RFSC) S–12 PCN 37 F/B/Y/T 0.3% up NE
FWY 05: Thld dsplcd 390’.

SERVICE: S4 FUEL 100LL, JET A, A+ OX 1, 4 LGT When twr clsd


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 tcf advisories if proceeding east bound advise twr of destination arpt. Be alert to military jet acft invoľ arpt and 4.7 NM NW of arpt bearing 312º invoľ Mission Bay VORTAC. Be alert birds on and in the vicinity of arpt. Coyote activity on rwy and twy. Practice low approaches are prohibited 0730–1430Z. 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. Twx K rstd to wingspan no greater than 58’. Ldg fees for ops by PART 135 certified acft.

AIRPORT MANAGER: (858) 573-1430
WEATHER DATA SOURCES: ASOS 126.9 (858) 576–4337.
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 (All rwy, except Rwy 28R btw 1800–0200Z) 125.7 (Rwy 28R btw 1800–0200Z) GND CON 118.225
CLEARANCE DELIVERY PHONE: For CD when ATCT ctc SoCal Apch at 800-448-3724.
AIRSPACE: CLASS D svc 1400–0500Z; other times CLASS G.
VOR TEST FACILITY (VOT) 109.0
RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

MISSION BAY (H) VORTAC 117.8 MZB Chan 125 N32°46.93’ W117°13.53’ 050º 4.8 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 111.95 I–MYF Chan 56(Y) Rwy 28R. Class IT. LOC/DME unmonitored when ATCT closed.
COMM/NAV/WEATHER REMARKS: Freq 125.7 also used for touch and go landings Rwy 10L–28R.

HELIPAD H2: H48X48 (ASPH)
224

SAN DIEGO INTL (SAN)(KSAN) P (CG) 2 W UTC–(–7DT) N32°44.01´ W117°11.38´
17 B AOE LRA Class I, ARFF Index D NOTAM FILE SAN
RWY 09–27: H9400X200 (ASPH–CONC–GRVD) S–100, D–150,
2D–250, 2D/2D2–720 PCN 75 F/A/W/T HIRL CL
RWY 09: MALS. TDZL. PAPI(P4L)—GA 3.3º TCH 76´. RVR–TR Tld
hsplcd 1000´. Tree.
RWY 27: MALS. TDZL. PAPI(P4R)—GA 3.5º TCH 66´. RVR–TR Tld
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.
NOISE: NOTE: See Special Notices—Aircraft Noise
Prohibitions/Restrictions.
AIRPORT REMARKS: Attended continuously. Intermittent presence of birds
on and inflv arpt. Pilots are required to ctc gnd controller prior to
pushback, tow out and taxi for tfc advisories. Ultralight 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. Rwy 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 tkfs. To reduce
jet blast impact at north end of Twy F acft will not start engine until 800´ from north end of Twy F, abreast the second
parking pad. Aircraft crossing Rwy 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 to fr 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 0800–1200Z‡, from 1200–1400Z‡ ctc gnd 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 Rwy 09 westbound on Twy B. Outboard engines of
four–engine acft are to be kept at idle power for all ground maneuvering. Cross–bleed engines starts permitted only on
parallel twy with acft aligned on twy centerline. Due to PAEW on Rwy 09–27, 30 minute PPR 0830–1230Z‡ 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. User fee arpt. Flight Notification Service (ADCUS)
AIRPORT MANAGER: 619–400–2718
WEATHER DATA SOURCES: ASOS (619) 296–8934
COMMUNICATIONS: D–ATIS 134.8 619–298–0997
MONTGOMERY RCO 122.2 (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) (H) VORTACW 117.8 MZB Chan 125 N32°46.93´ W117°13.53´ 133º 3.4 NM to fld.
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) Rwy 09. Class I. Autopilot coupled approaches na below 530´ MSL.
LOC/DME 110.9 I–UBR Chan 46 Rwy 27. LOC unusable byd 25º right of course.
SAN DIEGO/EL CAJON

GILLESPIE FLD (SEE) (KSEE) 10 NE UTC–8 (–7DT) N32º49.57´ W116º58.35´ 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: PAPI(P4R)—GA 3.75º TCH 45’. 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 When ATCT clsd ACTVT REIL Rwy 27R; PAPI Rwy 09L and 27R; VASI Rwy 17 and 35; MIRL Rwy 09L–27R and Rwy 17–35—CTAF. Rwy 27R PAPI unusable beyond 6º right of course. 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 atvbl 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 b/t 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 ftc permits, ltd to no more than 3 aft per formation. PPR for VFR low apchs blo 1000’ AGL from arpt director. TGL and Jet dep strongly discouraged 0600–1500Z†. Noise sensitive areas all quads. Noise abatement pattern info atvbl 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 b/t 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 MANAGER: (619) 956-4805

WEATHER DATA SOURCES: AWOS–3P 125.45 (619) 449–1228. LAWRS.

COMMUNICATIONS: CTAF 120.7 ATIS 125.45 619–449–1228. (General outlook when tower closed.)

® SOCAL APP/DEP CON 124.35
TOWER 120.7 123.8 (1500–0500Z†) 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) (H) VORTACW 117.8 MZB Chan 125 N32º46.93´ W117º13.53´ 063º 13.1 NM to ffd. 10/15/E.

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–8 (~7DT) N37°37.13’ W122°22.53’

13 B AOE LRA Class I, ARFF Index E NOTAM FILE SFO


RWY 01R–19L: H8650X200 (ASPH–GRVD) S–75, D–200, 2D–400, 2D/2D–877 PCN 100 F/B/X/T HIRL CL

RWY 01R: 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 19L: TORA–8650 TODA–8650 ASDA–8650 LDA–8650
RWY 19R: 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: FUEL 100LL, JET A, 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 obstrused vision, SFO twr is able to provide only limited arpt tfc ctc svc on Twy A between gates B8 and B9. 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. All oubd Twy Zulu 2 heavy acft with a wingspan of 171 ft or grtr under pwr prohibited from entering wb Twy Zulu. Twy S btn Twy Z and Twy S2 clsd to acft with wingspan over 215 ft. RwY status lgts in operation. Ldg fee. User fee arpt. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Special Noise Abatement Procedures—Preferential Runways.

AIRPORT MANAGER: (650) 821-3355

WEATHER DATA SOURCES: ASOS (650) 827–8593 LLWAS.

COMMUNICATIONS: D–ATIS 118.85 115.8 113.7 650–877–3584/8422 UNICOM 122.95

® NORCAL APP CON 120.9 135.1 128.325

® NORCAL DEP CON 128.325 133.95 134.5 135.1 (SE–W) 120.9 (NW–E)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE

SW, 14 JUL 2022 to 8 SEP 2022
VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SFO.

(L) (L) VOR/DME  115.8  SFO  Chan 105  N37º37.17´ W122º22.43´  at 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´

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 invof 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 133)
SAN JOSE

NORMAN Y MINETA SAN JOSE INTL (SJC)(KSJC) 2 NW UTC–8(–7DT) N37°21.78’ W121°55.72’

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

SERVICE: S4 FUEL

100LL, JET A OX1, 2, 3, 4 LGT

Rwy 30L PAPI

usable byd 7º of centerline of rwy. ACTIVATE MALSR Rwy 12R,

NOISE: Noise abatement procedure: Rwy 12R–30L is preferred arrival rwy for jet actf and Rwy 12L–30R is the preferred
departure rwy for jet actf. All jet actf 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 t/o DC10, MD11, L1011. High intensity light activity: High intensity lights (lasers and large media screens) may be
visible to arrival and departure actf to San Jose international arpt during events at the stadium complex (37°24.15´ N/121°58.14´ 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 actf, 1504(1442) multi–engine and turbine powered actf.

Unscheduled ops by group 5 actf (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 actf
issued by the Director of Aviation. Delayed scheduled flights 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 Twy W and Twy V ldt to actf with a wingspan of less than 118´ (B–737–900 or smaller). Twy W will be
periodically rstd to actf 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 actf with a wingspan of less than 118 ft (B–737–900 or smaller) drg B–787 and B–747 ops. Twy Z rln 200 ft NW of Twy H and 200 ft NW of Twy K ltd to actf with a wingspan of less than 135 ft (B–757–300 or smaller). Twy Z will be
periodically rstd to actf with a wingspan of less than 118´ (B–737–900 or smaller) drg B–787 and B–747 ops on Rwy
12L–30R. Twy Z will be periodically rstd to actf with a wingspan of less than 171 ft (MD–11 or smaller) drg B–787
and B–747 ops on Rwy.

AIRPORT MANAGER: (408) 277-5100

WEATHER DATA SOURCES: ASOS 126.95 (408) 969–0838. LAWRS.

COMMUNICATIONS: CTAF 124.0 UNICOM 122.95 D–ATIS 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 TAU CLNC 118.0

NORCAL DEP CON 121.3

CPDLC (LOGON KUSA)

PDC

CLEARANCE DELIVERY PHONE: For Ctc 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) L ORW/DME 114.1 SJC Chan 88 N37°22.48´ W121°56.68´ 116º 1.0 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’

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 dsplcd 499’. Tree.
RWY 31R: REIL. PAPI(P4L)—GA 4.0º TCH 45’. Thld dsplcd 410’. Road. Rgt tfc.
RWY 13L: H3100X75 (ASPH) S–17 0.4% up SE
RWY 31L: PAPI(P4L)—GA 4.0º TCH 45’. Thld dsplcd 409’. Road.


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 turns 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.


NOTE: See Special Notices—Arrival Alert.

AIRPORT MANAGER: 408-918-7707

WEATHER DATA SOURCES: LAWRS.

COMMUNICATIONS: CTAF 119.8 ATIS 125.2 408–923–7100 UNICOM 122.95

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

NORCAL DEP CON 121.3

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc NorCal Apch at 916-361-3748.

AIRSPACE: CLASS D svc 1500–0600Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

SAN JOSE (L) (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 JOSE N37º22.48’ W121º56.68’ NOTAM FILE SJC.

(L) (L) VOR/DME 114.1 SJC Chan 88 116º 1.0 NM to Norman Y Mineta San Jose Intl. 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 LUIS CO RGNL (See SAN LUIS OBISPO on page 230)
SAN LUIS OBISPO

230 CALIFORNIA

SAN LUIS CO RGNL (SBP)(KSBU) 3 S UTC–8I–7DT N35°14.24’ W120°38.56’

212  B  TPA—See Remarks  Class I, ARFF  Index B  NOTAM FILE SBP  MON Airport


PCN 54  F/D/X/T  HIRL  0.8% up SE

RWY 11: MALSR. VASI(V4L)—GA 3.0º TCH 50’. Thld dsplcd 800’.

RWY 29: REL. VASI(V4L)—GA 3.25º TCH 50’. Thld dsplcd 501’.

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 OX 1, 3, 4 LGT ACTIVATE MALSR

Rwy 11, REL Rwy 29, VASI Rwy 11, HIRL Rwy 11–29—CTAF. VASI Rwy 29 opr continuously.


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 mnm breakaway pwr. Twy A b/t Twys C and F will be pdcly rstrd for acft with wingspan of 79 ft or gtr drg opns on Rwy 11–29. Tran parking exceeding 2 hrs ctc FBO except for air carriers. TPA—1203 (991) single engine; 1703 (1491) multi–engine, jet and high performance. Taxi lane 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 (1400–0400Z‡) 805–545–9638 UNICOM 122.95

SAN LUIS OBISPO RCO 122.4 (HAWTHORNE RADIO)

® SANTA BARBARA APP/DEP CON 127.725 (1400–0700Z‡)

® L.A. CENTER APP/DEP CON 119.05 (0700–1400Z‡)

TOWER 124.0 (1400–0400Z‡) GND CON 121.6

AIRSPACE: CLASS D svc 1400–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

MORRO BAY (L) (L) VORTAC 112.4 MQO Chan 71 N35°15.14’ W120°45.57’ 083º 5.8 NM to fld. 1463/16E.

VOR portion unusable:

290º–315º byd 7 NM b/o 4,000’

297º–315º byd 13 NM b/o 7,000’

315º–090º byd 7 NM b/o 7,000’

ILS 109.7  I–SBP Rwy 11. Class IE. Unmonitored when ATCT clsd.

SAN MARCUS  N34°30.57’ W119°46.26’ NOTAM FILE HHR.

(H) (H) VORTAC 114.9 RZS Chan 96 201º 6.1 NM to Santa Barbara Muni. 3598/14E.

VOR unusable:

140º–178º byd 27 NM

RCO 122.1R 114.9T (HAWTHORNE RADIO)
SAN MARTIN  (E16)  1 E  UTC–8(–7DT)  N37°04.90’ W121°35.81’
284  B  NOTAM FILE E16
RWY 14–32: H3095X75 (ASPH) S–12.5 MRL 0.3% N
RWY 14: PAPI(P2L)—GA 4.0° TCH 41’. Pole.
RWY 32: PAPI(P2L)—GA 4.0° TCH 42’. Tree. Rgt tfc.
SERVICE:  S4  FUEL  JET A, UL94  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  N37°22.48’ W121°56.68’ 120º 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 0 E  UTC–8(–7DT)  N33°14.39’ W119°27.49’
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 3.0° 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 act opf 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 act 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‡, cld opf alternate Fri, all Sat, Sun and holidays)
PLEAD 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  NSI (110.2) N33°14.10’ W119°27.50’ at fld. 522/12E. TACAN unmonitored when afd csl.
TACAN AZIMUTH unusable:
108º–123º byd 29 NM blo 7,700’
123º–283º byd 12 NM
123º–283º byd 8 NM blo 5,500’
DME unusable:
108º–123º byd 29 NM blo 7,700’
123º–283º byd 12 NM
123º–283º byd 8 NM blo 5,500’
ILS 109.7 1–NSI Rwy 30. Class IT.
SANDBERG  SDB  N34°45.00’ W118°43.00’/4523
ASOS 120.625 (661) 248–2329 Hawthorne FSS notam file: HHR
SAN FRANCISCO  L–38
LOS ANGELES  H–4H, L–3E, 4G
L–3D, 4G
IAP
DIAP, AD
SW, 14 JUL 2022 to 8 SEP 2022

10º–72º byd 30 NM blo 7,700’
123º–283º byd 8 NM blo 5,500’
SANTA ANA

JOHN WAYNE/ORANGE CO (SNA)(KSNA) 4 S UTC–8(–7DT) N33°40.54´ W117°52.09´

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, 25–121, 20–300 PCN 89 F/B/X/T HIRL 0.3% up S

RWY 02L: PAPI(P4L)—GA 3.0° TCH 75´. RVR–R

RWY 20R: MALSR. PAPI(P4L)—GA 3.0° TCH 68´. RVR–T Rgt ttc.

RWY 02R–20L: H2886X75 (ASPH–GRVD) S–25, D–60 PCN 72 F/B/X/T MIRL 0.4% up S

RWY 02R: Rgt ttc.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 02L: TORA–5700 TDA–5700 ASDA–5700 LDA–5700

RWY 20R: TORA–5700 TDA–5700 ASDA–5700 LDA–5700

SERVICE: S4 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 inv of arpt. VFR Aft: 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. Act Idg Rwy 20L, use ctn for jet blast from act hldg btrn Rwy 20L and Rwy 20R at Twp L. 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 acft; 1556 (1500) turbine acft over 12500 lbs.; Rwy 02R–20L TPA—B56 (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

WEATHER DATA SOURCES: ASOS (714) 424–0590 LAWRS (1400–0700Z‡).

COMMUNICATIONS: CTAF 126.8 D–ATIS 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) 128.35 118.0 121.85

SOCAL DEP CON 124.1 128.1 132.7

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 1415–0700Z‡ other times CLASS G.

VOR TEST FACILITY (VOT) 110.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SLI.

SEAL BEACH (L) (L) VORTACW 115.7 SLI Chan 104 N33°47.00´ W118°03.29´ 110° 11.3 NM to fd; 22/15E.

VOR unusable: 125º–180º byd 30 NM b/o 4,000´

TACAN AZIMUTH unusable: 125º–195º byd 20 NM b/o 5,000´

DME unusable: 125º–195º byd 20 NM b/o 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. Rwy 20X created to support OJW LDA associated with SNA ILS Rwy 20R. LOC unusable byd 18º left and 18º right of course.

SANTA BARBARA HUG N34°22.60´ W120°10.11´/152

AWOS–3 119.625 (805) 961–4256 -Offshore harmony platform

SW, 14 JUL 2022 to 8 SEP 2022
CALIFORNIA

SANTA BARBARA MUNI (SBA)(KSBA) 7 W UTC–8(–7DT) N34°25.57′ W119°50.49′

RWY 07: MLSR, RVR–T Tree. Rgt tcf.
RWY 25: REIL, PAPI(P4L)—GA 3.0º TCH 50´. RVR–R Fence.
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 tcf.
RWY 15L–33R: H4180X75 (ASPH) S–35, D–41, 2S–80, 2D–63 PCN 14 F/A/X/T MIRL
RWY 15L: Bldg.
RWY 33R: Rgt tcf.

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 1, 2, 3, 4 LGT When twr clsd

ACTIVATE MIRL Rwy 15R–33L, REIL Rwy 15R—CTAF. MALSR Rwy 07, PAPI Rwy 25 and REIL Rwy 25 opr continuously. CTAF.


AIRPORT REMARKS: Attended 1400–0700Z‡. 100LL fuel 24 hr credit card svc avbl. Fee for Jet A fuel after hrs call 805–454–0051 or 967–5608. Numerous flocks of birds on and invof arpt. Rwy 15L–33R dalgt hrs only. ARFF Index: Rwy 15L–33R and 15R–33L not avbl for sked acr opns with more than 9 psgr seats or unsked acr at least 31 psgr seats. Due to ltd ramp space at the airline terminal non–scheduled transport category acft with more than 30 passenger seats are required to ctc arpt ops 805–681–4803 24 hour PPR to arrival. Commercial airline ramp clsd to all General Aviation acft. No customs personnel or facilities are avbl and international acft will not be allowed to land unless an emerg exists. TPA—1003(990) small acft, 1503(1490) large acft. Pure jet touch/go or low approaches prohibited. Ldg fee for all PART 135 oprs and tnt acft with max GWT of 10,000 lbs or more. Fees will be billed/mailed. Ldg fee.

AIRPORT MANAGER: 805–967–7111
WEATHER DATA SOURCES: ASOS (805) 681–0583
COMMUNICATIONS: CTAF 119.7 ATIS 132.65 UNICOM 122.95
RCO 122.3 (HAWTHORNE RADIO)
APP/DEP CON 120.55 (151º–329º) 124.15 127.725 (1400–0700Z‡)
L.A. CENTER APP/DEP CON 119.05 (0700–1400Z‡)
TOWER 119.7 (1400–0700Z‡) GND CON 121.7 CLNC DEL 132.9
AIRSPACE: CLASS C svc ctc APP CON svc 1400–0700Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.
SAN MARCUS (H) (H) VORTAC 114.9 RZS Chan 96 N34°30.57′ W119°46.26′ 201° 6.1 NM to fld. 3598/14E. VOR unusable: 140º–178º byd 27 NM
GAVIOTA (L) (L) VORTACW 113.8 GVO Chan 85 N34°31.88′ W120°05.47′ 101° 13.9 NM to fld. 2616/16E.
VORTAC unusable: 117º–137º byd 35 NM
310º–095º byd 10 NM b1 8,500′ 360º–095º byd 20 NM b1 12,500′
SIX/DME 110.3 I–SBA Chan 40 Rwy 07. Class IA. Unmonitored when ATCT clsd.

SW, 14 JUL 2022 to 8 SEP 2022
CALIFORNIA

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD  (SMX)(KSMX)  3 S  UTC–8(–7DT)  N34º54.00’ W120º27.49’

261  B  TPA—See Remarks  Class I, ARFF  Index B  NOTAM FILE SMX

RWY 12–30:  H8004X150 (ASPH–GRVD)  S–75, D–181, 2S–175, 2D–400  PCN 5 F/B/X/U  HIRL

RWY 12:  MALSR. PAPI(P4R)—GA 3.0º TCH 55’. RVR–T  Rgt tfc. 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 tfc.

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–5199  TODA–5199  ASDA–5199  LDA–5199

RWY 30:  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 suppl 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 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 Twp 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) VORTAC 112.4  MQO  Chan 71  N35º15.14’ W120º45.57’  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 (L) VOR 113.05  GLJ  N34º57.14’ W120º31.29’  119º 4.4 NM to fld. 138/16E.

ILS/DME 308.9  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, 14 JUL 2022 to 8 SEP 2022
SANTA MONICA MUNI  (SMO)(KSMO)  3 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, UL94  OX 1, 3  LGT

When twr clsd ACTIVATE REIL Rwy 21; MIRL Rwy 03–21—CTAF.

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 lifeguard
flights 0700–1500Z Mon–Fri and 0700–1600Z weekends. PPR
ex–military acft ctc arpt manager 310–458–8692. VFR departures Rwy
21 turn left 10º over SMO VOR then turn right 225º. If departure north,
no right turns before reaching shoreline. Rwy 03 departure no turns prior
to 405 freeway located 1 mile E. Rwy 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. 100LL full svc only. PPR rqrd for DW acft in excess of 60,000 lbs crtfyd max ldg
wt, ctc amgr 310–458–8692. 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. Tnt parking south side, next to bcn. Turbine acct and acct over 12,000 lbs
Piston single and twins on south side, wi 300 ft east of Twy B4. 1700–0100Z only. TPA—1370(1200) single engine,
1870(1700) twin engine. Intersection departures and formation landings/departures prohibited. The paved areas
preceding the Rwy 03–21 thlds are not avbl for ldg, tkof, or taxi Ops. The paved areas are now blast pads created from
thlds relocation and rwy len reduction in December 2017. Acft must now exit the rwy at designated connector twys. 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 (101º–245º SMO) 124.9 (069º–100º LAX) 125.2 (246º–341º LAX) 128.5 (342º–068º)

TOWER 120.1 (1500–0500Z)  GND CON 121.9

SOCAL DEP CON 125.2

CLEARANCE DELIVERY PHONE: For CD when ATCT ctc ctc SoCal Apch at 800–448–3724.

AIRSPACE: CLASS D svc 1500–0500Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SMO.

VOR/DME usable:
070º–080º byd 30 NM b1o 7,000´
265º–275º byd 25 NM b1o 14,000´
275º–005º byd 30 NM b1o 14,000´

HELIPAD H1: H40X40 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helicopter flt training opr prohibited, helicopters cross apch boundary at 900’ MSL. Rwy H1 perimeter lgts.
SANTA PAULA (SZP)(KSZP) 1 SE UTC–8(–7DT) N34°20.82´ W119°03.70´
250 TPA—850(600) NOTAM FILE HHR
RWY 04–22: H266S560 (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 aerobatic activity 3–18 miles
E up to 5255´ AGL. No OHD apchs, no 45º 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 (STS)(KSTS) 6 NW UTC–8(–7DT) N38°30.58´ 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: MALS 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 3.5º TCH 48´. Trees.
RWY 20: PAPI(P4L)—GA 3.0º TCH 50´. 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
RWy 02 PAPI unusable
byd 5º left of centerline. Rwy 02. LAHSO ALD ctc twr for availability.
When twr clsd ACTIVATE MALS Rwy 32, PAPI Rwy 02, Rwy 20, and
Rwy 14, HIRL Rwy 14–32, MIRL Rw 02–20, Twp lghts —CTAF.
NOISE: For noise abatement prcs please visit the arpt website at FlySTS.com.
AIRPORT REMARKS: Attended 1400–0600Z‡. 100LL avbl 24 hrs with credit card. Jet A avbl during attendance hrs. Be alert
for numerous flocks of birds on and invof arpt including seasonally migratory geese. Deer on and invof arpt. TPA for small
acfts 1129(1000) and TPA for large acft 1629(1500). Twy Z between Rwy 14–32 and Twy A limited to S–20, D–40. Ldg
fee.
AIRPORT MANAGER: 707-565-7243
WEATHER DATA SOURCES: ASOS 120.55 (707) 573–8393.
COMMUNICATIONS: CTAF 118.5 ATIS 120.55 707–545–2847 UCINOCOM 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.
RADAR AIDS TO NAVIGATION: NOTAM FILE STS.
SANTA ROSA (H) DME 116.15 STS Chan 108(Y) N38°30.49´ W122º48.64´ at fld. 121/0E.
DME unusable:
040º–045º byd 25 NM
046º–104º byd 25 NM blo 10,000´
207º–212º byd 36 NM blo 10,000´
237º–255º byd 35 NM blo 10,000´
276º–305º byd 35 NM blo 10,000´
350º–039º byd 25 NM blo 10,000´
ILS 109.3 I–STS Rwy 32. Class IE. Unmonitored when ATCT closed. Autopilot cpd apch na blw 1,038´ MSL.

SW, 14 JUL 2022 to 8 SEP 2022
NOTAM FILE STS.

(H) DME 116.15 STS Chan 10B(Y) at Charles M Schulz – Sonoma Co. 121/0E.

DME unusable:
- 040°–045° byd 25 NM
- 046°–104° byd 25 NM blo 10,000’
- 207°–212° byd 36 NM blo 10,000’
- 237°–255° byd 35 NM blo 10,000’
- 276°–305° byd 35 NM blo 10,000’
- 350°–039° byd 25 NM blo 10,000’

NOTAM FILE IZA

RWY 08–26: H2803X75 (ASPH) S–12.5 MIRL 0.7% down W
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 31’. Hill. Rgt tfc.
RWY 26: REIL. PAPI(P2L)—GA 3.0° 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 tfk recommend heading 210° at arpt perimeter if safety permit for noise abatement.


AIRPORT MANAGER: 805-688-8390

WEATHER DATA SOURCES: AWOS–3 118.075 (805) 686–5325.
COMMUNICATIONS: CTAF/UNICOM 122.8

SAN MARCUS  (H) (H) VORTAC 114.9 RZS Chan 96 N34º30.57´ W122º46.26´ 277º 16.2 NM to fld. 3598/14E.

VOR unusable:
- 140°–178° byd 27 NM

NOTAM FILE OAK

RWY 07–25: H2700X45 (ASPH) S–12.5
RWY 07: Tree. Rgt tfc.
RWY 17–35: H1513X50 (ASPH) S–12.5
RWY 35: Rgt tfc.

SERVICE: F4 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 tfk. 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 138)
**SEAL BEACH**

N33°47.00’ W118°03.29’ NOTAM FILE SLI.

(L) (L) VORTACW 115.7 SLI Chan 104 at Los Alamitos AAF. 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’

**SELMA**

ØQ4 2 NW UTC–8(–7DT) N33°34.86’ W119°03.21’

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 RWY 10–28 on dusk—0900Z‡. PPR for rotating bcn after 0900Z‡. Call 559–896–1001 during attendant hours.


AIRPORT MANAGER: (559) 314-4900

**SEQUOIA FLD** (See VISALIA on page 259)

**SHAFTER–MINTER FLD** (MKT)(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 tfc.

RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 42’.

RWY 08–26: H3680X60 (ASPH) S–125 0.3% up E

RWY 08: Thld dspcld 140º. Trees.


RWY 17–35: H2972X100 (CONC) S–25, D–30 0.3% up N

RWY 17: Road. Rgt tfc.

RWY 35: Road.

SERVICE: 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 122.5 SHATER RCO 122.5 (RANCHO MURIETA RADIO)

® BAKERSFIELD APP/DEP CON 126.45 (1400–0700Z‡)

® L.A. CENTER APP/DEP CON 127.1 (0700–1400Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Rancho Murieta ARTCC at 661-575-2079.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

(L) (L) VORTACW 115.4 EHF Chan 101 N35°29.07’ W119°05.84’ 272º 4.8 NM to fld. 549/14E.

**SHAFTER**

N35°29.07’ W119°05.84’ NOTAM FILE BFL.

(L) (L) VORTACW 115.4 EHF Chan 101 133º 3.6 NM to Meadows Fld. 549/14E.

RCO 122.5 (RANCHO MURIETA RADIO)
SHELTER COVE (Q05)  1 W  UTC–8(–7DT)  N40°01.69’ W124°04.46’
73  NOTAM FILE OAK
RWY 12–30: H3407X60 (ASPH)  S–20  0.5% up NW
AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Be alert for ultralights, hang gliders and parachutes 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.

SHOSHONE (L61)  1 S  UTC–8(–7DT)  N35°58.12´ W116°16.16´
1568  TPA—2368(800)  NOTAM FILE RAL
RWY 15–33: H2380X30 (ASPH)  LIRL
RWY 15: Trees.
RWY 33: Berm. Rgt tfc.
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 ngt use. Rwy 15–33 edge lgt are mounted on short 3–4 inch stout non–frangible posts.
AIRPORT REMARKS: Unattended. Rwy 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 142)

SIERRAVILLE DEARWATER (O79)  1 SE  UTC–8(–7DT) N39°34.90´ W120°21.24´
4984  TPA—5784(800)  NOTAM FILE RNO
RWY 03–21: H3260X50 (ASPH)  S–12  1.0% up SW
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 (VL) (DH) VOR/DME 113.2  SWR  Chan 79
N39°10.82´ W120°16.18´  335º 24.4 NM to fld. 8850/16E.
VOR unusable:
036º–048º byd 40 NM
112º–124º byd 40 NM blo 14,000´
112º–124º byd 53 NM

SISKIYOU CO (See MONTAGUE on page 180)
SONOMA SKYPARK  (0Q9)  3 SE  UTC–B(–7DT)  N38°15.45´  W122°26.05´

20  NOTAM FILE OAK
RWY 08–26: H2480X40 (ASPH)  S–B
   RWY 08: Thld dsplcd 140´. Trees. Rgt tfc.
   RWY 26: Thld dsplcd 237´. Trees.

SERVICE:  S4  FUEL  100LL

NOISE:  Noise sensitive area east end of Rwy 08–26. 1000 ft min AGL over all property in imt vcnty of the arpt. For noise abatement info call amgr 707–996–2100 or airport website.


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 SCHELLVILLE/SONOMA on page 237)

SOUTH LAKE TAHOE

LAKE TAHOE  (TVL/KTVL)  3 SW  UTC–B(–7DT)  N38°53.63´  W119º59.72´

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
   OX 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. Ttc 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. Twp H clsd perm.

AIRPORT MANAGER:  530-542-6031
WEATHER DATA SOURCES:  ASOS 124.725 (530) 541–5739. Unrelbl wind spd and dir info. LAWRS.
COMMUNICATIONS:  CTAF/UNICOM 122.85
   SQUAW VALLEY RCO 122.5 (RENO RADIO)
© 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 (VL) (DH) VOR/DME 113.2  SWR  Chan 79  N39º10.82´  W120º16.18´  127º 21.4 NM to fld.
   8850/16E.
   VOR unusable:
   036º–048º byd 40 NM
   112º–124º byd 40 NM blo 14,000´
   112º–124º byd 53 NM
   LDA/DME 108.9  –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.

SOUTHARD FLD  (See BIEBER on page 102)

SOUTHERN CALIFORNIA LOGISTICS  (See VICTORVILLE on page 258)

SW, 14 JUL 2022 to 8 SEP 2022
**SQUAW VALLEY**  N39°10.82′ W120°16.18′  NOTAM FILE TVL.

(VL) (DH) VOR/DME 113.2 SWR Chan 79  127º 21.4 NM to Lake Tahoe. 8850/16E.

VOR unusable:

- 036º–048º byd 40 NM
- 112º–124º byd 40 NM blo 14,000′
- 112º–124º byd 53 NM

RCO 122.5 (RENO RADIO)

**STOCKTON**

**LOST ISLE SPB**  (S74)  8 NW  UTC–8(–7DT)  N38°00.25′ W121º27.40′

**WATERWAY NW–SE:** 4000X300 (WATER)

**SEAPLANE REMARKS:** Unattended. Be alert for floating debris. No overnight moorage. Boat docks avbl for seaplane use. 60′ palm trees 225′ SW of apch end of SE waterway. Frequent houseboats and fishing boats on waterway.

**AIRPORT MANAGER:** 916-574-1812

**COMMUNICATIONS:** CTAF 122.9

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

**STOCKTON METRO**  (SCK) (KSCK) (ARMG) 3 SE  UTC–8(–7DT)  N37º53.66′ W121º14.32′

**CLASS I, ARFF Index B**

**NOTAM FILE SCK**

**RWY 11L–29R:**  H10249X150 (ASPH–GRVD) S–40, D–150, 2D–360, 2D/2D–650 PCN 51 F/C/X/T HIRL

- RWY 11L: PAPI(P4L)—GA 3.0º TCH 75′. RVR–TMR Thld dspcd 1000′.
- RWY 29R: MALSR. PAPI(P4L)—GA 3.0º TCH 71′. RVR–TMR Thld dspcd 599′. Rgt ttc.

**RWY 11R–29L:**  H4448X75 (ASPH) S–12.5 PCN 12 F/C/X/T

**RUNWAY DECLARED DISTANCE INFORMATION**

- RWY 11R: TOA–4448 ASDA–4448 LDA–4448
- RWY 29L: TORA–4448 ASDA–4448 LDA–3386
- RWY 29R: TORA–8856 TORA–9856 ASDA–9210 LDA–8650

**SERVICE:**

- 100, 100LL, JET A
- LGT

**MILITARY—**

- FUEL (NC–100, 100LL, A – Avbl 1300–0500Z‡, OT svc chg, C209–468–4722.)

**AIRPORT REMARKS:** Attended continuously. Fuel and svc 1300–0500Z‡, other times call 209–982–1622–svc charge. Seagulls on and inof arpt especially dur rainy wx. Pavement prior to thld of Rwys 11L 11R 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 unsked acr ops 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–29R not avbl for sked acr ops with more than 9 psgr seats or unsked 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 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; tnt ptg 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. Twy F rstrd to acft wingspan less than 118 ft. 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 actf. Practice circling apchs to Rwys 11L/11R not allowed for any turbine powered/prop driven actf exceeding 12,500 lbs exc PPR from arpt 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

**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)
- @ NORCAL APP CON 123.85 (SE–NW 7000′ and blo) 125.1 (N–SE 7000′ and blo) 124.8 (8000′ and abv)
- TOWER 120.3 (1500–0500Z) GND CON 121.9
- @ NORCAL DEP CON 125.1

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

**AIRSPACE:**

- CLASS D svc 1500–0500Z‡; other times CLASS E.

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

LINDEN (H) VOR/DME 114.8 LIN Chan 95  N38°04.47’ W121°00.23’ 209° 15.5 NM to fld. 266/17E.DME unusable:
191°-235°
ILS/DME 109.1 I–SCK Chan 28 Rwy 29R. Class IIE.

HELIPAD H1: H70X70 (CONC) S–45, D–55
HELIPAD H1: ODALS.

STOVEPIPE WELLS (See DEATH VALLEY NATIONAL PARK on page 128)

SUSANVILLE

SPAULDING (IQ2) 16 NW UTC–8(7DT) N40°39.02’ W120°34.36’

4149  B TPA—4949(800) NOTAM FILE SVE

RWY 11–29: HA051X75 (ASPH–GRVD) S–15 MIRL 0.6% up NW

RWY 11: PAPI(P2L)—GA 3.0º TCH 40’. Treess.

RWY 29: PAPI(P2L)—GA 4.0º TCH 52’. Rgt tfc.

RWY 07–25: 2180X60 (DIRT) 0.9% up W

RWY 07: Fence.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 11–29—CTAF.

AIRPORT REMARKS: Attended 1600–0100Z‡. Rwy 11–29 ltd to 12,000 pounds by arpt manager. Rwy 11 powerline orange balls below tree line partially obscured. VGSI Rwy 11 does not provide obstruction clearance byd 6.2 NM from thld.

AIRPORT MANAGER: 530-257-2030

WEATHER DATA SOURCES: AWOS–3 133.8 (530) 257–0315.

COMMUNICATIONS: CTAF/UNICOM 122.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

MUSTANG (H) (H) VORTAC 117.9 FMG Chan 126 N39°31.88’ W119°39.36’ 304º 66.0 NM to fld. 5950/16E.

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

HELIPAD H1: H120X120 (ASPH)
CALIFORNIA

SUTTER CO

TAFT–KERN CO

528 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 3.5° 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 tkf 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 (VL) (L) VOR/DME 117.5 FLW Chan 122 N35°05.59´ W119º51.93´ 066º 21.3 NM to fld. 3870/16E.

VOR unusable:
- 029º–040º byd 40 NM
- 030º–070º byd 25 NM blo 8,500´
- 050º–090º byd 40 NM
- 060º–070º byd 40 NM blo 10,000´
- 060º–070º byd 49 NM
- 072º–088º byd 40 NM blo 12,500´
- 072º–088º byd 55 NM
- 094º–120º byd 40 NM
- 133º–210º byd 40 NM
- 145º–215º byd 25 NM blo 9,500´
- 215º–219º byd 40 NM
- 356º–360º byd 40 NM

TEHACHAPI

MOUNTAIN VALLEY

4220 NOTAM FILE RIU

RWY 09L–27R: H4890X36 (ASPH–DIRT)

RWY 09L: Road.

RWY 27R: Berm. Rgt tcf.

RWY 09R–27L: H4890X36 (ASPH–DIRT)

RWY 09R: Tree. Rgt tcf.

RWY 27L: Berm.

SERVICE: S4 0X 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) (H) VORTAC W

114.35 LHS Chan 90(Y) N34º40.98´ W118º34.62´ 002º 26.2 NM to fid. 5790/15E.

VOR portion unusable:
- 335º–350º blo 10,000´
TEHACHAPI MUNI (TSP)(KTSP)  0 NE UTC—8(7DT)  N35°08.10’ W118°26.36’ 4001 B NOTAM FILE RIU

RWY 11–29: H4040X75 (ASPH)  HIRL  1.1% up E
  RWY 11: REIL. PAPI(P2L)—GA 3.0º TCH 42’. Thld dsplcd 300’. Hill. Rgt tcf.

SERVICE:  S4  FUEL  100LL, JET A  LGT  ACTIVATE HIRL Rwy 11–29—CTAF. Rwy 29 VGSI unusbl byd 4 NM due to trrn.

AIRPORT REMARKS:  Attended 1500–0130Z‡. For after hrs or emerg call 661–822–2222. Fuel 24 hrs credit card. Lgtd obstruction mountain 1 mile west of arpt 4279’ MSL. Gross weight pavement strength provided by arpt manager: 25,000 lbs.

AIRPORT MANAGER:  (661) 822-2200

WEATHER DATA SOURCES:  AWOS–3P 120.025 (661) 823–0473.

COMMUNICATIONS:  CTAF/UNICOM 123.0

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE HHR.

LAKE HUGHES  (H) (H) VORTACW 114.35  LHS Chan 90(Y)
  N34°40.98’ W118º34.62’  359º 27.9 NM to fld.
  5790/15E.
  VOR portion unusable:  335º–350º blo 10,000’

THERMAL  N33º37.69’ W116º09.61’ NOTAM FILE TRM.

(R) (R) VORTACW 116.2  TRM Chan 109 at Jacqueline Cochran Rgnl. –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’

RCO  122.3 (RIVERSIDE RADIO)

SW, 14 JUL 2022 to 8 SEP 2022
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(VL)—GA 3.5º TCH 10′. Thld dsplcd 541′. Trees.
RWY 29R: MALSRL. VASI(VL)—GA 4.0º TCH 11′. Thld dsplcd 540′.
Bldg. Rgt tfc.

RWY 11R: Rgt tfc.
RWY 29L: REIL. VASI(VL)—GA 4.0º TCH 25′. Bldg.

SERVICE: S4 FUEL 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 tfc pat. Twys cross apch zone both ends Rwy 11R–29L observe taxi hold lines.

AIRPORT MANAGER: 310-784-7914

COMMUNICATIONS: CTAF 124.0 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.
LOS ANGELES (H) (H) VORTAC W 113.6 LAX Chan 83 N33°55.99′ W118°25.92′ 134º 9.0 NM to fld. 185/15E.

COMM/NAV/WEATHER REMARKS: Twr sectorization is based on ctr of arpt parallel to Rwy 11–29 cntrln.

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: CTAF 122.9

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

SAN FRANCISCO

L–2F, 3B

SW, 14 JUL 2022 to 8 SEP 2022
TRACY MUNI (TCY)(KTCY) 3 SW UTC–8/7DT N37°41.33’ W121°26.49’

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 dpdcd 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 OX4 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 oprd at ngt by CTAF from SS to SR and is on drg dalgt hrs. Rwy 12 VGSI unusbl byd 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) (H) VOR/DME 114.6 MOD Chan 93 N37°37.64’ W120°57.47’ 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, 14 JUL 2022 to 8 SEP 2022
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. TDLZ. PAPI(P4L)—GA 2.8º TCH 75´. RVR–TMR
RWY 03L–21L: H3500X90 (CONC) PCN 57 R/B/W/T MIRL

SERVICE: FUEL JET A++ OX1, 2 LGT PAPI coincidental with ILS GS RWY 03L vis descent pt for Hgt Gp 4 act only. PAPI 21R and 21L provide proper TCH for Hgt Gp 4 act only. Rwy 21R thld lghts gated. Rwy 03L–21R thld and edge lght are on Step 3 unless req otherwise or unless Step 4 or Step 5 is rqr for wx cond. MILITARY—ASU 3(MA–1) 6(MA–1A) 1(MC–1A) 1(MC–2A) 8(A/M32A–86) 1(707 Starting unit) FUEL A++ FLUID W SP PRESAIR LHOX LOX 0L–128–133–148–156 TRAN AID Svc H24. Exp extv svc delay weekend and hol. Tran actv, exc AMC msn, ctc Comd Post not later than 15 min out for svc req. Fleet svc avbl. Trans actv req IFR and/or VFR transition, ctc Current Ops for sched/apvl DSN 837–2381/7957 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). RSTD AMC sked msn (exc for cív DOD contr, DV, and MEDEVAC msn) do not rqr PPR. All other tnt actv rqr ppr. Tnt actv req PPR ctc afld mgmt at DSN 837–2836, C707–424–2836 or 600SS.OAAS.AMOPS@US.AF.MIL. Actv with PPR carrying DV, air evac, and spl msn must ctc afld mgmt on pfd for notification and trkg purposes. Due to degraded pavement Rwy 03L–21R rstd to arr and dep only; touch and go unauthd for all actv. Ftr type actv rstd from using Rwy 03L–21R. ATC will not issue ldg svc to ftr type actv on Rwy 03L–21R. Ftr type actv apvd to taxi acrs Rwy 03L–21R via Twy Q and Twy H. When Rwy 03L–21R not avbl, aircrew should req 15 min early eng start for rqr back taxi ops. 180 deg turn rstd to end of rwy/thld areas. C–5 ops not permitted on Twys K and L NW of Twy N. CAUTION Rwy edge lghts for both rwys lcld more than 10´ from edge of usable rwy sfc. Potential for UAS ops in cvnty of Travis AFB. Rwy 3L ovrn 150'. TM–obst Twys 3L: 122 ft MSL (58 ft AGL) parked KC10 tails 966 to 1870 ft from dep end of rwy, 738 to 958 ft left of cntrln. RVR unavbl for apch and Rwy 21R/dep end Rwy 3L. Rwy 03L–21R and Rwy 03–21L edge lghts have gaps of more than 400´ on the apch/dep end of the rwy. Rwy edge lghts for Rwy 03L–21R are lcld more than 10’ from the edge of the usable rwy sfc. BA on Rwy 03L–21R and 03R–21L may be impaired due to hvy rubber deposits. Rwy 03L–21R pavement sfc degraded, aircrews should exer ctn when standing water is present, ex rtdcd brkg per and/or poss hydroplaning. Extv lght actv opr. Possible RF intfc all freg 9 NM NE over VOA trans. Exp wind shear blw 2000 ft on apch to all rwys. Hvy C5 jet tlc in immd vcntrty. Hvy density VFR tlc cros final apch and dep crs. Arr ctv exr hvy jet actvt cross rwy to parallel twy. Avoid overflt of frng range lctd 550´ rgt of cntrln and 1 NM prior to apch end Rwy 21R when red bcn is on or red flag is displayed. Twy N may be tmpry clsd without ntc south of the 900 rpm due to C–17 combat off–load/STAR trng. Outboard engines rstd to idle only on Twy A, Twy B, Twy D, and Twy M, Rwy 03L–21L. Rwy 03R–21L for B747 actvt and larger. C17 offloads prohibited on Twy D east of Rwy 03R–21L. TFC PAT TPA—Rectangular 1600(1537), overhead 2100(2037). CTSMS/AG/IMG Due to ltd cstmts, PN/cood rqr for arr outside of nml workday hrs. For ngt, Sat, Sun, and hol 1 hr ppr. Msn coordin thru Travis Comd Post at DSN 837–5517 or C707–424–5517. MISC First 2175 ft RCW 03L and first 1000 ft Rwy 21L conc 75 ft keel section is conc, rmg width is reinforced asph. 38 ft on either side of keel. First 1000 ft Rwy 21R and first 2900 ft Rwy 03L conc, mid 7100 ft asph. Rwy 21L–03R grooved 148 ft entire rwy. Rwy 21R first 1000 ft conc not grooved. Rwy 03L first 4800´ conc, grooved only btn 8900´ and 5200´ remaining. Rwy 21R asph btm 10000´ and 4800’ remaining. Rwy 03L–21L grvd 148’ entire rwy. Rwy 21R grovd btm 10,000´ and 7,750’ remaining and btm 4,800’ and 1,100’ remaining. Rwy 03L grvd btm 9900’ and 6200’ remaining and btm 3250’ and 1000’ remaining. All aircrew using gnd trnsp rqr to wear masks thrust dur of trnsp. Aircrew and pax trnsp lim to initial pickup, final drop–off, and msd planning at base ops. All otr gnd trnsp reqs will be met based on msn priority. Failure to comply may result in loss of trnsp support. Ctc Afld Mgmt for cur thrut dur of trnsp. Aircrew and pax trnsp lmt to initial pickup, final drop–off, and msd planning at base ops. All otr gnd trnsp reqs will be met based on msn priority. Failure to comply may result in loss of trnsp support. Ctc Afld Mgmt for cur Bird Watch cond. BASH Phase II is from 01 Oct–30 Nov and from 01 Feb–30 Apr. See AP1 for further info. All actv carrying DV will notify Comd Post no later than 24 hr prior with arr time and rqr at DSN 837–5517 or C707–424–5517. Actv with DV code 7 or abv and all inbd pax/cargo actv must ctc Comd Post 30 min prior to ldg and confirm block time. Rwy 03L–21R mkd 150 ft wide, pavement 300 ft wide. Travis Crash Fire Response (CFR) is ARFF CAT 6 with 13100 gallons of capability. The steady ARFF cond for Travis AFB is Optimum Level of Service (OLS) for Categories 1–6. Backing ops prohibited on spots 511 thru 515. Shludrs are non–load sfcs. Ldg zone 80’ grvd 90´ entire length. David Grant Medical Ctr helipad lctd 30° 16.12´ N, 121° 58.12´ W, elevation 59`. Helipad not visible from twr. Helipad equipped with ACL (VHF 120.75). Ldg/departing will be at your own risk. Ramp 900 ramp B747 and C5 actv on Spot 902 will offset 5 ft NW of existing taxi line due to wingtip clnc. Rwy 03L–21R clsd for maint first Fri monthly 1800–0200Z(t). Twy A sfc paint incor, should read 21L. User fee arpt.

AIRPORT MANAGER: 707-424-2836

CONTINUED ON NEXT PAGE
COMMUNICATIONS: D–ATIS 135.55 292.125 (DSN 837–8247) PTD 342.5

TOWER 120.75 239.05 254.4 GND CON 121.8 289.4 CLNC DEL 127.55 335.8

DEP CON 119.9 126.6 281.45 322.325 (S) 306.9 (N)

COMM/NAV/WEATHER REMARKS: ILS Rwy 21L (CAT II) special aircrew and acft certification req. 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, bldg and parked acft. ATC will supplement sfc obst as needed. KSOU Metro opr continuous. Tran briefing svc avbl 25 OWS DSN 228–6598 C520–228–6598.

TRINITY CENTER  (O86) 0 E UTC–8(–7DT)  N40º58.97´ W122º41.62´

RWY 14–32: H3215X50 (ASPH) S–10

RWY 14: Thld dsplcd 200´.


NOISE: Noise abatement procedures in effect W and NW of arpt.


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 RIIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41º26.98´ W122º48.39´  151º 28.5 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´
TRONA (L72) 4 N UTC–8(–7DT)  
1718 B 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 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Joshua Apch at 661-277-3843.  
RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.  
EDWARDS (T) (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)  
5904 B TPA—7004(1100) NOTAM FILE TRK  
RWY 11: REIL.  
RWY 02–20: H4654X75 (ASPH) S–35, D–50 MIRL  
RWY 20: VASI(V2L)—GA 3.5º TCH 25’. Thrd dsplcd 115’., Rgt tlf.  
SERVICE: S4 FUEL 100LL, JET A, A1+ LGT When twr 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 aprt 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 aprt 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  
AIRSPACE: CLASS D svc 1500–0300Z‡ Apr–May; 1500–0400Z‡ Jun–Sep; 1500–0200Z‡ oc GND CON 118.3  
COMMUNICATIONS: CTAF 120.575 (1500–0300Z‡ 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 D 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 (VL) (DH) VORW/DME 113.2 SWR Chan 79 N39º10.82´ W120º16.18´ 020º 10.3 NM to fld. 8850/16E.  
VOR unusable: 036º–048º byd 40 NM  
112º–124º byd 40 NM blo 14,000’  
112º–124º byd 53 NM
TULARE

MEFFORD FLD (TLR/KTLR) 3 SE UTC –9/-7DT) N36º09.40’ W119º19.59’
265  B  NOTAM FILE RIU
RWY 13–31: H3901X75 (ASPH) S–12.5 MIRL
RWY 13: PAPI(P2L)—GA 3.0º TCH 42’. Road.
RWY 31: PAPI(P2L)—GA 3.0º TCH 40’, Trees.
SERVICE: FUEL 100LL, JET A
GAS: 4844 B
NOTAM FILE TLR
AIRPORT REMARKS: Attendied 1600Z–dusk.
WEATHER DATA SOURCES: AWOS–3PT 120.0 (559) 686–2613.
COMMUNICATIONS: CTAF/UNICOM 122.7
®
FRESNO APP/DEP CON 118.5
CLEARANCE DELIVERY PHONE: For CD ctc Fresno Apch at 559-487-5405.
RADIO AIDS TO NAVIGATION: NOTAM FILE PTV.

TULELAKE MUNI (O81) 7 SE UTC–9/-7DT) N41º53.44’ W121º21.64’
4044  B  TPA—4844(800) NOTAM FILE RIU
RWY 11–29: H3577X44 (ASPH) S–12.5 MIRL
RWY 11: Road.
RWY 29: Rgt ttc.
SERVICE: S2 FUEL 100LL LGT ACTIVATE MIRL Rwy 11–29—122.8.
AIRPORT REMARKS: Attendied Jun–Aug 1400–0100Z‡, Sept–May Mon–Fri
1600–0100Z‡, Sept–May Sat–Sun on call. For fuel call
(530) 233-6412
AIRPORT MANAGER:
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.

SW, 14 JUL 2022 to 8 SEP 2022
TURLOCK MUNI (O15)  8 E  UTC–8(–7DT)  N37°29.04′ W120°41.84′
161 B TPA—961(800) NOTAM FILE RIU
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: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916-361-0516.

TUSI AHP (HUNTER LIGGETT) HELIPORT (HGT)(KHGT)  3 NW  UTC–8(–7DT)  N35°59.61′
W121°14.20′
1017 B NOTAM FILE OAK Not insp.
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: OAKLAND CENTER APP/DEP CON 128.7 307.0
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
COMMUNICATIONS: NOTAM FILE OAK.
RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.
BIG SUR (L) (L) VORTACW 114.0 BSR Chan 87 N36°10.88′ W121°38.53′ 104° 22.7 NM to fld. 4080/16E
DME portion unusable:
320°–085° byd 35 NM blo 9,000′

TWENTYNINE PALMS (TNP)(KTNP)  6 E  UTC–8(–7DT)  N34°07.90′ W115°56.75′
1888 B NOTAM FILE RAL MON Airport
RWY 08–26: H5531X75 (ASPH) MIRL 1.6% up W
RWY 08: REIL PAPI(P2L)—GA 3.0′ TCH 40′. P–line.
RWY 26: REIL PAPI(P2L)—GA 3.0′ TCH 40′.
RWY 17–35: H3797X50 (ASPH) MIRL 0.9% up S
RWY 17: P–line.
RWY 35: Hill.
SERVICE: F2 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: 909-387-8810

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 114.2T (RIVERSIDE RADIO)
\( ^{\text{L.A. CENTER APP/DEP CON}} \) 128.15

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

\((L)\) (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) N34°17.77′ W116°09.73′ LOS ANGELES
2051 B NOTAM FILE NXP Not insp.
RWY 10–28: 8015X150 (PSI) S–80, D–180, 2D–320, 2D/2D–850 HIRL
RWY 10: SALSFL. OLS. Rtg tcf. 0.4% down.
RWY 28: SALSFL. 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 acct captain/crew chief must be provided by user to refuel acft. J8 TRAN ALERT No AMC fleet svc avbl for PPR 24 hr prior to arr.
MILITARY REMARKS: Opr hrs in accordance with public NOTAMS for exer support and PPRs only. Csd Sat, 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 acct only. PPR rqrd for Fuel, VIP/pax movement, practice arrestments, and ngt vision devices tmg. 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 trmg 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 sys 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 cntrln. 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 tcf pat south of rwy due to live fire range immediately north of SELF. Remain on or south of extd cntrln 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: AGOS 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.

UKIAH N39°07.72′ W123°12.21′
RCO 122.2 (OAKLAND RADIO)

SAN FRANCISCO H–38, L–2G

SW, 14 JUL 2022 to 8 SEP 2022
UKIAH MUNI (UKI)(KUKI) 1 S UTC–8(–7DT) N39°07.56´ W123º12.05´

167 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 27´. Trees.


SERVICE: S4 FUEL 100LL, JET A OX 1 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 straigh in apchs to Rwy 15–33 right turn after departure Rwy 33 to avoid overflight of town.


AIRPORT MANAGER: 707-467-2855

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION:

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39º03.19´ 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. SHUTDOWN.

LOC/DME 109.1 I–UKI Chan 28 Rwy 15. LOM KEARN NDB. LOC unusable byd 25º r of course. DME unusable byd 25º right of course.

UNIVERSITY (See DAVIS on page 126)

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 dspclcd 106´.

RWY 24: VASI(V2R)—GA 4.0º TCH 24º. Thld dspclcd 157´. Road.

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT MIRL Rwy 06–24 preset on low intst SS–SR ACTVT high intst—CTAF. Rwy 24 VASI unusable byd 5º right and 9º left of centerline.

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

WEATHER DATA SOURCES: AWOS–3P

COMMUNICATIONS: CTAF/UNICOM 123.0

SOCAL APP/DEP CON 125.5 (SW–NORTH)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Oakland ARTCC at 510-745-3380.

RADIO AIDS TO NAVIGATION:

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 blo 13,000´

TACAN AZIMUTH unusable:

280º–300º byd 20 NM blo 14,000´

HELIPAD H1: H65X65 (ASPH) PERIMETER LGTS

HELIPAD H2: H65X65 (ASPH–CONC)

HELIPORT REMARKS: ACTVT Helipad H1 perimeter lgts—CTAF.
**UPPER LAKE**

**GRAVELLY VALLEY** (1Q5) 17 N UTC–8(–7DT) N39°27.04′ W122°57.28′

1900 TPA—2700(800) NOTAM FILE OAK
RWY 01–19: 4050X200 (GRVL) 5–12.5
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) N38°22.69′ W121°57.67′

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 tcf.

**SERVICE:** S4 FUEL 100LL, JET A LTG 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) (H) VORTACW** 115.2 SAC Chan 99 N38°26.62′ W121°33.10′ 242° 19.7 NM to fld. 3/17E.
VAN NUYS (VNY) (KVNY) P (ANG)  3 NW  UTC–8(–7DT)  N34º12.59´ W118º29.40´
802  B  TPA—See Remarks  AOE  LRA  NOTAM FILE VNY  MON Airport
RWY 16R–34L: H8001X150 (ASPH)  S–90, D–120, 2S–152, 2D–210
HIRL

RWY 16R: MALSR, PVASI(PSI)–GA 3.5º TCH 50´. RVR–T Thld dsplcd
1432´. Fence. Rtg tcf. 0.7% down.
RWY 34L: PAPI(P4R)–GA 3.0º TCH 54´. Trees. 0.7% up.

RWY 16L–34R: H4013X75 (ASPH)  S–14 MIRL 0.7% up

RWY 16L: Thld dsplcd 1434´. Railroad.
RWY 34R: VASI(V4L)–GA 3.0º TCH 26´. Rgt tcf.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L: TORA–4013 TODA–4013 ASDA–4013 LDA–2582
RWY 16R: TORA–8001 TODA–8001 ASDA–8001 LDA–6570
RWY 34L: TORA–8001 TODA–8001 ASDA–7261 LDA–7261
RWY 34R: TORA–4013 TODA–4013 ASDA–3906 LDA–3906

SERVICE:  S4  FUEL  100LL, JET A

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+ (CB18–989–2300.) (NC–100LL, A) FLUID
OX.

NOISE: Extreme noise sensitive area. Noise Ordinance Curfew: No tcf for
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 tkof noise level equals or exceeds 77 DBA. Jets: Avoid dep and arr bth 11 pm and 7 am to rdc
noise over community. Turbine/jet aircraft operators are requested to use NBAA noise abatement program procedures or
comparable procedures of aircraft manufacturer.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED to air carrier ops. Birds on and invof arpt. Bird abatement may occur
between rwns when twr is open. When twr clsd, actf must self announce on freq 119.3 prior to ldg or departing. Rwy 16R

AIRPORT MANAGER: 818-442-6500
WEATHER DATA SOURCES: ASOS (818) 904–9213 LAWRS.
COMMUNICATIONS: CTAF 119.3 ATIS 127.55 818–780–4993 UNICOM 122.95

SOCAL APP/DEP CON 124.6 (South bth BUR 150º–VNY 160º), 134.2 (160º–280º VNY, West), 120.4 (VNY 280º–BUR
050º, North), 135.05 (050º–150º BUR)

TOWER 119.3 (162º–345º and dep 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 actf. Txl A1 WB taxi
only. Taxilane Alpha 4 std 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.

AIRSPACE: CLASS D svc 1400–0645Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE VNY.

L) (L) VOR/DME 113.1 VNY Chan 78  N34º13.41´ W118º29.50´ at flt. 812/15E.

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

DME unusable:
094º–096º byd 35 NM blo 5,000´

ILS 111.3 1–VNY  Rwy 16R.  Class IA.  Unmonitored when ATCT closed. LOC unusable within 0.6 NM.
BARBARA (VBG) (126.2 372.2)

JET A++
Chan 59(Y)
CON
Customs unavbl.
JASU
48
APP/DEP
121.75 275.8
All acft req full stop at VBG or supporting VBG VIP movement, ctc PTD (other times
CON
No NOTAM MP: 1400–1600Z‡ Tue–Fri. Unmonitored 0100–1600Z‡

133.125 257.975 DSN 275–2847 or C805–605–2847
HHR
Rwy 30.
R/B/W/T HIRL
NOTAM FILE HHR.
Not
POST
124.15 327.8 (1400–0700Z‡)
Remarks
TPA—Overhead 2400(2032), rectangular 1400(1032), LGT ACFT/copter 900(532).
I–VBG
ALERT
I–BVD
at
119.05 269.5 (0700–1400Z‡)
PAT
VBG (112.25)
324º 6.3 NM to Camarillo. 1559/15E.
TPA—See
PCN
FILE
CON
124.95 326.2 (1600–0100Z‡ Mon–Fri, closed Sat–Sun, holidays and OT by NOTAM) (Svc not provided to
Activation of AN/APS 145 radar or similar radar systems is prohibited while in R2516, R2517, R2534A and
APP/DEP
124.95
Rwy 12.
FUEL
121.75 275.8 fld. 311/12E.
insp.
Chan 19
DEL
NOTAM
CON
121.4 256.0 METRO
VTU CENTER
VENTURA
®
®
RWY 12–30:
368 W120º35.06´ (L) (L) VOR/W/DME
RADIO AIDS TO NAVIGATION:
AIRSPACE: CLASS D
COMMUNICATIONS: CTAF
AIRPORT MANAGER:
GND
TOWER
Lompoc)
TOWER
124.95 326.2 (1600–0100Z‡ Mon–Fri, closed Sat–Sun, holidays and OT by NOTAM) (Svc not provided to
Lompoc)
GND CON 121.75 275.8 CLNC DEL 121.75 275.8
COMD POST 126.2 311.0 321.0 PMVS METRO 342.4 (Wx svc avbl 24 hr at DSN 276–8022, C805–606–8022.
AN/FMQ–23 automated obs sys in use, augmented by human when nec. Drg wx flt closure or evac, remote briefing svc
RANGE CON 121.4 256.0 266.0
AIRSPACE: CLASS D svc 1600–0100Z‡; csld Sat–Sun, hol and ot by NOTAM; other times CLASS G.

\(368 \text{ B TPA—See Remarks NOTAM FILE HHR Not insp.}
\)

\(126.2\ 372.2 \text{ JET A++ Chan 59(Y) CON Customs unavbl.}
\)

\(126.2\ 311.0\ 321.0 \text{ JASU 48 APP/DEP 121.75 275.8 All acft req full stop at VBG or supporting VBG VIP movement, ctc PTD (other times CON No NOTAM MP: 1400–1600Z‡ Tue–Fri. Unmonitored 0100–1600Z‡)
\)

\(133.125\ 257.975 \text{ DSN 275–2847 or C805–605–2847} \)

\(HHR\ Rwy 30. \text{ R/B/W/T HIRL NOTAM FILE HHR. Not POST 124.15 327.8 (1400–0700Z‡)
\)

\(TPA—Overhead 2400(2032), rectangular 1400(1032), LGT ACFT/copter 900(532). I–VBG ALERT I–BVD at 119.05 269.5 (0700–1400Z‡)
\)

\(PAT VBG (112.25) 324º 6.3 NM to Camarillo. 1559/15E. TPA—See PCN FILE CON 124.95 326.2 (1600–0100Z‡ Mon–Fri, closed Sat–Sun, holidays and OT by NOTAM) (Svc not provided to Activation of AN/APS 145 radar or similar radar systems is prohibited while in R2516, R2517, R2534A and APP/DEP 124.95 Rwy 12. FUEL 121.75 275.8 fld. 311/12E. insp. Chan 19 DEL NOTAM CON 121.4 256.0 METRO VTU CENTER VENTURA® ® RWY 12–30: 368 W120º35.06´ (L) (L) VOR/W/DME RADIO AIDS TO NAVIGATION: AIRSPACE: CLASS D COMMUNICATIONS: CTAF AIRPORT MANAGER: GND TOWER Lompoc) TOWER 124.95 326.2 (1600–0100Z‡ Mon–Fri, closed Sat–Sun, holidays and OT by NOTAM) (Svc not provided to Lompoc) GND CON 121.75 275.8 CLNC DEL 121.75 275.8 COMD POST 126.2 311.0 321.0 PMVS METRO 342.4 (Wx svc avbl 24 hr at DSN 276–8022, C805–606–8022. AN/FMQ–23 automated obs sys in use, augmented by human when nec. Drg wx flt closure or evac, remote briefing svc avbl fm 25 OWS DSN 228–6598/6599/6588, C520–6598/6599/6588. RVR info). RANGE CON 121.4 256.0 266.0 AIRSPACE: CLASS D svc 1600–0100Z‡; csld Sat–Sun, hol and ot by NOTAM; other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE HHR. (L) TACAN Chan 59(Y) VBG (112.25) N34º43.95´ W120º34.98´ at flid. 311/12E. TACAN unmonitored 0100–1600Z‡. No NOTAM MP: 1400–1600Z‡ Mon. TACAN AZIMUTH unusable: 127º–177º byd 25 NM blo 8,000’ 332º–355º byd 25 NM blo 6,000’ DME unusable: 127º–177º byd 25 NM blo 8,000’ 332º–355º byd 25 NM blo 6,000’ ILS 110.1 I–BVD Rwy 12. No NOTAM MP: 1400–1600Z‡ Tue–Fri. Unmonitored 0100–1600Z‡ ILS 110.1 I–VBG Rwy 30. No NOTAM MP: 1400–1600Z‡ Tue–Fri. Unmonitored 0100–1600Z‡

VENTURA (N34º06.90´ W119º02.97´) NOTAM FILE HHR. (L) (L) VOR/DME 108.2 VTU Chan 19 324º 6.3 NM to Camarillo. 1559/15E. VOR unusable: 060º–085º byd 10 NM blo 13,000’ DME unusable: 060º–085º byd 10 NM blo 13,000’
VICTORVILLE
SOUTHERN CALIFORNIA LOGISTICS (VCV)(KVCV) 5 NW UTC–8(–7DT) N34°35.85’
W117°22.98’
2885  B AOE LRA ARFF Index—See Remarks NOTAM FILE VCV

RWY 17–35: H15050X150 (ASPH–CONC–GRVD) S–60, D–200,
2D–400, 2D2–850 PCN 68 F/AW/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) PCN 76 F/B/X/T HIRL
RWY 03: PAPI(P4L)—GA 3.0º TCH 75’. Rgt tfc. 0.3% up.
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.

AIRPORT REMARKS:
Attended 1400–0400Z‡. 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
unav 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 lghtd. U.S. Customs User Fee Arpt. Customs officer avbl 1700–0100Z‡ Mon–Fri

AIRPORT MANAGER:

760-243-1915

WEATHER DATA SOURCES: AWOS–3 135.475 (760) 246–3635.

COMMUNICATIONS: CTAF

VICTORVILLE TOWER 118.35 (1400–0400Z‡) GND CON 124.45.

RADIO AIDS TO NAVIGATION:

VICTORVILLE (T) (T) VORW/DME 109.05 VCV Chan 27(Y) N34°35.65’ W117°23.40’ at fld. 2855/14E.

VOR unusable:

040º–070º byd 15 NM
DME unusable:

040º–070º byd 15 NM

PALMDALE (H) (H) VORTACW 114.5 PMD Chan 92 N34°37.88’ W118°03.83’ 078º 33.8 NM to fld.

2498/15E. NOTAM FILE PMD. unmonitored when ATCT cld.

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’

ILS 108.75 I–VCV Rwy 17. Class IE. LOC front course unusable byd 15º left and r of course.

LOC–800, L–700

SW, 14 JUL 2022 to 8 SEP 2022
**VISALIA**

**SEQUOIA FLD** (D86) 8 N UTC–8(–7DT) N36º26.88´ W119º19.12´

319 TPA—1113 (800) NOTAM FILE RIU

**RWY 13–31:** H3012X60 (ASPH) S–30, D–50 LIRL

**RWY 13:** Thld dsplcd 210´. Fence.

**SERVICE:** S2

**AIRPORT MANAGER:** (559) 624-7070

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Fresno Apch at 559-487-5405.

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

**TULE (L) (L) VOR/DME** 116.25 TTE Chan 109(Y) N35º54.78´ W119º01.25´ 320° 35.2 NM to fld. 580/16E.

DME unusable:

044º–065º byd 38 NM

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**VISALIA MUNI** (VIS)(KVIS) 4 W UTC–8(–7DT) N36º19.12´ W119º23.57´

295 B TPA—See Remarks NOTAM FILE VIS

**RWY 12–30:** H6562X150 (ASPH–PFC) S–60, D–100, 2S–127, 2D–160 HIRL

**RWY 12:** REIL. PAPI(P4L)—GA 3.0º TCH 40´. Thld dsplcd 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:** S4 FUEL 100LL, JET A LTG 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

**AIRSPACE:** CLASS E svc 1400–0800Z‡; other times CLASS G.

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

**TULE (L) (L) VOR/DME** 116.25 TTE Chan 109(Y) N35º54.78´ W119º01.25´ 307° 30.3 NM to fld. 580/16E.

DME unusable:

044º–065º byd 38 NM

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**WARD FLD** (See GASQUET on page 143)
WASCO–KERN CO (L19) 2 NW UTC–8(–7DT) N35º37.19’ W119º21.22’
312 B TPA—1112(800) NOTAM FILE R/1
R/WY 12–30: H3380X60 (ASPH) S–6 MIRL 0.3% up SE
R/WY 30: Thld dsplcd 230’. Road.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 12–30—CTAF.
AIRPORT REMARKS: Attended irregularly. Fuel avbl by phone call only
661–758–3009. Rwy 12 lgtd thld relocated 455´, Rwy 30 lgtd thld
relocated 240´ for ngt ops, 2685´ of Rwy 12–30 usable at ngt. Crop
dusting ops prohibited except by arpt manager 661–393–1800.
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) (H) VORTACW 115.4 EHF Chan 101 N35º29.07’
W119º05.84’ 289º 14.9 NM to fld. 549/14E.

WATSONVILLE MUNI (WVI)(KWVI) 3 NW UTC–8(–7DT) N36º56.14’ W121º47.38’
163 B NOTAM FILE WVI Mon Airport
R/WY 02–20: H4501X149 (ASPH) S–81, D–96, 2S–122, 2D–167
MIRL 0.4% up NE
R/WY 02: REIL. PAPI(P2L)—GA 3.0º TCH 43’. Trees.
R/WY 20: PAPI(P2L)—GA 3.0º TCH 44’. Thld dsplcd 590’. Tree.
R/WY 09–27: H3998X98 (ASPH) S–45, D–65, 2S–83 0.7% up W
R/WY 09: PAPI(P2R)—GA 4.0º TCH 34’. Tree.
R/WY 27: Tree.
SERVICE: S6 FUEL 100LL, JET A, UL94 QX 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.
self–service only. Seagulls on and invof arpt. Prcht ops on arpt daily
1700–0400Z‡, landing area 1000 ft west of Rwy 20. All deps
prohibited on Rwy 27 due to rwy vis blocked by hangars. Coastal fog
during summer months. Helicopter activity on and invof arpt. Glider
towing rqr prior notification, ctc arpt office 831–768–3575. Rwy 20
preferred calm wind rwy. 130´ trees 700´ right of Rwy 09 thld, 85´
trees 600´ left of Rwy 09 thld.
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) (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’
LOC 108.3 I–AYN Rwy 02. Unmonitored.

SWATTs–WOODLAND (See WOODLAND on page 263)
WEAVERVILLE

LONNIE POOL FLD/WEAVERVILLE (O54) 1 NE UTC–B(–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 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. Ldg fee. Tkf 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:

FORT JONES (L) (L) VOR/W/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–B(–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. Road.
RWY 32: VASI(V2L)—GA 3.0º TCH 20´. Road.

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


AIRPORT MANAGER: 530-842-8297

COMMUNICATIONS: CTAF/UNICOM 122.7

ANTELOPE MOUNTAIN RCO 122.4 (RANCHO MURIETA RADIO)

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:

FORT JONES (L) (L) VOR/W/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´
WILLITS FLD/WILLITS MUNI (O28)  3 NW  UTC–8(−7DT)  N39°27.08´ W123°22.34´

2066  B  NOTAM FILE OAK

RWY 16–34: H2705X75 (ASPH)  S–30  MIRL  1.4% up N

RWY 16: Trees.


SERVICE:  S2  FUEL  100LL  LGT Bcn OTS indefly. ACTVT PAPI Rwy 34; MIRL Rwy 16–34—CTAF.


AIRPORT MANAGER: (707) 459-1562

COMMUNICATIONS: CTAF/UNICOM 122.8

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

AIRPORT MANAGER:

COMMUNICATIONS:

CLEARANCE DELIVERY PHONE:

WILLOWS/GLENN CO (WLW)(KWLW)  1 W  UTC–8(−7DT)  N39°30.95´ W122°13.04´

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

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

WOODLAKE (O42)  2 S  UTC–8(−7DT)  N36°23.93´ W119°06.41´

425  B  TPA—1225(800)  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.
WOODLAND

**WATTS–WOODLAND** (O41) 4 W UTC–8(–7DT) N38º40.43´ W121º52.32´

- **RWY 18–36:** H3759X60 (ASPH) S–12 MIRL 0.5% up S
- **RWY 36:** Thld displaced 385´. Antenna.

- **RUNWAY DECLARED DISTANCE INFORMATION**
  - 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:**

- **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) (H) VORTACW
  - Chan 99
  - N38º26.62´ W121º33.10´ 296º 20.4 NM to fld. 3/17E.

- **WOODSIDE** N37º23.55´ W122º16.88´ NOTAM FILE OAK.

- **NOTAM FILE RIU**

- **WOODSIDE** N37º23.55´ W122º16.88´ NOTAM FILE OAK.

- **WYOMING**

- **YOLO CO** (See DAVIS/WOODLAND/WINTERS on page 127)

- **YUBA CITY**

- **SUTTER CO** (O52) 1 S UTC–8(–7DT) N39º07.42´ W121º36.32´

- **NOTAM FILE RIU**

- **RWY 17–35:** H3045X75 (ASPH) MIRL

- **RWY 17:** REIL. PAPI(P2L)—GA 3.0º TCH 25´. Rgt tfc.

- **RWY 35:** REIL. Trees.

- **SERVICE:**
  - **FUEL:** 100LL LGT
  - ACTIVATE MIRL Rwy 17–35—CTAF.

- **AIRPORT REMARKS:**
  - Attended Mon–Fri 1600–0100Z‡. Fuel avbl by credit card. AG acft fly NSTD tfc 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 RIU.**

- **WILLIAMS** (L) (L) VORTACW

- **ILA** Chan 91

- **N39º04.27´ W122º01.64´** 063º 20.0 NM to fld. 49/18E.

- **YUBA CO** (See MARYSVILLE on page 175)
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. 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) (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 245)
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 A1  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)

ALAMOSA

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)(KALS) 2 S UTC–7(–6DT) N37°26.11´

W105°52.07´

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  1, 2, 3, 4  LGT ACTIVATE MALS Rwy
02, REIL Rwy 20, PAPI Rwy 02, VASI Rwy 20, HIRL Rwy
02–20—CTAF.

Hop on and invof arpt. Cnds unmon at ngt aft last acr arr til 1130Z; see
NOTAMs for conds. PPR for unsked acft ops with more than 30 pax
seats—arpt ops 719–588–4881/4871. ARFF coverage provd durg
acr ops; otr times 24 hr PPR—arpt ops 719–588–4881/4871. See
Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of
Colorado Springs and Pueblo Colorado.

AIRPORT MANAGER: (719) 580-1986

WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF/UNICOM
RCO 122.15 (DENVER RADIO)

ALAMOSA RCO 122.3 (DENVER RADIO)

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING 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) (H) VORTACW 113.9 ALS Chan 86 N37º20.95´ W105º48.93´ 321º 5.7 NM to fld. 7535/13E.

VOR usable:
- 025º–045º byd 25 NM blo 15,900´
- 150º–180º byd 35 NM blo 11,600´

TAC AZM usable:
- 025º–045º byd 25 NM blo 15,900´
- 150º–180º byd 35 NM blo 11,600´

DME usable:
- 025º–045º byd 25 NM blo 15,900´
- 150º–180º byd 35 NM blo 11,600´

ILS 111.9 I–VOR Rwy 02. Class IE. ILS Rwy 2 unmnt.

ALAMOSA N37º20.95´ W105º48.93´ NOTAM FILE ALS.

(H) (H) VORTACW 113.9 ALS Chan 86 321º 5.7 NM to San Luis Valley Rgnl/Bergman Fld. 7535/13E.

VOR usable:
- 025º–045º byd 25 NM blo 15,900´
- 150º–180º byd 35 NM blo 11,600´

TAC AZM usable:
- 025º–045º byd 25 NM blo 15,900´
- 150º–180º byd 35 NM blo 11,600´

DME usable:
- 025º–045º byd 25 NM blo 15,900´
- 150º–180º byd 35 NM blo 11,600´

RCO 122.15 (DENVER RADIO)

ANIMAS AIR PARK (See DURANGO on page 286)
ASHER–PITKIN CO/SARDY FLD  (ASE)(KASE)  3 NW  UTC–7(–6DT)  N39º13.31´ W106º52.09´ 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, REIL, PAPI(P4L)—GA 3.5º TCH 56´. 1.9% up.  RWY 33: REIL. Thld dsplcd 1000´. Road. Rgt tfc. 2.0% down.  RWY 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 lghts 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 by 4 NM fm rwy thr and byd 7 deg rgt of rwy cntrln.  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 invof rwys. Watch for wildlife on or near rwys. All arriving acft 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 acft svc ctc UNICOM. Hang gliders, para gliders, hot air balloons and glider ops on and invof arpt up to 18,000´ MSL. All commercial acft 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 higher than 2000´–3,000´. Terrain will not allow for normal tfc patterns. High rates of descent may be rqrd due to terrain and lcl procedures. Unique VFR dep procedures exist, call arpt ops 970–920–5760, or FBO 970–920–2016 for more info. FBO rqr 2 hrs advance ntc for staging acft prior to dep. For all general aviation ops btn 30 min after SS to 0600Z‡ the following applies, acft equipped as rqrd under FAR 91.205(D) for instr flt, pilot is instrument rated, VFR pilot–in–command has completed at least one tkf or ldg in the preceding 12 months at ASE. IFR, execute apch/dep procedures with ATC cnc. Acft rqrg IFR should file flt plan with flt svc 45 min prior to estimated dep. PPR for tkf on Rwy 15 ctc FBO 970–920–2016. Review of airplane performance recommended incl density altitude, weight and balance and climb performance. Due to poor visibility in valley, use ldg lghts in tcf pat. CPA for light ACFT 9023(1185), CPA for heavy ACFT 9523(1685). Unctl tcf on the ramps. Rwy 33 run–up area not visible from twr. Pilots are responsible for px in ramp area. Pedestrians and vehicles cannot enter twys without ATC cnc. Stay on the solid side of the red boundary marking line. Cold temperature airport. Altitude 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 (VH) (DH) VOR/DME 113.0 DBL Chan 77 N39º26.36´ W106º53.68´ 163º 13.1 NM to fld.  11800/12E.  VOR unusable: 040º–056º byd 40 NM 057º–074º byd 40 NM blo 16,300´ 057º–074º byd 65 NM 075º–100º byd 40 NM 115º–130º byd 40 NM 160º–200º byd 40 NM  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/departures only. LDA unusable by 25º back left/south of course. LDA unusable byd 30º back right/north of course.  LOC/DME 111.15 I–ASE Chan 48(Y) Rwy 15. LOC front unusable byd 14 NM blw 12,500´; byd 25º left and right of course. DME unusable byd 14 NM blw 12,500´; byd 25º left and right of course.  COMM/NAV/WEATHER REMARKS: Primary radar not avbl. Radar tcf advisories and svcs avbl for transponder equipped acft only. LDA 108.5 i–pkn avbl for missed apch/dep only. LDA unmonitored when twr clsd. LDA unusable byd 30º south of crs.
<table>
<thead>
<tr>
<th>Location</th>
<th>Coordinates</th>
<th>Remarks and Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BADGER MOUNTAIN</strong></td>
<td>N39°02.93´ W105º30.73´</td>
<td><strong>RCO 122.2 (DENVER RADIO)</strong></td>
</tr>
<tr>
<td><strong>BALD MOUNTAIN</strong></td>
<td>7BM N38º47.95´ W106º13.08´/9825</td>
<td><strong>AWOS–3 132.050 (303) 512–4419</strong></td>
</tr>
<tr>
<td><strong>BLACK FOREST</strong></td>
<td>N38º56.67´ W104º38.01´</td>
<td><strong>AWOS–3 132.050 (303) 512–4419</strong></td>
</tr>
<tr>
<td><strong>BLUE MESA</strong></td>
<td>N38º27.13´ W107º02.38´</td>
<td><strong>NOTAM FILE DEN.</strong></td>
</tr>
</tbody>
</table>

**BLAKE FLD** (See DELTA on page 280)

**BLANCA** (Ø5V) 3 SW UTC–7(–6DT) N37º24.67´ W105º33.10´

**BLUE MESA** N38º27.13´ W107º02.38´ NOTAM FILE DEN. **RCO 122.2 (DENVER RADIO)**
BOULDER MUNI  (BDU)(KBDU)  3 NE UTC–7(–6DT)  N40º02.36´ W105º13.57´  CHEYENNE  L–10F, A
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 dispcls 200´. Trees.
RWY 26: PAPI(P4L)—GA 3.5º TCH 40´. Rgt tfc.
RWY 08G–26G: H4100X20 (ASPH–TURF)  0.3% up W
RWY 08G: Trees.
RWY 26G: Rgt tfc.
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:  S4 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 fm S glider
use only. Glider act dly SSR–SS, SE of arpt bfn arpt and power plant fm
6300´ to 9000´. Rwy 08G–26G lndg area undefined; glider ops only;
197 ft spn cntrn to cntrn. Rcmd avoidance or exercise extreme ctn
when transiting area. Rwy 08–26 glider ops 60 ft parl to rwy. Rwy 08
dep turn blv 512 ft na. 40–60 ft trees result in 27 deg obst cncl slope to dthr. Rwy 08 calm wind rwy. Simul apch and
dep fm Rwy 08–26 and 08G–26G na; pwd act yield to gliders on fna or initiate go–around for adequate spacing; 25–55
ft trees outline Hayden Lake 200 ft fm Rwy 08G thn; Hayden Lake 250 ft fm Rwy 08 and 08G thn. TPA—Rwy 08–26
TPA 1012 ft AGL (6300 ft MSL). Rwy 26 durg W wind exp srvr turb. 300 ft safety area outlined with red reflectors; 130
ft dropoff 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 (VH) (DH) VOR/DME 115.4  BJC  Chan 101  N39º54.78´ W105º08.34´ 321º 8.6 NM to fld. 5737/11E.
VOR unusable:
180º–225º byd 40 NM
226º–245º byd 36 NM blo 17,000´
246º–278º byd 30 NM blo 19,000´
279º–300º byd 34 NM blo 18,000´
301º–335º byd 40 NM
DME unusable:
246º–278º byd 30 NM

BRUSH MUNI  (7V5)  3 E UTC–7(–6DT)  N40º15.86´ W103º34.54´  CHEYENNE  L–10F
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 lgt thld displaced 195´ for night
ops. ACTIVATE LIRL 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 involv
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) (H) VOR/DME 114.4  AKO  Chan 91  N40º09.33´ W103º10.78´ 277º 19.3 NM to fld. 4623/13E.
BUCKLEY SPACE FORCE BASE (BKF)(KBKF) ANG (A AF ARNG N MC)  O8 N UTC–7(–6DT)

5663  B NOTAM FILE DEN  Not insp.

Rwy 14–32:  H11006X150 (PEM)  PCN 40 R/B/W/T  HIRL

Rwy 14:  REIL  PAP(P4L)—GA 3.0º TCH 40º.  RVR—R

Rwy 32:  ALSF1.  PAP(P4L)—GA 3.0º TCH 44º.  RVR–T

ARRESTING GEAR/SYSTEM

Rwy 14  HOOK MB100(B) (35’ OVRN) TYPE–H BAK–12B(B) (1500)  TYPE–H BAK–12B(B) (1500)’ HOOK MB100(B) (35’ OVRN)

Rwy 32

SERVICE:  FUEL  JET A++  OX 1, 2, 3, 4  LGT

MILITARY— A–GEAR  BAK–12B(B)/TYPE–H A–G std configuration is depend on lowered posn. Tran acft ctc twr for other configuration needs. JASU 1(A/AM32A–86) 2(AM32A–60A) 2(AM32A–95)

FLUID  SP PRESAIR LOX LHOX, LHINT, De–Ice avbl.

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 exc base—asgn, DSN 847–9650/9651/9652,  C720–847–9650/9651/9652; min 24 hour ntc req and no more than 7 days prior to arr. Tran actf PFR pat work ltd to single practice apch followed by full stop ldg. Multiple VFR practice apch unauthd for actf not ldg Buckley AFB. Tran actf may be req to fly str–in full stop. C5, C–17, KC10, F4, E14 actf start run–up 300 ft down rwy prior to rwy to plt to prevent asphalt and lgt syss damage. Aflid limited to base assign actf only from 0530–1300Z‡ Tue–Sat and 2300–1500Z‡ Sun and Mon. Large/heavy actf 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 actf only from Tues–Sat 0530–1300Z‡, and Sun and Mon 2300–1500Z‡. Twy L clsd to all transient actf. For normal day to day ops, actf other than F–16’s may be held on the tran apron or other twy/apron waiting for wing assign actf to clear the arm/dearm area. CAUTION Friction tests indicate potentially haz condition at the touchdown areas of Rwy 32 and Rwy 14 during wet condition due to low friction, especially rgt of center. The haz areas slow up at 1000–2500’ from the thld. High mid–air collision potential, extreme vigilance rqr. High FOD potential on Twy M east of Twy W due to pavement breakup. Heavy bird activity during peak migration periods (BASH Phase II Mar–May and Oct–Nov) may pose a potential hazard to actf, especially during morning/evening hours. All other months Phase I. Ctc ATIS or PTD for current bird watch condition. Possible crosswind hazard Rwy 14–32. Traffic fence around aflid. Heavy commercial tfc from 0530–1330Z‡, and 1200–2 NM E of Buckley. Hvy unctl GA tfc from 0530–1330Z‡, and 1200–2 NM E of Buckley. Hvy unctl GA thld aprx 500’ from edge of rwy; non–frangible conc scraps located in vcnty. Afld management does not issue or store COMSEC. ARNG DSN 250–1623/20 C720–250–1623/20. CSTMS/AG/IMG Svc ltd to 140th WG acft and AMC acft supporting 140th WG mnly.

AIRPORT MANAGER:  720-847-9650

COMMUNICATIONS:  ATIS 119.675 259.3

DENVER APP/DEP CON 128.45 251.075

TOWER 121.0 291.675 (1330–0500Z‡ Sun–Mon ) 1500–2300Z‡  GND CON 121.6 275.8  CLNC DEL 121.6 275.8  PMSV METRO 228.45

AFLD OPS — BUCKLEY OPS 372.2

ARMY OPS — OUTLAW 149.1 308.1 32.5

AIRSPACE:  CLASS D svc 1330–0500Z‡  Sun–Sat, 1500–2300Z‡ Sun–Mon; other times CLASS E.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DEN.

(L) TACAN  Chan 33  BKF (109.6)  N39º42.44’ W104º45.14’ at fld. 5594/BE.  No NOTAM MP: 1500–1700Z‡Mon.  unmonitored 0530–1330Z‡.

ILS 109.7  B–BKF  Rwy 32.  Class IE.
BUENA VISTA

CENTRAL COLORADO RGNL (AEJ)(KAES) 2 S UTC–7(–6DT) N38°48.85’ W106°07.24’
7950 B NOTAM FILE DEN
RWY 15–33: H8303X75 (ASPH) S–30, D–30 PCN 12 F/B/X/U MIRL
RWY 33: PAPI(P2L)—GA 3.0º TCH 41’. 0.7% up.
SERVICE: S2 FUEL 100LL, JET A LGT RWy 33 PAPI unusable byd 9º left of course. ACTIVATE MIRL Rwys 15–33 and PAPI Rwys 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 Rwys 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.

BURLINGTON

KIT CARSON CO (ITR)(KCTR) 3 S UTC–7(–6DT) N39°14.55’ W102°17.12’
4213 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 Rwys 15–33 PAPI and REIL Rwys 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) (H) VOR/TAC AW 115.1 GLD Chan 98 N39°23.27’ W101°41.54’ 241º 29.0 NM to fld. 3654/12E.
VOR unusable: 145º–155º TACAN unusable: 145º–155º
NDB (NHIW) 209 I–OBG Chan 56 Rwy 33. Class IT. Unmonitored 2330–1330ZI daily.
LOC/DME 111.9 I–OBG Chan 56 Rwy 33. Class IT. Unmonitored 2330–1330ZI daily.
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: H4500X75 (ASPH) PCN 16 F/AW/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)

Rwy 31 runup area clsd. CAUTION: Extensive artillery and small arms firing. During periods of strong southwest surface winds, expect structure and terrain generated turbulence with wind shear near the apch end Rwy 13. Rwy 13–31 NSTD markings and lighting, twy all NSTD markings and lighting, Twy B VFR ops only SR to SS, NVD ops only SS to SR.

TFC PAT TPA—Multi engine fixed wing NSTD tfc Rwy 13–31 east tfc 7335(1461). All others: rotary wing 6635(761), fixed wing 6835(961).

MISC 500´ overrun on northwest end of rwy, acft may taxi in this area, unuse to fixed wing acft for tkof/ldg/rollout.

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 1200–0600Z‡, Tue–Thur 1100–0600Z‡, clsd New Years Day, Thanksgiving and Christmas)
  GND CON 118.55 253.6
  PMSV METRO 50.75 (Wx technician avbl H24 exc. hol. 50.75 Carson RDO 1300–0900Z‡ Mon–Sat, clsd wkd and hol.)
  OPS 141.15
  FLT FLW 38.55 138.15 Carson RDO opr Mon–Sat 1200–0800Z‡, clsd wknds and hol. (When Butts RDO is clsd ctc 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. Actf opr in ATA 4–7 will monitor from 68.750. All actf 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 tfc advisory and deconfliction and will not be used for tactical internal tfc.)

AIRSPACE: CLASS D svc Fri–Mon 1200–0600Z‡, Tue–Thur 1100–0600Z‡, clsd New Years day, Thanksgiving, and Christmas; other times CLASS G. CLASS D reverts to CLASS G when twr clsd.

RADIO AIDS TO NAVIGATION: NOTAM FILE FCS.

(T) (T) VOR/DME 108.8 FCS Chan 25 N38º40.84´ W104º45.42´ at fld. 5822/12E. VOR unmonitored when twr clsd. DME unmonitored.

VOR unusable:
  050º–070º byd 10 NM blo 15,000´
  230º–305º byd 10 NM blo 15,000´

DME unusable:
  230º–305º byd 10 NM blo 15,000´

IRONHORSE NDB (MMW) 335 IHS N38º40.71´ W104º45.19´ at fld. 5818/8E. NOTAM FILE DEN. NDB unmonitored when twr clsd.

NDB unusable:
  210º–300º byd 20 NM blo 20,000´

HELIPAD H1: H40X40 (ASPH)
CALHAN (SV4) 1 N UTC–7(–6DT) N39°02.90’ W104°17.58’
6450 TPA—7250(800) NOTAM FILE DEN
RWY 17–35: 4565X50 (TURF–GRVL) LIRL(NSTD)
RWY 17: TRCV(TRIL). 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.

CANON CITY
FREMONT CO (1V6) 6 E UTC–7(–6DT) N38°25.71’ W105°06.41’
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)—QA 3.0º TCH 23’.
RWY 29: REIL. PAPI(P2L)—QA 3.0º TCH 40’.
RWY 17–35: 1800X35 (TURF–GRVL) 1.2% up N
RWY 17: Bldg.
SERVICE: S4 FUEL 100LL, JET A OK 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
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.

CENTENNIAL
(See DENVER on page 281)
274 COLORADO

CENTER

LEACH (1V8) 4 NE UTC–7(–6DT) N37°47.10´ W106°02.82´

7598 B NOTAM FILE DEN

RWY 12–30: H7000X50 (ASPH) S–12 LIRL


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) (H) VORTACW 113.9 ALS Chan 86 N37°20.95´ W105°48.93´ 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 271)

CITY OF COLORADO SPRINGS MUNI (See COLORADO SPRINGS on page 275)

CITY OF LAS ANIMAS – BENT CO (See LAS ANIMAS on page 300)

COLORADO AIR AND SPACE PORT (See DENVER on page 282)

COLORADO PLAINS RGNL (See AKRON on page 265)
COLORADO SPRINGS
CITY OF COLORADO SPRINGS MUNI (COS)(KCOS) P (AF AFRC) 6 SE UTC–7(–6DT) N38º48.35’
W104º42.05’
6187  B AOE  LRA  Class I, ARFF  Index C NOTAM FILE COS
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: MALSR. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TR 1.2% up.
Rwy 13–31: 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(P4R)—GA 3.0º TCH 65’. 0.3% down.
Rwy 31: REIL. PAPI(P4L)—GA 3.0º TCH 52’. 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, OK
AIRPORT REMARKS: Attended continuously. Waterfowl and migratory bird activity on and involv arpt. Acft transporting hazard cargo ctc afld mgmt on 318.05 30 minutes prior to arrival. Turbojet trng flts prohibited 0600–1300Z‡. B52 ops prohibited. GA ramp between Twy A3 and A4 clsd to acft with wingspan more than 135’. Be alert; intensive USAF student trng invol Colorado Springs and Pueblo Colorado. Portions of Twys A, B, E, F, G, and M are blocked from view from the twr by obst. Portions of Twy C and Rwy 17R–35L are blocked from view from the twr when the infiel mil operation sfc is occupied by a C17 or C5. Insufficient twy corner fillets pavement for cntrln twy for acft with wingspans greater than 117’ at Twys A2, A3, A4, B2, and B3. When crossing Rwy 17R–35L from A1 to B1 or B1 to A1, be aware you will not see A1 or B1 depending on direction crossing until you crest Rwy 17R–35L. When crossing from A1 to B1 travel northeast and from B1 to A1 travel southwest. These acft should use judgmental overtake at those twys. Due to limited prkg and potential to dmg lgt, unsecured acft, mobility acft are not permitted to use Colorado Springs FBO unless FBO can guarantee sufficient prkg cnic that blast fm eng thrust and reverse thrust will not impact otac orf, gnd psnl, or eqpt. Ctsms avbl for all mil/civ acft. Ctc US Customs 719–574–6607. User fee arpt. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.
AIRPORT MANAGER: (719) 550-1900
WEATHER DATA SOURCES: ASOS (719) 380–6748 LLWAS.
CONTINUED ON NEXT PAGE
COMMUNICATIONS: ATIS 125.0 719–596–7040 UNICOM 122.95 PTD 122.85 (Ltd to Peterson Ramp Only)
BLACK FOREST RCO 122.25 (DENVER RADIO)
SPRINGSD APP CON 120.6 124.0
SPRINGS TOWER 119.9 133.15 GND CON 121.7 CLNC DEL 134.45
SPRINGS DEP CON 124.0
AIRSPACE: CLASS C svc ctc APP CON.
VOR TEST FACILITY (VOT) 110.4
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
BLACK FOREST (H) (H) VORW/DME 112.5 BRK Chan 72 N38º56.7º W104º38.01´ 193º 8.9 NM to fld. 6935/BE.
VOR unusable:
305º–045º byd 10 NM blo 13,000´
305º–045º byd 26 NM
DME unusable:
210º–230º byd 30 NM blo 17,000´
230º–250º byd 30 NM blo 17,900´
250º–267º byd 30 NM blo 17,000´
305º–045º byd 20 NM blo 10,500´
PETEY NDB (MMW/LOM) 407 CO N38º41.66´ W104º42.98´ 358º 6.7 NM to fld. 5574/BE.
NOTAM FILE COS.
ILS/DME 109.1 I–LPI Chan 28 Rwy 17L. Class IIE.
ILS 109.9 I–COS Rwy 35L. Class IIE. LOC unusable byd 25º left of course; byd 8NM 10º left of course. Glideslope tch is higher than std.
ILS/DME 109.1 I–AHJ Chan 28 Rwy 35R. Class IIE. 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.
### CONES
- **Location:** N38°02.42' W108°15.51'
- **NOTAM File:** DEN.
- **VOR/DME:** Not monitored
  - Channel: 110.2°
  - Frequency: 8460/12E
- **DME Unusable:**
  - 078°–090° by 30 NM
  - 115°–125° by 25 NM
  - 145°–175° by 25 NM
  - 350°–360° by 35 NM

### CORTEZ MUNI
- **Location:** N37°18.18' W108°37.68'
- **Runway Information:**
  - RWY 03–21: H7205X100 (ASPH–PFC)
  - RWY 03: REIL, PAPI(P4L)—GA 3.0º TCH 47’. Trees.
  - RWY 21: REIL, VASI(V4L)—GA 3.0º TCH 50’. Road.
- **Runway Declared Distance Information:**
  - RWY 03:
    - TORA–7205
    - TODA–7205
    - ASDA–7205
    - LDA–7205
  - RWY 21:
    - TORA–7205
    - TODA–7205
    - ASDA–7205
    - LDA–7205
- **Service:**
  - Fuel: 100LL, JET A
  - LGT: ACTVT REIL Rwy 03 and 21; MIRL Rwy 03–21—CTAF. PAPI Rwy 03 and VASI Rwy 21 on consly.
- **Airport Remarks:**
  - Attended dawn–dusk. PPR for unscheduled air ops with more than 30 pax seats—AMGR. Acft grt than 20,000 lbs dual wheel rstrd to twy connector A2; back taxi on rwy to and from twy connector A2 to apron. Ldg fee.
- **Airport Manager:**
  - 970-565-7458
- **Weather Data Sources:**
  - ASOS 135.625 (970) 564–0193.
  - RCO 122.3 (DENVER RADIO)
- **Clearance Delivery Phone:**
  - For CD, ctc Denver ARTCC on freq. If una, ctc FSS on req via rco. If una, ctc Denver ARTCC at 303-651-4257.
- **Airspace:**
  - Class E svc 1300–0500Z exc hols; other times CLASS G.
- **Radio Aids to Navigation:**
  - Notam File CEZ.
- **DME Unusable:**
  - 060°–102° by 22 NM blo 18,000’
  - 102°–131° by 18 NM blo 18,000’
  - 131°–141° by 18 NM blo 14,000’
  - 131°–141° by 32 NM blo 18,000’
  - 141°–174° by 18 NM blo 18,000’
  - 174°–192° by 22 NM blo 18,000’
  - 209°–025° by 22 NM blo 18,000’
- **VOR Unusable:**
  - 210°–230° by 20 NM blo 11,500’
CRAIG–MOFFAT (CAG)(KCAG) 2 SE UTC–7(–6DT) N40°29.71’ W107°31.30’

6198  B  NOTAM FILE CAG  MON Airport

RWY 07–25: H5606X100 (ASPH)  S–35, D–40 PCN 12 F/D/X/T  MIRL
RWY 07: REIL. P–line.
RWY 25: REIL. PAP(P4L)—GA 3.0º TCH 32’. Tree.
SERVICE: FUEL 100LL, JET A LGT MIRL Rwys 07–25, REIL Rwy 07 and Rwy 25, and PAPI Rwy 25—CTAF.
AIRCRAFT REMARKS: Attended Mon–Fri 1500–0000Z‡ Sat–Sun irregularly.
Wildlife on and invof arpt. Rwy 25 has +10’ road 340’ from thld obstruction, +41’ trees 1185’ from thld 50’ left of centerline, +75’ trees 4000’ from thld. Cold temperature airport. Altitude correction required at or below –31C.
AIRPORT MANAGER: 970-824-9148
WEATHER DATA SOURCES: ASOS 135.425 (970) 824–2373.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

CRAWFORD (99V) 2 W UTC–7(–6DT) N38°42.25’ W107°38.62’

6470  TPA—7270(800)  NOTAM FILE DEN

RWY 07–25: H4900X20 (ASPH)  LIRL(NSTD)
RWY 07: VASI(NSTD). Trees.
RWY E-W: 2500X125 (TURF)
RWY E: Rgt tfc.
RWY W: Trees.
SERVICE: S2 LGT Arpt lghts opr dusk 0800Z‡. Rwy 07 1 VASI box on left and right side of rwy. For local operators only or PPR call 970–921–7700. Rwy 07–25 has LIRL on N side on rwy for center 1600’ beginning 1200’ east of Rwy 07. No thld lghts. Rwy 07–25 3800’ usable for rgt ops. Rwy 07–25 NSTD LIRL, Rwy 07–25 has LIRL only on north side on rwy for center 1600’ beginning 1200 east of Rwy 07 thld. Rwy 07–25 3800’ usable for right opr. Rwy 07 NSTD VASI, has 1 VASI box on left and right side of rwy. For local opr only or PPR call 970–921–7700.
AIRCRAFT REMARKS: Attended continuously. Rwy 07–25 west 1300’ only 25’ wide. Glider ops inv of arpt. Land to the east tfk to the west winds permitting. 100LL fuel avbl for emerg use only. Pedestrians, motor vehicles, deer and wildlife on and invof arpt. Unlimited vehicle use on arpt. Rwy 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 25 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.
RADIO AIDS TO NAVIGATION: NOTAM FILE MTJ.

MONROSE (H) (H) VOR/DME 117.1  MTJ Chan 118 N38°30.39’ W107°53.96’  033º 16.9 NM to fld.

5713/12E. vDME unmonitored.
DME unusable:
011º–090º byd 26NM blo 15,000’
190º–250º byd 25 NM blo 15,000’
VOR unusable:
06º–090º byd 26NM blo 16,000’
190º–250º byd 25 NM blo 15,000’
CREEDE

MINERAL CO MEML (C24) 2 SSW UTC–7(–6DT) N37°49.33′ W106°55.79′

8680 NOTAM FILE DEN
RWY 07–25: H6880X60 (ASPH) S–12.5
RWY 07: Thld dpstd 188′.

SERVICE: FUEL 100LL, JET A

AIRPORT REMARKS: Unattended. Glider act and wildlife on and inv of arpt. Mt 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

BLUE MESA (H) (H) VOR/DME 114.9 HBU Chan 96 N38°27.13′ W107°02.38′ 158° 38.1 NM to fld. 8740/14E.

DME portion unusable:
315°–325° byd 27 NM blo 17,500′

CUCHARA VALLEY AT LA VETA (See LA VETA on page 299)

DEL NORTE

ASTRONAUT KENT ROMINGER (RCV)(KRCV) 3 N UTC–7(–6DT) 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 tfc.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40′.
RWY 03–21: 4812X60 (TURF)
RWY 21: Road.

SERVICE: FUEL 100LL LGT 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 inv of 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 cntrl.

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.

ALAMOSA (H)(H) VORTACW 113.9 ALS Chan 86 N37°20.95′

W105°48.93′ 298° 33.7 NM to fld. 7535/13E.

VOR unusable:
025°–045° byd 25 NM blo 15,900′
150°–180° byd 35 NM blo 11,600′

TAC AZM unusable:
025°–045° byd 25 NM blo 15,900′
150°–180° byd 35 NM blo 11,600′

DME unusable:
025°–045° byd 25 NM blo 15,900′
150°–180° byd 35 NM blo 11,600′
**DELTA**

**BLAKE FLD (AJZ)(KAJZ) 3 N UTC–7(–6DT) N38º47.14’ W108º03.72’**

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. PAP(P2L)—GA 3.0º TCH 40’. Rgt tfc.
   Rwy 21: REIL. PAP(P2L)—GA 3.0º TCH 37’.

RWY 14–32: 2494X60 (DIRT)  1.4 % up NW

**SERVICE:**  S3  FUEL  100LL, JET A  OX 3  LGT ACTVT 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 fone, Sheriff Dept 970–874–0883. 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 0B. Antelope on and inof 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) (H) VORW/DME 112.4 JNC Chan 71**

N39º03.57’  W108º47.55’  100º 37.9 NM to fld. 7100/15E.

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**WESTWINDS (D17) 4 W UTC–7(–6DT) N38º45.15’ W108º08.91’**

5000  NOTAM FILE DEN

RWY 04–22: H4100X40 (ASPH)

RWY 22: Trees.

RWY 13–31: 2000X70 (GRVL–DIRT)

RWY 13: Hill.

RWY 31: Road.

**AIRPORT REMARKS:**  Attended 1500–0000Z‡. Rwy 04–22 CLOSED to acft 8,500 lbs or more. +100’ to 300’ mountains lctd north, west and east of arpt at varying distances. Rwy 22 has 180’ mountain 1500’ from rwy end, apch slope 7:1. Rwy 13–31 soft when wet. Rwy 31 has +10’ trees 150’ from thld OB. +40’ tree 60’ from thld 50’ rgt of cntrln. Rwy 04 has +120’ terrain 2700’ from thld 380’ left of cntrln.

**AIRPORT MANAGER:**  303-829-1696

**COMMUNICATIONS:**  CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:**  For CD ctc Denver ARTCC at 303-651-4257.

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

**MONTROSE (H) (H) VORW/DME 117.1 MTJ Chan 118**

N38º30.39’  W107º53.96’  100º 37.9 NM to fld. 7100/15E.

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’
DENVER

CENTENNIAL (APA)(KAPA) 15 SE UTC–7(–6DT) N39º34.21´ W104º50.96´
5885 B AOE LRA 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: MALSR. PAPI(P4L)—GA 3.0º TCH 49´. P–line. Rgt tfc. 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 42´. Rgt tfc.
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 10: 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 OX 1, 2

NOISE: Noise abatement proc in efct; noise office—303–790–0598. Rwy 35R crosswind/base leg N of Lincoln Ave; Rwy 17L crosswind/base leg S of Arapahoe Road; Rwy 17R–35L clsd tfc remain S of Arapahoe Road and E of Interstate 25; Rwy 10–28 avoid noise sensitive area 1 mi S and E of rwy.

AIRPORT REMARKS: Attended continuously. 100LL: Self serve fuel avbl.

AIRPORT MANAGER: 303-790-0598

WEATHER DATA SOURCES: AGOS (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

AIRSPACE: CLASS D svc continuous.

VOR TEST FACILITY (VOT) 108.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

FALCON (H) VORT ACW 116.3 FQF Chan 110 N39º41.41´ W104º37.26´ 225º 12.8 NM to fld. 5780/11E.
TACAN & DME unusable:
068º–088º byd 10 NM blo 11,500´

ILS/DME 111.3 I–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.

HELIPAD H1: H50X50 (CONC) PERIMETER LGTS

COLORADO AIR AND SPACE PORT (CFO)(KCFO) 19 E UTC—7(—6DT) N39°47.05' W104°32.26'

5515 B TPA—6503(988) NOTAM FILE CFO MON Airport

RWY 08–26: H80002X100 (ASPH) S–28, D–40 HIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 50’. Rgt tfc. 0.5% up.

RWY 26: MALS R. PAPI(P2L)—GA 3.0º TCH 50’. 0.4% down.

RWY 17–35: H80000X100 (ASPH) S–34, D–75 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 55’. 0.5% up.

RWY 35: MALS R. PAPI(P4L)—GA 3.0º TCH 56’. P–line. Rgt tfc. 0.5% down.

SERVICE: S4 FUEL 100LL, JET A OX 1, 2 LGT ACTVT MALS 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

WEATHER DATA SOURCES: AWOS—3 119.025 (303) 261–9104.

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–FTG Chan 30 Rwy 26. Class IT. Rwy 26 autopilot cdp 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(-6DT) N39°51.70’ W104°40.39’

5434  B  AOE  LRA  Class I, ARFF Index E  NOTAM FILE

DENVER
H–3F, 5A, L–10F, A
IAP, AD

RWY 16R: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 71’. RVR–TMR
RWY 34L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 70’. RVR–TMR
RWY 07: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 68’. RVR–TR
RWY 25: MALSR. PAPI(P4L)—GA 3.0º TCH 83’. RVR–TR
RWY 08: MALSR. PAPI(P4L)—GA 3.0º TCH 70’. RVR–TR
RWY 26: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 70’. RVR–TR

0.5% up.

RWY 16L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR
RWY 34R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 63’. RVR–TMR
RWY 17L: MALSR. PAPI(P4L)—GA 3.0º TCH 66’. RVR–TMR 0.4% up.
RWY 35R: ALSF2. TDZL. PAPI(P4R)—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:  54  FUEL  100LL, JET A  OK 1, 3
NOISE:  Informal rwy use program is in eft H24; noise abatement info–aprt mgmt at 303–342–4200.
AIRPORT REMARKS:  Attended continuously. Waterfowl and birds inf of arpt. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B if equipped enabled on all aprt sfs. Dep Rw 08, Rw 25, and Rw 34R has mntd cwy 500 x 1000 ft 1.25 slope. Twy F7 clsd to act wingspan more than 118’. Ovhd pax bridge S side of concourse–A prdvs 42 ft tail and 118 ft wingspan clnc when on twy cntrln. Customs avbl PPR. User fee arpt. Ldg fee. Flight Notification Service (ADCUS) avbl.
AIRPORT MANAGER:  (303) 342-2206

CONTINUED ON NEXT PAGE
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

DEP CON 128.25 (East) 127.05 (North) 126.1 (West) 128.45 (South)

CPDLC (LOGON KUSA)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
ROCKY MOUNTAIN METRO  (BJC)(KBJC)  9 NW  UTC–7(–6DT)  N39º54.53´ W105º07.03´

5673  B  AOE  LRA  ARFF Index—See Remarks  NOTAM FILE BJC


RWY 12L: REIL. PAPI(P4L)—GA 3.0º TCH 41´. 1.0% down.


PCN 18 F/D/X/T MIRL 1.1% up NW

RWY 12R: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Rgt tfc.

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 tfc.

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  OX 1, 2, 3, 4  LGT When ATCT clsd

ACTVT MALSR Rwy 30R; REIL Rwy 12L, 12R and 30L; PAPI Rwy 03, 12L, 12R, 21, 30L and 30R; MIRL Rwy 03–21 and 12R–30L; HIRL Rwy 12L–30R–CTAF.


AIRPORT MANAGER: (303) 271-4851

WEATHER DATA SOURCES: AWOS–3 (720) 887–8067

COMMUNICATIONS: CTAF 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 (VH) (DH) VOR/DME 115.4  BJC Chan 101  N39º54.78´ W105º08.34´  093º 1.0 NM to fld. 5737/11E.

VOR unusable:

180º–225º byd 40 NM

226º–245º byd 36 NM blo 17,000´

246º–278º byd 30 NM blo 19,000´

279º–300º byd 34 NM blo 18,000´

301º–335º byd 40 NM

DME unusable:

246º–278º 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.
DOVE CREEK   (8V6)  1 E  UTC–7(–6DT)  N37°45.89´ W108°53.32´
6975  TPA—7700(725)  NOTAM FILE DEN
RWY 01–19: 400X50 (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 raiton 0:1. Rwy 19 +12 ft ground 258 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) (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  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 thr lghts 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 (VL) (DH) VOR/DME 116.55  DRO Chan 112(Y)  N37°09.20´ W107°44.98´  284º 6.5 NM to fld. 6662/14E.
VOR unusable: 004º-014º byd 40 NM blo 16,500´
004º-014º byd 50 NM
015º-070º byd 40 NM
131º-190º byd 40 NM
220º-225º byd 40 NM
250º-003º byd 40 NM
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´
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: MALS.  PAPI(PAL)—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:  54  FUEL  100LL, JET A  LGT  ACTVT MALSR Rwy 03;
REIL Rwy 21; PAPI Rwy 03; VASI Rwy 21; HIRL Rwy 03–21—CTAF.

ARFF coverage prvvd durg acr tfc ops; otr times 24 hr PPR—arpt ops
970–759–4342.  PPR for unsked acr ops with more than 30 pax
seats—arpt ops 970–759–4342.  HOP on and invof arpt.  Cond unmnt
at ngt aft last acr arr until 1100Z‡; see NOTAMs.

AIRPORT MANAGER:  (970) 382-6051

WEATHER DATA SOURCES:  ASOS  120.625 (970) 259–3579.

COMMUNICATIONS:  CTAF/UNICOM  122.8

DENVER CENTER  APP/DEP CON  118.575

CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC on freq.  If una, ctc FSS on freq via rco.  If una, ctc Denver ARTCC at
303-651-4257.

AIRSPACE:  CLASS E  svc 1300–0300Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

NOTAM FILE DRO.

(VL) (DH) VOR/DME  116.55  DRO  Chan 112(Y)  N37º09.20´ W107º44.98´ at fld. 6662/14E.

VOR unasr:

004º–014º byd 40 NM blo 16,500´
004º–014º byd 50 NM
015º–070º byd 40 NM
131º–190º byd 40 NM
220º–225º byd 40 NM
250º–003º byd 40 NM
290º–310º byd 15 NM blo 17,000´

DME unasr:

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 03.  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 REMARKS:  Unattended.  Be alert, intensive USAF student training
invof Colorado Springs and Pueblo Colorado.  Rwy 17 +25´ bldgs 300´
right of centerline 108´ from rwy end.  Rwy 17 has +25´ railroad 530´
from thld centerline.  Apron area is asph.  Twy and rwy have no markings.
See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of
Colorado Springs and Pueblo Colorado.

AIRPORT MANAGER:  719-438-5590

COMMUNICATIONS:  CTAF  122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION:  NOTAM FILE LAA.

LAMAR  (VH) VOR/DME  116.9  LAA  Chan 116  N38º11.83´
W102º41.25´  329º 17.7 NM to fld. 3944/12E.
EAGLE CO RGNL  (EGE)(KEGE)  P (ARNNG)  4 W  UTC–7 (–6DT)  N39º38.57´ W106º54.96´

6547 B Class I, ARFF Index C NOTAM FILE EGE

  Rwy 07: REIL. Tree. Rgt tfc. 0.9% up.
  Rwy 25: MALSR. PAPI(P4R)—GA 3.0º TCH 55’. Thld dsplcd 1000’. 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 MALSR Rwy 25; REIL Rwy 07; HIRL Rwy 07–25—CTAF. PAPI Rwy 25 OPR consly. MILITARY— FUEL A+ (1300–0400Z‡, C970–524–7700, OT $125 per hr.) (NC–100LL, A1, A1+) FLUID HPOX–RB


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 (L) (L) VOR/W/DEME 109.2 SXW Chan 29 N39º37.77’ W106º59.47’ 065º 3.6 NM to fld. 8070/12E.

VOR/DME unmonitored 0600–1300Z‡.
VOR portion usable:
  310º–355º
VOR/DME unusable:
  115º–135º

ILS/DME 109.75 L–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 L–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 293)
ELLICOTT
COLORADO SPRINGS EAST (CO4) 3 NW UTC–7(–6DT) N38°52.46´ W104°24.59´
6145 NOTAM FILE C05
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 tfc.
RWY 08–26: 3440X60 (GRVL–DIRT) S–60
RWY 08: Tree. Rgt tfc.
RWY 26: Road.
SERVICE: FUEL 100LL LGT ACTVT MIRL RWY 17R–35L—CTAF.
AIRPORT MANAGER: (719) 306–3021
COMMUNICATIONS: CTA F 122.9

EMPIRE 0CO N39°47.67´ W105°04.78´/12493
5119 B NOTAM FILE DEN
RWY 15–33: H4700X60 (CONC) S–12.5 MIRL 0.9% up S
RWY 33: PAPI(P2L)—GA 3.0º TCH 52´. Hill.
SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT ACTVT REIL Rwy 15;
PAPI Rwys 15 and 33; MIRL Rwys 15–33—CTAF.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡, Sun 1500–2100Z‡. Aft hr emerg—303–870–5659. Fuel: 100LL: Self svc avbl H24 with credit card. Twy A lgtd. RWY 15–33 –2 ft trrn 60–70 ft E of cntrln full len. Rwy 15 has –2 to –6 ft ditch wi 700 ft of rwy end various locations. Rwy 33 30 ft road 1350 ft fm thr both sides; –6 to –12 ft ditch 60 ft L of cntrln parl to first 750 ft of rwy.
AIRPORT MANAGER: 303-664-0633
WEATHER DATA SOURCES: AWOS–3 133.825 (303) 604–4339.
COMMUNICATIONS: CTA F/UNICOM 123.0
DENVER L–10F, A OAP
ECHEYEN L–9E, IAP
SW, 14 JUL 2022 to 8 SEP 2022
COLORADO

FALCON  N39°41.41’ W104°37.26’  NOTAM FILE DEN.

(H)  (H) VORTACW  116.3  FQF  Chan 110  225° 12.8 NM to Centennial. 5780/11E.
TACAN & DME unusable:
  068°–088° byd 10 NM blo 11,500’

FORT COLLINS/LOVELAND

NORTHERN COLORADO RGNL (FNL)(KFNL)  9 SE  UTC–7(–6DT)  N40°27.11’ W105º00.68’

5020  B  Class I, ARFF Index B  NOTAM FILE FNL

RWY 15–33:  H8500X100 (ASPH–GRVD)  S–50, D–65, 2S–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.

RUNWAY DECLARED DISTANCE INFORMATION
  RWY 06:  TORA–2189  TODA–2189  ASDA–2189  LDA–2189
  RWY 15:  TORA–8500  TODA–8500  ASDA–8500  LDA–8500
  RWY 24:  TORA–2189  TODA–2189  ASDA–8500  LDA–8500
  RWY 33:  TORA–8500  TODA–8500  ASDA–8500  LDA–8500

SERVICE:  S4  FUEL  100LL, JET A  OX 1, 2  LGT Dusk–Dawn: ACTVT
  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. Svc ctc 130.575 or
  970–667–2574. 100LL and A H24 with credit card. 24 hr PPR for
  unsked ops with more than 30 pax seats–AMGR. Rwy 33 calm wind
  rwy 5 kts or less. Rscd unmon 0500–1300Z‡. Rwy 06–24 edge
  reflectors full len. NOTE: See Special Notices—USAF 306 FTG Flight
  Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

AIRPORT MANAGER:  970-962-2852

WEATHER DATA SOURCES:  AWOS–3PT  135.075 (970) 669–9187.

COMMUNICATIONS:  CTAF/UNICOM  122.7  ATIS  135.075 (970–669–9187)
  FT. COLLINS–LOVELAND RCO  122.4 (DENVER RADIO)

DENVER APP/DEP CON  134.85  GND CON  121.65  CLNC DEL  120.25 (When FNL twr clsd)

CLEARANCE DELIVERY PHONE:  For CD ctc Denver Apch at 303-342-1916.

AIRSPACE:  CLASS E

RADIO AIDS TO NAVIGATION:  NOTAM FILE DEN.

GILL (VH) (DH) VOR/DME  114.2  GLL  Chan 89  N40°30.23’ W104°33.18’  249° 21.2 NM to fld. 4904/13E.
  VOR unusable:
  193°–204° byd 40 NM blo 7,800’
  193°–204° byd 50 NM
  226°–240° byd 40 NM
  254°–263° byd 40 NM blo 16,000’
  ILS 109.5  I–FNL  Rwy 33.  Class IE.  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’ W103°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)—QA 3.0º TCH 28’.
RWY 32: REIL. PAPI(P2L)—QA 3.0º TCH 27’. Road.
RWY 17–35: S–30 MIRL 1.5% up NW
RWY 35: Road.
RWY 08–26: Road.
RWY 14–32:
5 N  UTC–7(–6DT)
N40º20.13´ W103º48.25´
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)—QA 3.0º TCH 28’.
RWY 32: REIL. PAPI(P2L)—QA 3.0º TCH 27’. Road.
RWY 17–35: S–30 MIRL 1.5% up NW
RWY 35: Road.
RWY 08–26: Road.
SERVICE:
FUEL 100LL, JET A
ACTIVATE REIL Rwy 14 and Rwy 32; MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS:
AIRPORT MANAGER: 970-867-8414
WEATHER DATA SOURCES: AWOS–3 132.95 (970) 867–4823.
COMMUNICATIONS:
CTAF/UNICOM 123.05
DENVER CENTER APP/DEP CON 118.475
CLEARANCE DELIVERY PHONE: For CD if una to ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE AKO.
AKRON (H) (DH) VOR/DME 114.4 ACO Chan 91 N40º09.33´ W103º10.78´ 278º 30.6 NM to fld. 4623/13E.

GILL N40º30.23´ W104º33.18´ NOTAM FILE DEN.
(VH) (DH) VOR/DME 114.2 GLL Chan 89 210º 5.4 NM to Greeley–Weld Co. 4904/13E.
VOR unusable:
193º–204º byd 40 NM blo 7,800’
193º–204º byd 50 NM
226º–240º byd 40 NM
254º–263º byd 40 NM blo 16,000’
RCO 122.65 (DENVER RADIO)

GLENWOOD SPRINGS MUNI (GWS)/(KGWS) 3 S UTC–7(–6DT) N39º30.36´ W107º18.55´
5916 NOTAM FILE DEN
RWY 14–32: H3305X50 (ASPH) S–15 0.3% up NW
RWY 14: Trees.
RWY 32: PAPI(P2L)—GA 4.0º TCH 30’. Road.
SERVICE: S4 FUEL 100LL, JET A OK 3, 4
NOISE: Noise abatement: When wind and weather permit use Rwy 32 for arrival and Rwy 14 for departure. No touch and go lds.
AIRPORT REMARKS:
Attended Mon–Fri 1500–0000Z‡. Fuel avbl 24 hrs via self–serve credit card pump. Arpt Manager on call at 970–445–0965. FBO PH:970–945–3073. Gusty winds frequently in vicinity of arpt. Wildlife on and in the vicinity of the airport. 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/UNICOM 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 (VH) (DH) VOR/DME 113.0 DBL Chan 77 N39º26.36´ W106º53.68´ 270º 19.7 NM to fld.
11800/12E.
VOR unusable:
040º–056º byd 40 NM
057º–074º byd 40 NM blo 16,300´
057º–074º byd 65 NM
075º–100º byd 40 NM
115º–130º byd 40 NM
160º–200º byd 40 NM
COMM/NAV/WEATHER REMARKS: Automated UNICOM, 3 clicks adzy.

FREMONT CO (See CANON CITY on page 273)

GLENWOOD SPRINGS MUNI (GWS)/(KGWS) 3 S UTC–7(–6DT) N39º30.36´ W107º18.55´
5916 NOTAM FILE DEN
RWY 14–32: H3305X50 (ASPH) S–15 0.3% up NW
RWY 14: Trees.
RWY 32: PAPI(P2L)—GA 4.0º TCH 30’. Road.
SERVICE: S4 FUEL 100LL, JET A OK 3, 4
NOISE: Noise abatement: When wind and weather permit use Rwy 32 for arrival and Rwy 14 for departure. No touch and go lds.
AIRPORT REMARKS:
Attended Mon–Fri 1500–0000Z‡. Fuel avbl 24 hrs via self–serve credit card pump. Arpt Manager on call at 970–445–0965. FBO PH:970–945–3073. Gusty winds frequently in vicinity of arpt. Wildlife on and in the vicinity of the airport. 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/UNICOM 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 (VH) (DH) VOR/DME 113.0 DBL Chan 77 N39º26.36´ W106º53.68´ 270º 19.7 NM to fld.
11800/12E.
VOR unusable:
040º–056º byd 40 NM
057º–074º byd 40 NM blo 16,300´
057º–074º byd 65 NM
075º–100º byd 40 NM
115º–130º byd 40 NM
160º–200º byd 40 NM
COMM/NAV/WEATHER REMARKS: Automated UNICOM, 3 clicks adzy.

SW, 14 JUL 2022 to 8 SEP 2022

COLORADO 291

CHEYENNE
H–5A, L–10F
IAP

CHEYENNE
H–5A, L–10F

DENVER
L–9E

IAP

DENVER
L–9E

IAP
GRANBY–GRAND CO (GNB)(KGNB) 1 NE UTC–7(–6DT) N40º05.40´ W105º55.00´

8207 B NOTAM FILE DEN

RWY 09–27: H5001X75 (ASPH) S–15, D–15 LIRL 0.9% up E


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 tfl 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, +40´ powerline 965´ from thld 260´ left of centerline. Rwy 09 has +563´ terrain 21277´ from thld 371´ left of cntrln. Rwy 09 markings worn and eroded. Rwy 27 markings worn and eroded.

AIRPORT MANAGER: 970-887-2123

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF/UNICOM 123.0

GRAND JUNCTION RGNL (GJT)(KGJT) 3 NE UTC–7(–6DT) N39º07.35´ W108º31.61´

4861 B Class I, ARFF Index B NOTAM FILE GJT


RWY 11: MALS. PAPI(P4L)—GA 3.0º TCH 51’. RVR–T 0.4% up.

RWY 29: REIL. 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. PAP(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 ATCT clsd ACTVT MALS. Rwy 11; HIRL Rwy 11–29; twy lights—CTAF. REIL Rwy 29; PAPI Rwy 11; VASI Rwy 29 on consly. REIL Rwy 04 and 22; PAPI Rwy 04; MIRL Rwy 04–22 on consly durg ATCT oper hrs and off when ATCT clsd.


WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF

CONTINUED ON NEXT PAGE

SW, 14 JUL 2022 to 8 SEP 2022
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.

(H) (H) VOR/DME 112.4 JNC Chan 71 N39°03.57’ W108°47.55’ 058° 13.0 NM to fld. 7100/15E.

LDA/DME 109.7 I–ACD Chan 34 Rwy 29. Rwy 29 LDA/DME auto cpd apch inside 2 NM na.

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

GREGGE-VALLEY VIEW (11V) 7 SE UTC–7(–6DT) N40°19.64’ W104°36.56’

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Denver Apch at 303-342-1916.

AIRPORT REMARKS: Attended dalgt hrs. Parachute jumping. Remote control act invof arpt. Unlimited vehicular access to rwys and twys. Ops are primarily AGRI oprs. 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. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

AIRPORT MANAGER: (970) 302-3336

GREELEY-WELD CO (GXY)(KGXY) 3 E UTC–7(–6DT) N40°26.25’ W104°37.99’

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Denver Apch at 303-342-1916.


AIRPORT MANAGER: (970) 336-3001

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: AWOS–3PT 135.175 (970) 352–3511.
COMMUNICATIONS: CTAF/UNICOM 122.8
GILL RCO 122.65 (DENVER RADIO)
R DENVER APP/DEP CON 134.85
CLNC DEL 126.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
GILL (VH) (DH) VOR/W/DME 114.2  GLL  Chan 89  N40°30.23´ W104°33.18´  210º 5.4 NM to fld. 4904/13E.
VOR unusable:
193º–204º byd 40 NM blo 7,800´
193º–204º byd 50 NM
226º–240º byd 40 NM
254º–263º byd 40 NM blo 16,000´

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(–6DT) N38º32.06´ W106º55.91´
7680  B  Class I, ARFF Index B  NOTAM FILE GUC  MON Airport
RWY 06–24: H9400X150 (ASPH–GRVD)  S–75, D–160, 2D–250
PCN 40 F/A/X/T  HIRL
RWY 06: MALSF. PAPI(P4L)—GA 3.2º TCH 49´. Rgt tfc.
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 tfc.
RWY 35: Thld dsplcd 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+ 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 unusable byd 2.5 NM; does not prvd
obst clnc byd 2.5 NM from thr.

AIRPORT REMARKS: Attended 1300–0400Z‡. Arpt conds unmon at ngt fm
last ACR arri/dep til 0530 LCL. See NOTAMS for most up to date conds.
Rwy 17–35 CLOSED Dec 1–May 1. Clsd to unskd acr ops with more
than 30 pxz seats expx PPR. Call amgr 970–641–2304. High trrn all quads. Cold temperature airport. Altitude correction
required at or below –26C. Migratory bird act 1 Jan–thru–1 Jun.

AIRPORT MANAGER: (970) 642-7388

WEATHER DATA SOURCES: AWOS–3PT 135.075 (970) 641–3240.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 124.5

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
BLUE MESA (B) (M) 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.
COLORADO

HAXTUN MUNI (17V) 2 SE UTC–7(–6DT) N40º37.47´ W102º36.48´
4035 NOTAM FILE DEN
RWY 08–26: H3860X40 (ASPH) RWY LGTS(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 LIRL; thr lgts na; edge lgts bgn 250 ft fm rwy end.
AIRPORT REMARKS: Unattended. CTN: unl vehicle aces to arpt. Rwy edge safety area N side of Rwy 08–26 and W side of Rwy 17–35 na. Rwy 17–35 not mntnd; sfc rough and lrg holes thru. Grvl road pars both rwys 45–55 ft fm cntrlns. Rwy 08 has +20 ft hangar and 25 ft wind cone 300 ft E of rwy thr 75 ft R. Rwy 35 has +40 ft trees 575 ft fm thr 70 ft L of cntrln; +45 ft antenna 650 ft fm thr 150 ft L of cntrln.
AIRPORT MANAGER: 970-854-2735
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
SIDNEY (VH) (DH) VOR/DME 115.9 SNY Chan 106 N41º05.80´ W102º58.98´ 136º 33.1 NM to fld. 4289/13E.
VOR unusable:
160º–165º byd 40 NM
230º–247º byd 40 NM blo 22,000´
248º–260º byd 40 NM

HAYDEN

YAMPA VALLEY (HDN)(KHDN) 2 SE UTC–7(–6DT) N40º28.87´ W107º13.06´
6606 B ARFF Index—See Remarks NOTAM FILE HDN
HIRL
RWY 10: MALSF. PAPI(P4L)—GA 3.0º TCH 52´. Thld dspclcd 510´. Rgt ttc.
RWY 28: REIL. PAPI(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
HAYDEN RCO 122.25 (DENVER RADIO)
AIRSPACE: CLASS E svc 1400–0400Z†; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
HAYDEN (H) (H) VOR/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.
**COLORADO**

**HOLLY** (K08)  1 S  UTC-7/(-6DT)  N38º02.11’  W102º07.00’

3399  NOTAM FILE DEN

RWY 17–35: 4140X40 (GRVL–DIRT)  LIRL(NSTD)

RWY 17: TCVRVTRIL—GA 3.0º. Tree.

RWY 35: TCVRVTRIL—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.

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**HOLYOKE** (HEQ)(KHEQ)  1 SE  UTC-7/(-6DT)  N40º34.17’  W102º16.36’

3730  B  NOTAM FILE DEN

RWY 14–32: H5000X75 (ASPH)  S–12.5  MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 42’.

RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 42’.

**SERVICE:**

FUEL  100LL, JET A  LGT

ACTVT REIL Rwy 14 and Rwy 32; MIRL Rwy 14–32—CTAF. PAPI Rwy 14 and 32 on consly.

**AIRPORT REMARKS:**


**AIRPORT MANAGER:** 970-854-3232

**WEATHER DATA SOURCES:** AWOS–3 119.275 (970) 854–3679.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**CLEARANCE DELIVERY PHONE:** For CD ctc Denver ARTCC at 303-651-4257.

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

**SIDNEY (VH) (DH) VOR/DME** 115.9  SNY  Chan 106  N41º05.80’  W102º58.98’  121º 45.2 NM to fld. 4289/13E.

**VOR usable:**

160º–165º byd 40 NM
230º–247º byd 40 NM blo 22,000’
248º–260º byd 40 NM

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**HOPKINS FLD** (See NUCLA on page 305)

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**SW, 14 JUL 2022 to 8 SEP 2022**
Hudson

Platte Valley Airpark (18V) 3 NW UTC–7(–6DT) N40°06.16' W104°42.07'

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 ACTVT Rwy 15–33—CTAF.

Airport Remarks: Attended daylight hours. 24 hr credit card svc avbl. Twy int Rwy 09–27 mid field. Rwy 09–27 has ~3 ft ditch 45 ft N full len. Rwy 09 has +15 ft trees 175 ft L of cntrln; +15 ft stack 100 ft fm thr 150 L of cntrln; +12 ft windsock 30 ft R of cntrln. Rwy 27 +20 ft pole and +15 ft tank 185 ft fm thr 90 ft L of cntrln; +30 ft pole 30 ft fm thr 90 ft L and R of cntrln; +15 ft hgr 155 ft W of thr 75 ft N of cntrln.

Airport Manager: 720-579-4014

Communications: CTAF 122.9

Clearance Delivery Phone: For CD ctc Denver Apch at 303-342-1916.

Radio Aids to Navigation:

**Mile High (VH) (H) Vortac W**: 114.7 Dvv Chan 94 N39°53.68' W104°37.46' 336° 13.0 NM to fld. 5279/8E.

TACAN Azimuth unusable:
- 040°–049° byd 20 NM
- 040°–049° wi 20 NM blo 11,500'
- 050°–039° byd 10 NM
- 050°–039° wi 10 NM blo 11,500'

VOR unusable:
- 145°–175° byd 40 NM
- 240°–245° byd 40 NM
- 270°–290° byd 40 NM

**Hugo** N38°49.05' W103°37.28' NOTAM File Den.

(H) (H) VOR/DME 112.1 HGO Chan 58 349° 27.5 NM to Limon Muni. 5233/7E.

**Ironhorse** N38°40.71' W104°45.19' NOTAM File Den.

NDB (MHW) 335 IHS at Butts AAF (Fort Carson). 5818/8E. NDB unmonitored when twr clsd.

NDB unusable:
- 210°–300° byd 20 NM blo 20,000'

SW, 14 JUL 2022 to 8 SEP 2022
JEFFCO N39°54.78´ W105°08.34´ NOTAM FILE BJC.
(VH) (DH) VOR/DME 115.4 BJC Chan 101 093° 1.0 NM to Rocky Mountain Metro. 5737/11E.
VOR unusable:
180°–225° byd 40 NM
226°–245° byd 36 NM blo 17,000´
246°–278° byd 30 NM blo 19,000´
279°–300° byd 34 NM blo 18,000´
301°–335° byd 40 NM
DME unusable:
246°–278° byd 30 NM

JULESBURG MUNI (7V8) 3 SW UTC–7(–6DT) N40°58.22´ W102°18.92´
3495 B NOTAM FILE DEN
RWY 13–31: H4100X60 (ASPH) S–12 MIRL
RWY 31: P–line.
AIRPORT MANAGER: 970-474-3344
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:
SIDNEY (VH) (DH) VOR/DME 115.9 SNY Chan 106 N41°05.80´ W102°58.98´ 091° 31.3 NM to fld. 4289/13E.
VOR unusable:
160°–165° byd 40 NM
230°–247° byd 40 NM blo 22,000´
248°–260° byd 40 NM

KENNEY RESERVOIR SPB (See RANGLEY on page 307)

KIT CARSON CO (See BURLINGTON on page 271)

KREMMLING MC ELROY AIRFIELD (20V) 1 E UTC–7(–6DT) N40°03.21´ W106°22.14´
7415 B NOTAM FILE 20V
RWY 09–27: H5540X75 (ASPH) S–46, D–68 MIRL 0.3% up E
RWY 09: REIL. PAPI(P2L)—GA 4.0º TCH 43¨. Fence.
RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 44¨. Hill. Rgt tcf.
SERVICE: FUEL 100LL, JET A L–10G, 12G
RWY 09: REIL ACTVT 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 lg poles at rodeo arena apxly 900 ft fm extdd cntrln. Cold temperature airport. Altitude correction required at or below –19C. Overngt tiedown fee.
AIRPORT MANAGER: 970-887-2123
WEATHER DATA SOURCES: AWOS–3 118.425 (970) 724–9659.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 128.65
DENVER CENTER IAP 128.65
KREMMLING RCO 122.3 (DENVER RADIO)
KREMMLING (H) (H) VOR/DME 113.8 RLG Chan 85 N40°00.16´ W106°26.55´ 034° 4.6 NM to fld. 9415/14E.
DME unusable:
285°–305° byd 34 NM blo 16,300´

KREMMLING N40°00.16´ W106°26.55´ NOTAM FILE DEN.
(H) (H) VOR/DME 113.8 RLG Chan 85 034° 4.6 NM to Mc Elroy Airfield. 9415/14E.
DME unusable:
285°–305° byd 34 NM blo 16,300´
RCO 122.3 (DENVER RADIO)

SW, 14 JUL 2022 to 8 SEP 2022
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. PAPI(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

COMMUNICATIONS: CTAF/UNICOM 122.6 (DENVER RADIO)

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAA.

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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(NSTD)

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 ALS.

VOR unusable:
025º–045º byd 25 NM b10 15,900´
150º–180º byd 35 NM b10 11,600´

TAC AZM unusable:
025º–045º byd 25 NM b10 15,900´
150º–180º byd 35 NM b10 11,600´

DME unusable:
025º–045º byd 25 NM b10 15,900´
150º–180º byd 35 NM b10 11,600´

LA VETA PASS VTP N37º30.72´ W105º10.23´/10216

AWOS–3 119.925 (719) 587–3120

LAKE CO (See LEADVILLE on page 301)

LAKE MEREDITH SPB (See ORDWAY on page 305)
**LAMAR**

**SOUTHEAST COLORADO RGNL** (LAA)(KLAA) 3 SW UTC–7(–6DT) N38°04.18′ W102°41.31′

<table>
<thead>
<tr>
<th>RWY</th>
<th>PCN</th>
<th>SERVICE</th>
<th>AIRPORT REMARKS</th>
<th>COMMUNICATIONS</th>
<th>AIRPORT MANAGER</th>
<th>WEATHER DATA SOURCES:</th>
<th>RADIO AIDS TO NAVIGATION:</th>
</tr>
</thead>
<tbody>
<tr>
<td>08–26</td>
<td>H3870X40 (ASPH) S–5 HIRL 0.4% up W</td>
<td>REIL. Tree.</td>
<td>Unattended. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 26 has +30′ poles 105′ from thld 210′ left of extd rwy centerline. Rwy 08–26 has trees growing 50+ ft fm either side of rwy cntrln. Thld lgts NSTD; three lgts each end. Thld lgts OTS indef. Rwy 08 thld lgts 23′ from thld. Rwy 26 thld lgts 12′ from thld. Rwy 08 has +4′ fence 275′ from thld obstruction, has –3′ ditch 35′ from rwy end on both sides. Rwy 08–26 numbers smaller than standard. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.</td>
<td>CTAF 122.9</td>
<td>(719) 469-5252</td>
<td>ASOS 135.625 (719) 336–3854.</td>
<td>NOTAM FILE LAA.</td>
</tr>
</tbody>
</table>

**AIRPORT REMARKS:**

**LAS ANIMAS**

**CITY OF LAS ANIMAS – BENT CO** (V79) 1 S UTC–7(–6DT) N38°03.24′ W103°14.31′

<table>
<thead>
<tr>
<th>RWY</th>
<th>PCN</th>
<th>SERVICE</th>
<th>AIRPORT REMARKS</th>
<th>COMMUNICATIONS</th>
<th>AIRPORT MANAGER</th>
<th>WEATHER DATA SOURCES:</th>
<th>RADIO AIDS TO NAVIGATION:</th>
</tr>
</thead>
<tbody>
<tr>
<td>08–26</td>
<td>H3870X40 (ASPH) S–5 HIRL 0.4% up W</td>
<td>LGT ACTIVATE HIRL Rwy 08–26—CTAF. Med ints 5 clicks, high ints 7 clicks.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>08</td>
<td>REIL. Tree.</td>
<td>Unattended. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 26 has +30′ poles 105′ from thld 210′ left of extd rwy centerline. Rwy 08–26 has trees growing 50+ ft fm either side of rwy cntrln. Thld lgts NSTD; three lgts each end. Thld lgts OTS indef. Rwy 08 thld lgts 23′ from thld. Rwy 26 thld lgts 12′ from thld. Rwy 08 has +4′ fence 275′ from thld obstruction, has –3′ ditch 35′ from rwy end on both sides. Rwy 08–26 numbers smaller than standard. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.</td>
<td></td>
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</table>

**AIRPORT REMARKS:**

**LEACH** (See CENTER on page 274)
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 (VH) (DH) VORW/DME 113.0 DBL Chan 77 N39º26.36´ W106º53.68´ 104º 30.0 NM to fld. 11800/12E.
VOR unusable:
040º–056º byd 40 NM
057º–074º byd 40 NM b/o 16,300´
057º–074º byd 65 NM
075º–100º byd 40 NM
115º–130º byd 40 NM
160º–200º byd 40 NM
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 16: PAPI(P2L)—GA 3.0º TCH 39´.
RWY 34: PAPI(P2L)—GA 3.0º TCH 39´.
SERVICE: S2 FUEL 100LL LGT ACTVT PAPI Rwy 16 and Rwy 34; MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. 100LL: avbl H24 with credit card. Deer on and inofv arpt. CTN: Unctld vehicle aces. CTN: Mil student trng inofv Colorado Springs and Pueblo, Colorado. Rwy 34 +18 ft road 820 ft frm thr ob; +4 ft fence 785 ft frm thr ob; +22 ft sign 918 ft frm rwy end on cntrln; +45 ft trees 1430 ft frm rwy end ob; +51 ft tank 1455 ft frm thr 150 ft R of cntrln. 3000 ft twy leading to S end of Rwy 16. Twy mkd with blue reflectors. PAJA on and inofv arpt; midfield ovr ft NA. 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
DENVER CENTER APP/DEP CON 133.4
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) (H) VORW/DME 112.1 HGO Chan 58 N38º49.05´ W103º37.28´ 349º 27.5 NM to fld. 5233/7E.
MC ELROY AIRFIELD  (See KREMMLING on page 298)

MEADOW LAKE  (See COLORADO SPRINGS on page 276)
COLORADO 303

MILE HIGH  N39°53.68′ W104°37.46′ NOTAM FILE DEN.
(VH) (H) VORTACW 114.7 DVV  Chan 94  221° 3.0 NM to Denver Intl. 5279/8E.
TACAN AZIMUTH unusable:
040°–049° byd 20 NM
040°–049° wi 20 NM blo 11,500′
050°–039° byd 10 NM
050°–039° wi 10 NM blo 11,500′
VOR unusable:
145°–175° byd 40 NM
240°–245° byd 40 NM
270°–290° byd 40 NM

MINERAL CO MEML  (See CREEDE on page 279)

MONARCH PASS  MYP  N38°29.83′ W106°19.18′/12030
AWOS–3 124.175 (719) 539–4436
MONARCH PASS
N38°29.83′ W106°19.18′/12030
NOTAM FILE DEN.
MINERAL CO MEML
MONARCH PASS
MYP
N38º29.83´ W106º19.18´/12030
AWOS–3 124.175 (719) 539–4436

SW, 14 JUL 2022 to 8 SEP 2022
MONTROSE RGNL  (MTJ/KMTJ)  1 NW  UTC–7 (–6DT)  N38°30.59’ W107°53.66’
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: MALS. 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: 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–10000 TODA–10000 ASDA–10000 LDA–10000

SERVICE:  S4  FUEL  100LL, JET A+  OX
Rwy 13–31: 0.8% up SE
Rwy 17: 100LL, JET A+  OX

ops more than 30 pax seats 24 hr PPR—amgr. Acr aces trml ramp via
Twy C; oudb Twy D. Ramp cnctr adj to T hngr row clsd indef; Twy
E and E6 clsd exc wingspan less than 78 ft. Twy B ltd to sngl wheel
max 80,000 lb; dbl wheel max 105,000 lb; dbl tand wheel max 170,000 lb. Rwy 13–31 rcmdd for apch spd less than

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) (H) VOR/DME 117.1  MTJ  Chan 11B  N38°30.39’ W107°53.96’  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  N39°13.13’ W104°38.43’/7060
AWOS–3 134.375 (303) 648–3479

NORTH FORK VALLEY  (See PAONIA on page 306)

NORTHERN COLORADO RGNL  (See FORT COLLINS/LOVELAND on page 290)
COLORADO

NUCLA

HOPKINS FLD (AIB)(KAIB) 2 SW UTC–7(–6DT) N38°14.34' W108°33.77'

5945` B NOTAM FILE DEN H–3E, L–90

RWY 05–23: H5212X75 (ASPH) S–9 MIRL 0.9% up NE

RWY 05: REIL. PAPI(P2L)—GA 3.00° TCH 41’.

RWY 23: REIL. PAPI(P2L)—GA 3.00° TCH 41’. Road.

RWY 11–29: 4000X80 (TURF–DIRT) 0.8% up E

RWY 11: Road.

RWY 29: Fence.

SERVICE: FUEL 100LL, JET A LGT REIL Rwy 05 and Rwy 23; MIRL Rwy 05–23—Dusk–Dawn, incr instt—CTAF. PAPI Rwy 05 and Rwy 23 on consly. Rwy 05 PAPI unusbl byd 5.0 NM.


AIRPORT MANAGER: 970-864-7111

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.1

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

DOVE CREEK (H) (H) VORTACW 114.6 DVC Chan 93 N37°48.52’ W108°55.88’ 020° 31.1 NM to fld. 6990/14E.

ORDWAY

LAKE MEREDITH SPB (CO1) 3 SSE UTC–7(–6DT) N38°11.78’ W103°41.63’

4254 NOTAM FILE DEN

WATERWAY 04W–22W: 10000X300 (WATER)

SEAPLANE REMARKS: Arpt unattended. Use at own risk. Lake CLSD to all human act fm Nov 1 til Mar 1 annually. No acft tie downs or moorings in place. Air acft must have performed and documented an aquatic nuisance species inspection prior to arrival. No svc avbl. Closest facility with svc is KLHX–La Junta Muni Arpt lctd 12 NM SE. Arpt contact info: 303–710–2497 or 719–267–4411.

AIRPORT MANAGER: 719-267-4411

COMMUNICATIONS: CTAF/UNICOM 122.9


PAGOSA SPRINGS

STEVENS FLD (PSO)(KPSO) 3 NW UTC–7(–6DT) N37°17.17’ W107°03.36’

7663 B TPA—See Remarks NOTAM FILE DEN H–4K, L–8I, 9E

RWY 01–19: H8100X100 (ASPH) S–59, D–70 PCN 24 F/B/X/U MIRL

RWY 01: REIL. PAPI(P4L)—GA 3.00° TCH 40’. Trees. 0.4% up N.

RWY 19: REIL. PAPI(P4R)—GA 3.50° TCH 40’. 0.5% down S.

SERVICE: S2 FUEL 100LL, JET A OK 1 LGT ACTVT REIL Rwy 01 and Rwy 19; PAPI Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF.

AIRPORT REMARKS: Attended 1500–0000Z‡. Wildlife on and inv of arpt. Balloon ops inv of arpt. Twy B clsd to acft 12,500 pounds and over. TPA 8663(1000) for prop acft and 9163(1500) for jet acft.

AIRPORT MANAGER: 970-731-3060

WEATHER DATA SOURCES: AWOS–3 127.175 (970) 731–0365.

COMMUNICATIONS: CTAF/UNICOM 122.7

DENVER CENTER APP/DEP CON 118.575

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADAR AIDS TO NAVIGATION: NOTAM FILE DRO.

DURANGO (VL) (DH) VOR/DME 116.55 DRO Chan 112(Y) N37°09.20’ W107°44.98’ 062° 34.2 NM to fld. 6662/14E.

VOR unusable:

004°–014° byd 40 NM blo 16,500’

004°–014° byd 50 NM

015°–070° byd 40 NM

131°–190° byd 40 NM

220°–225° byd 40 NM

250°–003° byd 40 NM

290°–310° byd 15 NM bll 17,000’

DME unusable:

070°–090° byd 30 NM bll 12,500’

140°–185° byd 25 NM bll 13,000’

290°–310° byd 15 NM bll 17,000’

SW, 14 JUL 2022 to 8 SEP 2022
## PAONIA

**NORTH FORK VALLEY** (7V2) 3 SW UTC–7(–6DT) N38º49.88‘ W107º38.75‘

<table>
<thead>
<tr>
<th>5798</th>
<th>TPA—6598(800)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 05–23: H4500X60 (ASPH) S–21 MIRL</td>
<td></td>
</tr>
<tr>
<td>RWY 05: PAPI(P2L); RWY 23: PAPI(P2L)</td>
<td></td>
</tr>
<tr>
<td>SERVICE: S4 FUEL 100LL LGT ACTVT PAPI Rwy 05 and 23; MIRL Rwy 05–23—CTAF.</td>
<td></td>
</tr>
<tr>
<td>AIRPORT REMARKS: Attended Mon–Fri 1500–0100Z‡, Sat–Sun irregularly. 100LL fuel self serve H24. Rwy 05–23 has –50 to –75 ft trrn dropoff various lctns both sides entire len.</td>
<td></td>
</tr>
<tr>
<td>AIRPORT MANAGER: 970-527-3345</td>
<td></td>
</tr>
<tr>
<td>COMMUNICATIONS: CTAF/UNICOM 122.7</td>
<td></td>
</tr>
<tr>
<td>SERVICE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.</td>
<td></td>
</tr>
<tr>
<td>RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.</td>
<td></td>
</tr>
<tr>
<td>BLUE MESA (H) (H) VORW/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‘</td>
<td></td>
</tr>
</tbody>
</table>

## PETEY

**N38º41.66‘ W104º42.98‘** NOTAM FILE COS. NDB (MHW/LOM) 407 CO 358º 6.7 NM to City Of Colorado Springs Muni. 5574/8E.

## PLATTE VALLEY AIRPARK

**PUEBLO MEML** (PUB)(KPUB) 5 E UTC–7(–6DT) N38º17.40‘ W104º29.88‘

| 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: MALS. 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. |
| RWY 08L–26R: H4690X75 (ASPH–GRVD) S–20, 2S–175 MIRL |
| RWY 08L: REIL. PAPI(P4L)—GA 3.0º TCH 40‘. |
| RWY 26R: REIL. PAPI(P4L)—GA 3.0º TCH 40‘. |
| LAND AND HOLD–SHORT OPERATIONS |
| LDG RWY HOLD–SHORT POINT AVBL LDG DIST |
| RWY 17: 08L–26R 4700 |
| RWY 26L: 17–35 8300 |

## LAND AND HOLD–SHORT OPERATIONS

| 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 3 LGT |
| RWY 08L: When brw clsd ACTIVATE MALS Rwy 08R; REIL Rwy 08L, Rwy 17, Rwy 26R, Rwy 26L, Rwy 35; PAPI Rwy 08R; RWY 80L, Rwy 17, Rwy 26R, Rwy 26L, Rwy 35; HIRL Rwy 08R–26L; MIRL Rwy 17–35; Rwy 08L–26R—CTAF. |

## AIRPORT REMARKS:

CONTINUED ON NEXT PAGE

SW, 14 JUL 2022 to 8 SEP 2022
COLORADO

CONTINUED FROM PRECEDING PAGE

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) GND CON 121.9 CLNC DEL 120.9
CLEARANCE 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: NOTAM FILE PUB.

(RH) (H) VORTACW 116.7 PUB Chn 114 N38º17.66´ W104º25.77´ 257º 3.2 NM to fld. 4756/8E.
VOR unusable:
000º–030º byd 40 NM
215º–227º byd 40 NM blo 16,000´
215º–227º byd 62 NM
228º–240º byd 40 NM blo 18,000´
280º–340º byd 40 NM
341º–348º byd 40 NM blo 18,000´
349º–359º byd 40 NM blo 9,000´
349º–359º byd 61 NM

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

5278 B NOTAM FILE DEN
RWY 07–25: H6409X75 (ASPH) S–28, D–28 PCN 28 F/C/X/T MRII.
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Road. Rgt tfc.
RWY 25: REIL. Road.
SERVICE: FUEL 100LL LGT ACTIVATE REIL Rwy 07 and Rwy 25, MRII. Rwy 07–25—CTAF. PAPI Rwy 07 opr 24 hrs.
AIRPORT REMARKS: Attended 1500–0000Z. Self–svc fuel avbl with credit card. For svc call 970–675–2316. Minor emerg svcs upon req. Monitor 123.5 for trng ops at arpt. Three flashing bcns outline obstr hills east. Rwy 07–25 shoulders soft when wet. Deer periodically on and invfn 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. Twy 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.

KENNEVY RESERVOIR SPB (13R) 5 NE UTC–7(–6DT) N40º06.92´ W107º55.50´ 258º 38.6 NM to fld. 7630/15E.

Meeker [R] (H) VOR/DME 115.2 EKR Chn 99 N40º04.05´ W107º55.50´ 258º 38.6 NM to fld. 7630/15E.
**RED TABLE**  
N39°26.36’ W106°53.68’ NOTAM FILE DEN.  
(H) (D) VOR/DME 113.0 DBL Chan 77 163º 13.1 NM to Aspen–Pitkin Co/Sardy Fld. 11800/12E.  
VOR unusable:  
040º–056º byd 40 NM  
057º–074º byd 40 NM blo 16,300’  
057º–074º byd 65 NM  
075º–100º byd 40 NM  
115º–130º byd 40 NM  
160º–200º byd 40 NM

**RIFLE GARFIELD CO** (RIL)(KRIL) 3 E UTC–7(–6DT) N39°31.60’ W107°43.68’  
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 tfc.  
SERVICE: S4 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 RCO 122.5 (DENVER RADIO)  
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 RIL.  
(L) (L) VOR/DME 110.6 RIL Chan 43 N39°31.70’ W107°43.18’ 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’  
230º–260º byd 30 NM  
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) (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 285)
SAGUACHE MUNI  
(84V)  2 NW  UTC–7(–6DT)  N38°05.96´ W106°10.46´  
7850  NOTAM FILE 04V  
RWY 11–29: 7957X55 (GRVL–DIRT)  0.8% up W  
RWY 11: Road.  
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´  
7523  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 ACTVT PAPI Rwy 06 and 24; MIRL Rwy 06–24—CTAF.  
AIRPORT MANAGER: (719) 239-1648  
WEATHER DATA SOURCES: AWOS–3 133.85 (719) 539–5268.  
COMMUNICATIONS: CTAF/UNICOM 122.7  
CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.  
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.  
BLUE MESA (H) (H) VOR/DME 114.9  HBU  Chan 96  N38º27.13´ W107º02.38´ 069º 47.0 NM to fld. 8740/14E.  
DME portion unusable: 315º–325º byd 27 NM bl 17,500´  
HELIPAD H2: H36X36 (CONC)  

SAN LUIS VALLEY RGNL/BERGMAN FLD  
(See ALAMOSA on page 265)  

SILVER WEST  
(See WESTCLIFFE on page 315)  

SNOW  N39º37.77´ W106º59.47´ NOTAM FILE DEN.  
(L) (L) 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–355º  
VOR/DME unusable: 115º–135º  

SOUTHEAST COLORADO RGNL  
(See LAMAR on page 300)  

SPANISH PEAKS AIRFIELD  
(See WALSENBURG on page 314)
COLORADO

SPRINGFIELD MUNI (BV7)  4 N  UTC–7(–6DT)  N37º27.52´ W102º37.08´

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 ACTVT PAPI Rwy 17 and 35; MIRL Rwy 17–35—CTAF.
AIRPORT MANAGER: 719-529-9791
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP CON 133.4
ALBUQUERQUE CENTER DEP CON 127.85
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAA.

STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)(KSBS)  3 NW  UTC–7(–6DT)  N40º30.98´ W106º51.98´

6882  B  NOTAM FILE SBS
RWY 14–32: H4452X100 (ASPH–GRVD)  S–50, D–60  HIRL
  RWY 14: Rgt tfc.
  RWY 32: REIL. PAPI(P2L)—GA 4.0º TCH 40´. Thld dspclcd 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 2, 3, 4  LGT ACTVT REIL Rwy 32, PAPI Rwy 32, HIRL Rwy 14–32—CTAF. Rwy 32 PAPI baffled; vis ltd to 5.5 degs left of cntrln due to high trrn.
AIRPORT MANAGER: 970-879-1204
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) (L) WVR/DME 112.2  BQZ  Chan 59  N40º27.83´ W106º52.34´  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 14,500´

SW, 14 JUL 2022 to 8 SEP 2022
COLORADO

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 INST—CTAF.


AIRPORT MANAGER: 970-522-0417

WEATHER DATA SOURCES: AWOS–3 118.525 (970) 526–3009.

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) (H) VOR/DME 114.4  AKO  Chan 91  N40°09.33′ W103°10.78′  339º 27.8 NM to fld. 4623/13E.

STEVENS FLD  (See PAGOSA SPRINGS on page 305)

SUNLIGHT MOUNTAIN  SSM  N39º25.53′ W107º22.75′ /10603

AWOS–3 126.075 (970) 384–3380 AWOS visibility unreliable indef.

CHEYENNE

H–5A, L–10G

IAP

DENVER

H–3E, L–9E

SW, 14 JUL 2022 to 8 SEP 2022
TELLURIDE RGNL  (TEX)(KTEX)  5 W  UTC–7(–6DT)  N37°57.23’ W107°54.53’
9700  B  TPA—10484(1414)  ARFF Index—See Remarks  NOTAM FILE TEX
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  OX 1, 2, 3, 4  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 tfl 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) (L) VOR/DME 110.2  ETL  Chan 39  N38°02.42’ W108°15.51’  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  N39°41.90’ W103°12.90’  NOTAM FILE DEN.
(L) (L) VORTACW 112.9  TXC  Chan 76  208º 32.9 NM to Limon Muni. 4890/12E.

WICHITA

TOBE  N37°15.52’ W103°36.00’  NOTAM FILE DEN.
(VL) (DH) VOR/DME 114.05  TBE  Chan 87(Y)  258º 35.5 NM to Perry Stokes. 5730/12E.

DME unusable:
150º–180º byd 30 NM blo 11,000’
VOR unusable:
129º–137º byd 40 NM blo 8,800’
129º–137º byd 82 NM blo 18,000’
138º–245º byd 40 NM blo 11,000’
TRINIDAD

PERRY STOKES (TAD)(KTAD) 10 NE UTC–7(–6DT) N37º15.55´ W104º20.45´

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 3.0° TCH 40°. Trees. Rgt tfc.


RWY 09–27: 5500X100 (TURF–GRVL)

RWY 09: Trees.

SERVICE: FUEL 100LL, JET A

AIRPORT REMARKS: Attended Mon 2100–0100Z‡, Tue–Fri 1500–1900Z‡. Alert: USAF student trng invof Colorado Springs and Pueblo Co. Twys have blue/white reflectors at pavement edge. Rwy 09–27 has +3–6 ft bushes on edge both sides alg entre lef; soft when wet; prairie dog holes thrut. Rwy 09 +40 ft trees 846 ft fm thr 137 ft right; +4 ft bushes and +3 ft posts wi 100 ft of rwy end both sides of cntrln. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

AIRPORT MANAGER: (719) 859-4414

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.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:

TOBE (VL) (DH) VOR/DME 114.05 TBE Chan 87(Y) N37º15.52´ W103º36.00´ 258º 35.5 NM to fld. 5730/12E.

DME unusable:

150º–180º byd 30 NM blo 11,000’

VOR unusable:

129º–137º byd 40 NM blo 8,800’

129º–137º byd 82 NM blo 18,000’

138º–245º byd 40 NM

USAF ACADEMY AFLD (AFF)(KAFF) 10 N UTC–7(–6DT) N38º58.40´ W104º49.20´

6576 NOTAM FILE KAFF

RWY 16R–34L: H4500X40 (ASPH) PCN 24 F/B/W/T

RWY 16C–34C: H4480X75 (ASPH) PCN 22 F/A/W/T

RWY 16L–34R: H3534X75 (ASPH) PCN 24 F/B/W/T

RWY 08–26: H2485X75 (ASPH) PCN 21 F/B/W/T

AIRPORT REMARKS: Class D ATC svc avbl SR or 1200Z‡ (whichever is later) to SS or 0100Z‡ (whichever is earlier) Mon–Fri; 1430Z‡ to 2130Z‡ Sat (only when necessary to support 306 ftg flt ops), excld Sun and hol. Check AFF ATIS 128.525/269.375 or NOTAMs for additional current info. Affd official bus only. See Special Notices—U.S. Air Force Academy.

COMMUNICATIONS: CTAF 124.15 ATIS 128.525 269.375 PTD 376.0

TOWER 124.15 319.25 (sr or 1245Z‡ (whichever is later) to ss Mon–f) GND CON 118.125

AIRSPACE: CLASS D airspace SR–SS; other times CLASS G.

VANCE BRAND (See LONGMONT on page 302)
### WALDEN–JACKSON CO

**8154** B NOTAM FILE DEN

**Rwy 04–22**: H5900X75 (ASPH) S–25 MIRL

**Rwy 04**: PAPI(PL)—GA 3.0° TCH 35°.

**Rwy 22**: PAPI(PL)—GA 3.0° TCH 35°.

**Rwy 17–35**: 4020X100 (TURF) 0.4% up S

**Rwy 17**: Fence.

**Rwy 35**: Road.

**Service**: LGT ACTVT PAPI Rwy 04 and 22; MIRL Rwy 04–22—CTAF.

**Airport Remarks**: Attended on call—amgr or 970–723–4481 or 970–846–6971. Rdo ctl model actc ops SE corner of arpt; deer and antelope on rwyS. Rwy 04–22 sfc cracked; apch ends delaminating. Rwy 04 has +20 ft pline 660 ft fm rwy end 750 ft L of cntrln; 50 ft dropoff 450 ft fm thr. Rwy 04 worn and eroded; thr mkd 125 ft fm end. Rwy 17 marked with orange cones. Rwy 35 marked with orange cones. Rwy 17 6 ft pole 100 ft fm thr 10 ft L of rwy edge. Rwy 35 +38 ft trees 300 ft fm thr 154 ft R of apch end; +4 ft fence at thr L & R; fence posts mkd with worn & faded yellow paint; road 24 ft fm thr.

**Airport Manager**: 970-723-4660

**Weather Data Sources**: AWOS–3 118.625 (970) 723–4513.

### WALSENBURG

**SPANISH PEAKS AIRFIELD** (4V1) 5 N UTC(–7(–6DT)) N37°41.80’ W104°47.09’

**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

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

**PUEBLO** (VH) (H) VORTACW 116.7 PUB Chan 114 N38°17.66’ W104°25.77’ 197° 39.6 NM to fld. 4756/8E.

**VOR unusable**: 000°–030° byd 40 NM 215°–227° byd 40 NM blo 16,000’ 215°–227° byd 62 NM 228°–240° byd 40 NM blo 18,000’ 280°–340° byd 40 NM 341°–348° byd 40 NM blo 18,000’ 349°–359° byd 40 NM blo 9,000’ 349°–359° byd 61 NM.
WESTCLIFFE

SILVER WEST  (C08)  9 SE  UTC–7(–6DT)  N38º00.80´ W105º22.46´

8290  NOTAM FILE DEN
RWY 13–31: H6954X55 (ASPH)
RWY 13: Rgt tfc.
RWY 31: Ground.
SERVICE:  FUEL  100LL
AIRPORT MANAGER:  719-783-2286
WEATHER DATA SOURCES:  AWOS–3PT 119.275 (206) 231–2959.
COMMUNICATIONS:  CTAF
CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ALS.

WESTWINDS  (See DELTA on page 280)

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
WEATHER DATA SOURCES:  AWOS–3 118.250 (970) 332–5930.
COMMUNICATIONS:  CTAF/UNICOM
CLEARANCE DELIVERY PHONE:  For CD ctc Denver ARTCC at 303-651-4257.
RADIO AIDS TO NAVIGATION:  NOTAM FILE GLD.

YAMPA VALLEY  (See HAYDEN on page 295)
YUMA MUNI (2V6) 1 SE UTC–7(–6DT) N40°06.34′ W102°42.87′

4138 B NOTAM FILE DEN

RWY 16–34: H4201X75 (ASPH) S–12.5 MIRL
  RWY 16: REIL. PAP(P2L)—GA 3.0º TCH 39′. Tree.
  RWY 34: REIL. PAP(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 REMARKS: Attended Mon–Sat dalgt hrs. Be alert, intensive
USAF student training invof Colorado Springs and Pueblo. Rwy
12–30 soft when wet. Rwy 12–30 center 650 ft asph, rmnd grvl.
Rwy 12 has +20′ bldg 90′ from thld, 213′ right. Rwy 30 has –2′
ditch at thld 08; +4′ fence 50′ from thld 08. Twys marked with
blue and yellow reflectors. See Special Notices—USAF 306 FTG
Flight Training Areas, Vicinity of Colorado Springs and Pueblo
Colorado.

AIRPORT MANAGER: 970-848-3878
WEATHER DATA SOURCES: AWOS–3 135.375 (970) 848–3007.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 133.95

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE AKO.
AKRON (H) (H) VOR/DME 114.4 AKO Chan 91 N40°09.33′ W103°10.78′
085° 21.6 NM to fld. 4623/13E.
ALAMO LANDING FLD  (L92)    2 W    UTC–B(–7DT)    N37°21.81′ W115°11.73′    LAS VEGAS
3757    B    NOTAM FILE RNO
RWY 14–32: H4362X60 (ASPH)    S–12    HIRL 1.1% up NW    RWY 14: REIL. PAPI(P2L)—GA 3.25º TCH 41’. RWY 32: REIL. PAPI(P2L)—GA 2.75º TCH 40’. Rgt tfc.
SERVICE:  LGT ACTVT REIL Rwy 14 and Rwy 32, PAPI Rwy 14 and Rwy 32, HIRL Rwy 14–32; twy lgts—CTAF. Rwy end 14 PAPI unusbl byd 4 NM.
AIRPORT REMARKS:  Unattended.
AIRPORT MANAGER:  (702) 449-2418
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc nellis app at 702-652-4172.
RADIO AIDS TO NAVIGATION:  NOTAM FILE RNO.
MORMON MESA (L) (L) VORTAC 114.3    MMM    Chan 90    N36°46.16′ W114º16.65′ 293º 56.7 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’
(H) DME 113.65    LMX    Chan 83(Y)    N37°21.74′ W115°11.58′ at fld. 3712/0E. NOTAM FILE LMX.
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

ALAMO    N37°21.74′ W115°11.58′ NOTAM FILE LMX.    LAS VEGAS
(H) DME 113.65    LMX    Chan 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–B(–7DT)    N39°28.08′ W117°11.85′    LAS VEGAS
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    Chan 98    N38°33.92′ W118º01.97′ 019º 66.7 NM to fld. 7860/17E.
VOR/DME & TACAN AZIMUTH unusable:  130º–160º byd 28 NM blo 10,700’

SW, 14 JUL 2022 to 8 SEP 2022
BATTLE MOUNTAIN (BAM)(KBAM) 3 SE UTC–8(–7DT) N40°35.94′ W116°52.46′
4536 B NOTAM FILE RNO
RWY 04–22: H7300X150 (ASPH) S–30, D–125 MIRL
RWY 04: VASI(V2R)—GA 3.0′ TCH 26′.
RWY 22: PAPI(P4L)—GA 3.0′ 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: 775-455-6860
WEATHER DATA SOURCES: AWOS–3
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) (H) VORTACW 112.2 BAM Chan 59 N40°34.14′ W116°55.34′ 038° 2.8 NM to fld. 4544/13E.
VOR unusable: 055°–065° byd 30 NM blo 12,000′
120°–170° byd 15 NM blo 12,000′
260°–295° byd 15 NM blo 12,000′
TACAN AZIMUTH unusable:
055°–065° byd 30 NM blo 12,000′
120°–170° byd 15 NM blo 12,000′
260°–295° byd 15 NM blo 12,000′
DME unusable:
055°–065° byd 30 NM blo 12,000′
120°–170° byd 15 NM blo 12,000′
251°–260° byd 34 NM blo 14,000′
260°–295° byd 15 NM blo 12,000′
HELIPAD H1: H60X60 (CONC) PERIMETER LGTS
HELIPAD 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) N36°51.67′ W116°47.18′
3169 B NOTAM FILE RNO
RWY 16–34: H5615X60 (ASPH) S–15, D–30 MIRL 1.3% up N
SERVICE: FUEL 100LL LGT ACTVT 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 nellis Apch at 702-652-4172.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
(H) (H) VORTAC 114.7 BTY Chan 94 N36°48.04′ W116°44.86′ 317° 4.1 NM to fld. 2928/16E.
VORTAC unusable:
195°–210° byd 33 NM blo 10,500′
265°–305° byd 30 NM blo 10,200′
305°–325° byd 28 NM blo 9,000′
325°–089° byd 9 NM
360°–060° byd 12 NM

BEATTY (BTY)(KBTY) 3 SW UTC–8(–7DT) N36°51.67′ W116°47.18′
3169 B NOTAM FILE RNO
RWY 16–34: H5615X60 (ASPH) S–15, D–30 MIRL 1.3% up N
SERVICE: FUEL 100LL LGT ACTVT 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 nellis Apch at 702-652-4172.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
(H) (H) VORTAC 114.7 BTY Chan 94 N36°48.04′ W116°44.86′ 317° 4.1 NM to fld. 2928/16E.
VORTAC unusable:
195°–210° byd 33 NM blo 10,500′
265°–305° byd 30 NM blo 10,200′
305°–325° byd 28 NM blo 9,000′
325°–089° byd 9 NM
360°–060° byd 12 NM

LAS VEGAS
H–4H, L–9B
BOULDER CITY MUNI (BVU)(KBVU) 1 SW UTC–8(–7DT) N35º56.84´ W114º51.67´

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: S4 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. No self svc Jet–A. 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 2 miles southwest of arpt invof dry lake bed. Taxiway shoulders ADJ to TWY D west of RWY 15–33, soft ground and drops off more than 3 inches. Uphill deps on Rwy 33 not recommended. Rwy 33 steep rwy gradient, rising terrain, obstacles off dep end of rwy. Rwy 27 preferred under lg or no wind conditions. Helicopters cross active rwy and twy. Large number of Grand Canyon tour acft ops in vicinity transiting to and from airport. Unlighted power lines all quadrants. Steep rising terrain north of arpt. Avoid overflight of Boulder City residential areas. Opr in southern Nevada–unmanned acft system activity within an area defined as 3 NM radius of bld R–197/7 NM, sfc–400´ AGL. For tower assistance call or contact Las Vegas apch at 725–200–4432.

Airport Manager: 702-293-9405

Weather Data Sources: AWOS–3 (702) 293–1532.

Communications: CTAF/UNICOM 122.7

Radio Aids to Navigation: NOTAM FILE RNO.

(H) (H) VORTACW 116.7 BLD Chan 114 N35º59.75´ W114º51.81´ 163º 2.9 NM to fld. 3642/15E.

Unusable: 155º–180º byd 30 NM bly 9,000´

BOULDER CITY

N35º59.75´ W114º51.81´ NOTAM FILE RNO.

(H) (H) VORTACW 116.7 BLD Chan 114 163º 2.9 NM to Boulder City Muni. 3642/15E.

Unusable: 155º–180º byd 30 NM bly 9,000´

BULLION N40º45.58´ W115º45.68´ NOTAM FILE EKO.

(L) (L) VOR/DME 115.85 BQU Chan 105(Y) 324º 4.1 NM to Elko Rgnl. 6467/17E.

VOR unusable:
088º–110º byd 20 NM bly 12,900´
111º–130º byd 32 NM bly 12,900´

DME unusable:
088º–110º byd 20 NM
111º–130º byd 32 NM

CAL NEV ARI

KIDWELL (1L4) O 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; thr lghts 6 green lghts.

Airport Remarks: Attended continuously. Ultralight acvtv on and invof arpt. Residential airpark. CAUTION: automobile tfc on rwy. Rwy 15 +70 ft twr 350 ft L of cntrln adj to thr. West twy not mntnd; lg rocks and 6 ft brush on edges; use at your own risk. Rwy 15–33 aprx 5100 ft with unmkd 500 ft dthrs. Rwy 15–33 pat tfc use cnt: 80 ft unlgt pole 500 ft E of Rwy 33 thr penetrates trsn area; 7:1 ocs to rwy alg hwv. Packed sand and grvl; edges and ends soft sand in dry cond; edges burmed with 4–12 in soil; +5 ft brush in rwy safety area and up to edges.

Airport Manager: 928-460-3987

Communications: CTAF 122.9

Clearance Delivery Phone: For CD ctc Los Angeles ARTCC at 661-575-2079.

CALVADA MEADOWS (See PAHRUMP on page 341)
CARSON CITY  (CXP)(KCXP)  3 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 SS–SR: ACTVT REIL
   Rwy 09 and 27; TDZ Rwy 09 and 27; PAPI Rwy 09 and 27; MIRL
   Rwy 09–27—CTAF 3 clicks. Rwy 09 VGSI unusbl byd 2 NM fm rwy
   thr; byd 3 degs left and right of cntrln; at ngt. Rwy 27 VGSI unusbl
   byd 1.3 NM.
AIRPORT REMARKS:  Attended 1400–0400Z‡. Ultralight act on and invof
   arpt. UAS act wi 1/2 NMR of the KCXP 068 BRG at 2.7 NM blw 4000
   ft.
AIRPORT MANAGER:  775-443-7288
WEATHER DATA SOURCES:  AWOS–3PT  119.925 (775) 884–4708.
COMMUNICATIONS:  CTAF/UNICOM 123.0
     N NORCAL APP/DEP CON 119.2
CLNC DEL 133.25
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) (H) VORTACW 117.9  FMG Chan 126  N39º31.88´
   W119º39.36´  174º 20.6 NM to fld. 5950/16E.
   VORTAC unusable:
   200º–230º byd 30 NM blw 13,000´

COALDALE  N38º00.20´ W117º46.23´  NOTAM FILE RNO.
   (H) (H) VORTAC 117.7  OAL  Chan 124  067º 32.6 NM to tonopah. 4800/17E.
   TACAN AZIMUTH unusable:
   060º–075º byd 15 NM
   150º–180º byd 15 NM blw 15,500´
   305º–015º byd 25 NM blw 15,500´
   VOR unusable:
   060º–075º byd 15 NM blw 16,000´
   150º–180º byd 15 NM blw 15,500´
   305º–015º byd 25 NM blw 15,500´
   DME unusable:
   060º–075º byd 15 NM blw 16,000´
   150º–180º byd 15 NM blw 15,000´
   305º–015º byd 25 NM blw 15,500´
   RCO 122.1R 117.7T (RENO RADIO)
CRESCENT VALLEY (U74)  1 E  UTC–8(–7DT)  N40°24.96´ W116°33.81´

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 in off 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 east 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 inches deep.

AIRPORT MANAGER: (775) 237-5372
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

CRESSWELL (V75)  1 S  UTC–8(–7DT)  N39°17.64´ W118°20.88´

5181  NOTAM FILE RNO
RWY 03–21: 600X100 (TURF–DIRT–NONE)

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.

CURREN (U77)  1 SW  UTC–8(–7DT)  N38°44.16´ W115°28.82´

5181  NOTAM FILE RNO
RWY 03–21: 5100X80 (TURF–DIRT–NONE)

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.

CURREN (V77)  1 SW  UTC–8(–7DT)  N38°40.10´ W115°35.93´

5181  NOTAM FILE RNO
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.

DAYTON VALLEY AIRPARK (See DAYTON/CARSON CITY on page 321)

DAYTON/ CARSON CITY

DAYTON VALLEY AIRPARK (A34)  2 E  UTC–8(–7DT)  N39°14.31´ W119°33.33´

4414  NOTAM FILE RNO
RWY 05–23: H5343X75 (ASPH)  S–12.5, D–12.5  0.8% up SW
RWY 05: Thld displcd 991´. Tower. Rgt tfc.

NOISE: Small acft 0.75 NM S 5414 ft MSL/1000 ft AGL; jets and lrg acft 1.75 NM S 6414 ft MSL/2000 ft AGL; extd tkofs byd schools and residential areas.

AIRPORT REMARKS: Unattended. FICON and PPR—amgr or 575–644–2549. PPR ovr 12500 lbs, banner towing, skydiving, UAV/UAS, pwr prcht and gldr ops—amgr or 575–644–2549.

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) (H) VORTAC 117.9  FMG  Chan 126  N39°31.88´ W119°39.36´  149º 18.2 NM to fld. 5950/16E.
VORTAC unusable: 200º–230º byd 30 NM blo 13,000´
### DENIO JUNCTION (E85) 3 SE UTC–8(–7DT) N41°57.24´ W118°37.86´

- **RWY 13–31:** 3430X90 (DIRT)
- **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 REMARKS:** Unattended. 2´ sage brush and vegetation first 600´ of Rwy 07, water ponding and small trenches cross first 1000´ of Rwy 07. Rwy 02–20 clsd indefly, 6 ft brush on rwy. Rwy 07–25 ends mkd with tires. Rwy 07 use ctn—tires may be covd by brush. Rwy 25 partially painted white tires on rwy. Rwy 02–20 ends mkd with tires. Rwy 25 and Rwy 31 thlds marked with white tires. Rwys soft during winter and damp conditions, call 775–623–6416 for condition report prior to use.

**AIRPORT MANAGER:** 775-623-6416

**COMMUNICATIONS:** CTAF 122.9

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

### DUCKWATER (Ø1U) 6 SE UTC–8(–7DT) N38°51.20´ W115°38.08´

- **RWY 15–33:** 3400X80 (DIRT–NONE) 0.7% up NW
- **RWY 15:** Road.
- **RWY 03–21:** 2700X75 (DIRT–NONE) 0.7% up NE
- **RWY 03:** Road.
- **RWY 21:** Road.

**AIRPORT REMARKS:** Unattended. Watch for livestock on rwys. Rwy 03–21 +1 ft berm full length north side, -2 ft ditch full length south side. Rwy 15–33 +1 ft berm both sides of rwy. Rwy 03, 2 stakes N edge of rwy, 135 ft from rwy end, +4 ft high. Rwys 03–21 and 15–33 have uncontrolled veh access. Tie downs provd near rwy intxn.

**COMMUNICATIONS:** CTAF 122.9

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

### DYER (2Q9) 6 SE UTC–8(–7DT) N37°36.58´ W118°00.39´

- **RWY 12–30:** 2870X50 (DIRT–NONE)
- **RWY 12:** Pole.
- **RWY 36:** Trees.

**AIRPORT REMARKS:** Unattended. Fuel and avbl svc—AMGR. Full stop ldg only. Rwy 12 p–line marked with orange balls. Rwy 12–30 +4 ft berms both sides. An Rwy 30 and dep Rwy 12 rcmd wind pmtg due to obstns. Rwy 12 and Rwy 30 thr mkd with tires. Rwy 12–30 varies NW end due to weeds. Rwy 12–30 soft sfc unusbl for acft with small or nrw tires.

**CAUTION:** horses, cattle and lrg animals may be on 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 340)
ELKO RGNL  (EKO)(KEKO)  1 W  UTC–8(–7DT)  N40º49.50´ W115º47.48´
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 tfc.
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 acr opns over 100,000 pounds call 775–777–7190.

AIRPORT MANAGER: 775-777-7194

WEATHER DATA SOURCES:  ASOS 119.275 (775) 778–9639.
COMMUNICATIONS:  CTAFF/UNICOM 123.0
RCO 122.6 (RENO 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:
BULLION (L) (L) VOR/W/DME 115.85  BQU  Chan 105(Y)  N40º45.58´ W115º45.68´  324º 4.1 NM to fld.
6467/17E.
VOR unusable:
088º–110º byd 20 NM blw 12,900´
111º–130º byd 32 NM blw 12,900´
DME unusable:
088º–110º byd 20 NM
111º–130º byd 32 NM
LDA/DME 108.5  I–EKO  Chan 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: H6017X150 (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  OX 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.

(H) (H) VOR/DME 110.6  ELY  Chan 43  N39º17.89’ W114º50.90’ at fld. 6248/14E.

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’

SW, 14 JUL 2022 to 8 SEP 2022
NEVADA

EUREKA  (85U)  6 NW  UTC–B(–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 45º. P–line.
RWY 36: REIL. PAPI(P2L)—GA 3.0º TCH 40º. P–line.

SERVICE: FUEL 100LL, JET A, A+ LGT ACTVT REIL Rwy 18 and 36; PAPI Rwy 18 and 36; HIRL Rwy 18–36—CTAF. Dusk–dawn; REIL Rwy 18 and 36; PAPI Rwy 18 and 36; HIRL Rwy 18–36 preset low intst; incr intst—CTAF.


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) (L) VORW/DME 115.85   BQU  Chan 105(Y)
N40º45.58´ W115º45.68´ 172º 70.2 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

FALLON MUNI  (FLX)(KFLX)  2 NE  UTC–B(–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 40º. Thld dsplcd 102´. Road.

RWY 21: PAPI(P2L)—GA 3.0º TCH 40º. 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: FUEL 100LL, JET A

AIRPORT REMARKS: Attended 1600–0100Z‡. Ovhd jet and ultralight act inof 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 bld 9,500´
NOTAM FILE NFL.

NEVADA

FALLON NAS (VAN VOORHIS FLD) (NFL)(KNFL) NAS 3 NE UTC–8(–7DT) N39º25.07´ 326

W118º41.92´

3935 B NOTAM FILE NFL Not insp.

RWY 13R–31L H14001X201 (ASPH) PCN 59 R/C/W/T HIRL

RWY 13R: PAPI(P4L)—GA 3.0º TCH 52´.

RWY 31L: PAPI(P4L)—GA 3.5º TCH 61´.

RWY 31L–31R H11076X200 (CONC) PCN 61 R/C/W/T HIRL

RWY 13L: PAPI(P4R)—GA 3.0º TCH 48´.

RWY 31R: PAPI(P4L)—GA 3.5º TCH 56´.

RWY 07–25 H7003X152 (ASPH) PCN 56 R/D/W/T HIRL

ARRESTING GEAR/SYSTEM

RWY 13R HOOK E28(B) (1804 FT).

RWY 31L HOOK E28(B) (1893 FT). RWY 31L

RWY 07 HOOK E28(B) (1300 FT).


A++ FLUID SP LOX TRAN ALERT No txtnt maint/hgr space or de–ice avbl.

NOISE: Dep Rwy 31L/R VFR turn rgt hdg 040 over dep end. Deselect afterburner at EOR and clb as quickly as psbl.


AIRPORT MANAGER: 775-426-2419

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 ctc

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

PMKSV 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) (L) VORTAC 114.1 HZN Chan 88 N39º30.98´ W118º59.86´ 096º 15.1 NM to fld. 4086/17E.

VOR portion unusable: 300º–320º byd 30 NM blo 9,500´

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.
NEVADA

FERNLEY
SAMSARG FLD (N58) 3 S UTC–8(–7DT) N39º33.59´ W119º14.56´
4346 B NOTAM FILE RNO
RWY 15–33: H3974X40 (ASPH)
RWY 15: Rgt tfc.
RWY 33: Hill.
RWY 05–23: 2750X30 (GRVL–DIRT–NONE)
RWY 05: Road.
RWY 23: Hill.
AIRPORT REMARKS: Attended Mon–Fri 1500–0300Z‡. 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 slp. 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 sq rwy conds—amgr.
1740´t ovnm NW of Rwy 15 end not arpt property; may be mistaken for dplcd 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: 775-471-7302
COMMUNICATIONS: CTA F122.9
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´
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.
Rwy 09–27 and Rwy 16–34 thr and edge mkd with reflectors. Rwy 09–27 and Rwy 16–34 reflective rods 240 ft fm
EOR. Jet actv N edge of tfc pat.
AIRPORT MANAGER: (775) 751-6262
COMMUNICATIONS: CTA F122.9
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.

GOLDFIELD
LIDA JUNCTION (ØL4) 14 S UTC–8(–7DT) N37º29.51´ W117º11.31´
4684 NOTAM FILE RNO
RWY 18–36: 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: CTA F122.9
CLEARANCE DELIVERY PHONE: For CD ctc nellis Apch at 702-652-4172.

GOODSPRINGS
N35º53.66´ 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:
255º–295º byd 10 NM blo 14,000´
320º–020º byd 10 NM blo 17,000´
320º–020º byd 20 NM

HARRY REID INTL (See LAS VEGAS on page 331)
NEVADA

HAWTHORNE INDUSTRIAL (HTH)(KHTH) 1 N UTC–8(–7DT) N38º32.70´ W118º37.94´

4230 B NOTAM FILE HTH

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 3.0º TCH 49´.

RWY 15–33: 3250X130 (DIRT) 1.4% up SE

RWY 15: Railroad.


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) (H) VORTAC 115.1 MVA Chan 98 N38º33.92´ W118º01.97´ 251º 28.2 NM to fld. 7860/17E. VOR/DME & TACAN AZIMUTH unusable:
130º–160º byd 28 NM blo 10,700´

HAZEN N39º30.98´ W118º59.86´ NOTAM FILE RNO.

(L) (L) VORTAC 114.1 HZN Chan 88 078º 11.6 NM to Fallon Muni. 4086/17E.

VOR portion unusable:
300º–320º byd 30 NM blo 9,500´
RCO 122.1R 114.1T (RENO RADIO)

HENDERSON EXEC (See LAS VEGAS on page 333)
NOTAM FILE RNO

RWY 15–33: H6183X60 (ASPH) S–12.5 MIRL 0.8% up NW

RWY 15: REIL. PAPI(P2L)—GA 4.0º TCH 40’. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.5º 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 (VL) (H) VORTAC 113.1 TWF Chan 78 N42º28.79´ W114º29.37´ 176º 31.1 NM to fld. 4149/18E.

VOR unusable:
- 000º–010º byd 40 NM blo 7,000´
- 000º–010º byd 50 NM
- 011º–015º byd 40 NM
- 040º–091º byd 40 NM
- 092º–102º byd 40 NM blo 16,500´
- 092º–102º byd 77 NM
- 103º–106º byd 40 NM
- 107º–117º byd 40 NM blo 14,000´
- 107º–117º byd 64 NM blo 22,000´
- 118º–171º byd 40 NM
- 120º–160º byd 35 NM blo 12,000´
- 172º–182º byd 40 NM blo 13,000´
- 172º–182º byd 55 NM
- 183º–185º byd 40 NM
- 186º–196º byd 40 NM blo 10,600´
- 186º–196º byd 57 NM
- 197º–230º byd 40 NM

TACAN AZIMUTH unusable:
- 120º–160º byd 35 NM blo 12,000´

DME unusable:
- 120º–160º byd 35 NM blo 12,000´
NEVADA

JEAN (QL7) 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 tfc.
RWY 02R–20L: H3700X60 (ASPH) S–12.5 0.4% up N

RWY 02R: Rgt tfc.
RWY 20L: Pole.

SERVICE: FUEL 100LL, JET A LGT

AIRPORT REMARKS: Unattended. 100LL 24 hr self svc fuel. Parachute Jumping. Gldr act 12,000 ft MSL and blw invof arpt.
Skydiving drop zone 4 mi S; Aerobatic act 2 miles W; ultralight act on arpt. Pwr acft prkg W of fld; gldr prkg E of fld. Pwr acft entry fm W; use tfc pat W of rwy. NOTE: See Special Notice—Aerobatic Practice Area Jean Airport, Jean, NV.

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) (H) VORTACW 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–205º 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–205º 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–205º 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´

KIDWELL (See CAL NEV ARI on page 319)

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.

SERVICE: LOT 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.

HELIPAD 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.

SW, 14 JUL 2022 to 8 SEP 2022
LAS VEGAS

HARRY REID INTL (LAS)(KLAS) S UTC–B(–7DT) N36°04.80´ W115º09.13´
2181 B LRA Class I, ARFF Index E NOTAM FILE LAS MON Airport

RWY 08L–26R: H1451.5X150 (CONC–GRVD) S–100, D–250, 2D–504, 2D/2D–1014 PCN 77 R/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 08L: PAPI(P4L)—GA 3.0º TCH 76´. Thld dsplcd 2139´. Hangar. 1.1% down.

RWY 26L: MALS F 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/2D–1120 PCN 100R/B/W/T HIRL

RWY 01R: REIL PAPI(P4L)—GA 3.0º TCH 76´. Thld dsplcd 491´. Railroad. Rgt ttc. 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 19R: REIL PAPI(P4L)—GA 3.04º TCH 80´. Fence. Rgt ttc. 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 08L: 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+ OX 1, 2, 3

AIRPORT REMARKS: Attended continuously. Ctn paja invof arpt. Large number of birds and bats invof arpt b/n SS and SR. Lgtd golf range 1400´ S of Rwy 01L–19R and Rwy 01R–19L. Extv 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 ltd NW of arpt. Reflection may occur at various alts, hgs and distances from arpt. PLA auzu b/n 1000–1400Z. Numerous helicopter ops on west side of arpt. Acft using full length dep on Rwy 08L use minimal power til passing the rwy thld. Rwy 19R thld has std rwy markings 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. GA CBP rsvns are reqd to be smtd a min of 12 hours in advn (other conds apply). Rsvns must be made online at www.mccarran.com/gacbp. Qns can be dctd to cbp559@mccarran.com. General aviation parking very ltd. For parking availability ctc either FBO 702–736–1830 or 702–739–1100. Rwy status lgts are in ops. Tiedown fee. General aviation customs and immigration lctd west side of afld b/n FBO’s. Flight Notification Service (ADUCS) avbl.

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AIRPORT MANAGER: 702-261-5211
WEATHER DATA SOURCES: ASOS (725) 600–7124 TDWR.
COMMUNICATIONS: D–ATIS 132.4 702–736–0950 UNICOM 122.95
LAS VEGAS APP CON 119.775 (East) 125.025 (West)
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.
LAS VEGAS (H) (H) VORTACW 116.9 LAS Chan 116 N36º04.78´ W115º09.59´ at 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´ 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–205º 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–205º 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´

ILS/DME 110.1 I–CUA Chan 38 Rwy 01L. Class IB. LOC unusable byd 30º left of course, wi .2 NM from thld.
ILS/DME 111.5 I–RLE Chan 52 Rwy 26L. Class IE. LOC unusable byd 19º south of course.
ILS/DME 110.3 I–LAS Chan 40 Rwy 26R. Class IE.

COMM/NAV/WEATHER REMARKS: Ops at all terminal gates and cargo ramp controlled by Dept of Aviation 1330–0900Z‡. All acft ctc Ramp Con on freq 124.4 for ops at A, B, C Gates and GA, Customs; ctc Ramp Con 127.9 for ops at D, E Gates and cargo ramp prior to entering ramp or pushing back from gate or parking spot. Ctc ramp alternate on freq 130.0. From 0900–1330Z‡ ctc Gnd Con on freq 121.1 for ops at all gates and cargo ramp.
HENDERSON EXEC (HND)(KHND) 11 S UTC–8(–7DT) N35°58.37’ W115°08.06’.

RWY 17R–35L: H6501X100 (ASPH) S–30, D–60 MIRL 1.4% up S.
RWY 17R: REIL. PAPI(P4L)—GA 3.0º TCH 40º. Road.
RWY 35L: REIL. PAPI(P4L)—GA 4.3º TCH 52º.
RWY 17L–35R: H5001X75 (ASPH) S–30, D–30 MIRL 1.4% up S.
RWY 17L: REIL. PAPI(P4L)—GA 3.0º TCH 40º.
RWY 35R: REIL. PAPI(P4L)—GA 4.3º TCH 52º.

SERVICE: S2 FUEL 100LL, JET A.


AIRPORT MANAGER: 702-261-4802

WEATHER DATA SOURCES: AWOS–3PT 120.775 (702) 614–4537. Wx sensor type: includes type z – freezing rain sensor.

COMMUNICATIONS: CTAF 125.1 ATIS 120.775 UNICOM 122.95

MOUNT POTOSI RCO 122.6 (RENO RADIO)

LAS VEGAS APP/DEP CON 125.475

TOWER 125.7 121.7 CLNC DEL 124.0

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc las Apch at 725-200-4432.

AIRSPACE: CLASS D svc 1400–0400Z‡ Oct–Mar, other times CLASS G.

Boulder City (H) (H) VORTACW 116.7 BLD Chan 114 N35º59.75´ W114º51.81´ 239º 13.3 NM to fld. 3642/15E. Unusable: 155º–180º byd 30 NM blo 9,000’.

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SW, 14 JUL 2022 to 8 SEP 2022
CONTINUED FROM PRECEDING PAGE

VOR TEST FACILITY (VOT) 108.2
RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.

LAS VEGAS (H) (H) VORTACW 116.9 LAS Chan 116 N36º04.78´ W115º09.59´ 333º 8.0 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´
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–205º 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–205º 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´

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.

LAS VEGAS N36º04.78´ W115º09.59´ NOTAM FILE LAS.

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´
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–205º 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–205º 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´

RCO 122.4 (RENO RADIO)

LIDA JUNCTION (See GOLDFIELD on page 327)
LINCOLN CO (See PANACA on page 342)
LOVELOCK

DERBY FLD (LOL)(KLOL) 8 SW UTC–8(–7DT) N40°03.99′ W118°33.91′
3908  B  TPA—4708(800) NOTAM FILE LOL
RWY 02–20  H6529X75 (ASPH)  S–30  MIRe
RWY 02: REIL PAPi(P2L) — GA 3.0° TCH 44°.
RWY 20: REIL PAPi(P2L) — GA 3.0° TCH 45°. Fence.
RWY 08–26 H4931X75 (ASPH)  S–17
RWY 26: Thld dsplcd 120°. Fence.
SERVICE: FUEL 100LL  LGT ACTVT REIL Rwy 02 and Rwy 20, MIRe
Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended. Fuel 24 hr self svc. Rwy 02–20 no line of
sight btwn 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) (L) VORTACW 116.5  LLC Chan 112 N40°07.52′
W118°34.66′  155° 3.6 NM to fld. 4790/16E.
VOR unusable:
225°–235° byd 25 NM blo 9,600′
235°–260° byd 15 NM blo 15,500′
260°–305° byd 25 NM blo 13,000′
340°–360° byd 25 NM blo 10,500′
TACAN AZIMUTH unusable:
225°–235° byd 25 NM blo 9,600′
235°–260° byd 15 NM blo 15,500′
260°–305° byd 25 NM blo 13,000′
340°–360° byd 25 NM blo 10,500′
DME unusable:
225°–235° byd 25 NM blo 9,600′
235°–260° byd 15 NM blo 15,500′
260°–305° byd 25 NM blo 13,000′
340°–360° byd 25 NM blo 10,500′

LOVELOCK N40°07.52′ W118°34.66′ NOTAM FILE LOL.
(LOL) (LO) VORTACW 116.5  LLC Chan 112 155° 3.6 NM to Derby Fld. 4790/16E.
VOR unusable:
225°–235° byd 25 NM blo 9,600′
235°–260° byd 15 NM blo 15,500′
260°–305° byd 25 NM blo 13,000′
340°–360° byd 25 NM blo 10,500′
TACAN AZIMUTH unusable:
225°–235° byd 25 NM blo 9,600′
235°–260° byd 15 NM blo 15,500′
260°–305° byd 25 NM blo 13,000′
340°–360° byd 25 NM blo 10,500′
DME unusable:
225°–235° byd 25 NM blo 9,600′
235°–260° byd 15 NM blo 15,500′
260°–305° byd 25 NM blo 13,000′
340°–360° byd 25 NM blo 10,500′
RCO 122.4 (RENO RADIO)
NEVADA

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.  PAP(P2L)—GA 3.0º TCH 40´.

RWY 20:  REIL.  PAP(P2L)—GA 3.0º TCH 40´.  Hill.

SERVICE:  FUEL  100LL, JET A  LGT ACTVT MIRL Rwy 02–20—CTAF.

NOISE:  Noise abatement proc; avoid owr flt downtown Mesquite 2 NM SW.

AIRPORT REMARKS:  Attended 1500–0100Z‡.  Parachute Jumping.  100LL avbl self svc with credit card.  Rwy 02–20 has –20 ft dropoff 90 ft R and parl to cntrln.  Arr Rwy 02 and dep Rwy 20 rcmd in no wind cond due to slope.  Pub act wi 1,000 ft of rwy.

AIRPORT MANAGER:  702-346-5237

WEATHER DATA SOURCES:  AWS-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) (L) VORTAC 114.3  MMM Chan 90  N36º46.16´ W114º16.65´  05º 11.3 NM to fld.  2106/16E.

VORTAC unusable:

06º–07º byd 27 NM blo 9,500´
07º–11º byd 32 NM blo 9,600´
11º–13º blo 11,500´

HELIPAD H1:  H20X20 (CONC)

HELIPORT REMARKS:  Helipad H1 has 15 ft bldg and flag pole 50 ft SW.

MINA (3Q0)  0 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 uncontrollable 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´ berm on both sides full length of rwy.  Twy 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.

SW, 14 JUL 2022 to 8 SEP 2022
NEVADA

MINDEN–TAHOE (MEV)(KMEV) 4 N UTC–8(–7DT) N39°00.03’ W119°45.07’

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: S4 FUEL 100LL, JET A OK 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 invof arpt. Glider activity on and invof 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 invof arpt. Snow removal during dalgt hours only. Rwy 30G ldgs only; no tfc 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
RCO DEL 133.25
CLNC DEL 119.2

MORMON MESA N36°46.16’ W114°16.65’ NOTAM FILE RNO.
(L) (L) VORTAC 114.3 MMM Chan 90 198° 14.5 NM to Perkins Fld. 2106/16E.
VORTAC unusable:
060°–075° byd 27 NM blo 9,500’
075°–110° byd 32 NM blo 9,600’
110°–135° blo 11,500’
110°–135° byd 15 NM
280°–335° byd 22 NM blo 9,000’
RCO 122.1R 114.3T (RENO RADIO)

MOUNT POTOSI N35°56.65’ W115°29.87’
RCO 122.6 (RENO RADIO)

MUSTANG N39°31.88’ W119°39.36’ NOTAM FILE RNO.
(H) (H) VORTACW 117.9 FMG Chan 126 N39°31.88’ W119°39.36’ 172° 32.1 NM to fld. 5950/16E.
VORTAC unusable:
200°–230° byd 30 NM blo 13,000’

SW, 14 JUL 2022 to 8 SEP 2022
CONTINUED ON NEXT PAGE
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COMMUNICATIONS: SFA ATIS 270.1 PTD 139.3 372.2 (Unreliable 085º–155º byd 35 NM at FL200, 315º–005º byd 40 NM at FL200, 230º–290º 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 CUNC DEL 120.9 289.4 (Opr 1400–0600Z‡. Full svc avbl dur Nellis flying.)

ACC COND 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. PMSV unr 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 blo FL 200.) SOF (BULLSEYE SOF) 305.6

RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.

LAS VEGAS (H) (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:
- 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’

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.

ASR/PAR (ILS/RADAR: Tolicha Peak Radar–No–NOTAM MP: ASR first full week of every month. PAR not available 0600–1400Z‡)

COMM/NAV/WEATHER REMARKS: PAR see terminal FLIP for Radar Minima.

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HELIPAD HL: H100X100 (CONC)
NORTH FORK

STEVENS–CROSBY (QBU) 3 NW UTC–8(–7DT) N41º30.95´ W115º51.60´
6397 NOTAM FILE RNO
RWY 01–19: 3600X50 (DIRT) 0.1% up N
RWY 18: Fence.
AIRCRAFT REMARKS: Unattended. First 800` of Rwy 01 rough, uneven and rutted. Rwy 01 terrain drops off 150` end of rwy.
AIRCRAFT MANAGER: 775-758-6409
COMMUNICATIONS: CTA 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

NORTH LAS VEGAS (See LAS VEGAS on page 333)

OVERTON

ECHO BAY (QL9) 14 S UTC–8(–7DT) N36º18.66´ W114º27.83´
1535 NOTAM FILE RNO
RWY 06–24: H3400X50 (ASPH) S–12.5
RWY 24: Rgt tlc.
AIRCRAFT MANAGER: 702-556-2255
COMMUNICATIONS: CTA/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADAR AIDS TO NAVIGATION: NOTAM FILE RNO.
BOULDER CITY (H) (H) VORTAC 116.7 BLD Chan 114
N35º59.75´ W114º51.81´ 031` 27.1 NM to fld.
3642/15E.
Unusable: 155º–180º byd 30 NM blo 9,000`

PERKINS FLD (U08) 2 N UTC–8(–7DT) N36º34.09´ W114º26.60´
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 tlc.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 13–31—CTAF.
AIRCRAFT MANAGER: 702-261-3805
COMMUNICATIONS: CTA/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Los Angeles ARTCC at 661-575-2079.
RADAR AIDS TO NAVIGATION: NOTAM FILE RNO.
MORMON MESA (L) (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  (10U)  4 W  UTC–8(–7DT)  N41º57.22´ W116º10.92´
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)  (H)  VORTACW 112.2  BAM  Chan 59  N40º34.14´ 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  (74P)  5 N  UTC–8(–7DT)  N36º16.32´ W115º59.72´
2726  NOTAM FILE RNO
RWY 15–33: H4081X48 (ASPH–GRVL–AFSC)  LIRL  1.0% up SE
   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 tng, 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
Continued from preceding page

Clearance delivery phone: For CD ctc Los Angeles ARTCC at 661-575-2079.

Radio aids to navigation: NOTAM file LAS.

Las Vegas (H) (H) VORTACw 116.9 LAS Chan 116 N36º04.78’ W115º09.59’ 271º 42.2 NM to fld. 2136/15E.

No NOTAM MP: 1600–1800Z‡ Sat

VOR unusable:
- 025º–160º by 20 NM blo 6,000’
- 160º–200º by 20 NM blo 9,000’
- 200º–205º by 25 NM blo 11,000’
- 200º–220º by 15 NM blo 9,000’
- 220º–245º by 35 NM blo 15,000’
- 245º–260º by 35 NM blo 14,000’
- 260º–275º by 35 NM blo 14,000’
- 275º–310º by 35 NM blo 16,500’

TACAN azimuth unusable:
- 025º–160º by 20 NM blo 6,000’
- 160º–200º by 20 NM blo 9,000’
- 200º–205º by 25 NM blo 11,000’
- 200º–220º by 15 NM blo 9,000’
- 220º–245º by 35 NM blo 15,000’
- 245º–260º by 35 NM blo 14,000’
- 260º–275º by 35 NM blo 14,000’
- 275º–310º by 35 NM blo 16,500’

DME unusable:
- 025º–160º by 20 NM blo 6,000’
- 160º–200º by 20 NM blo 9,000’
- 200º–205º by 25 NM blo 11,000’
- 200º–220º by 15 NM blo 9,000’
- 220º–245º by 35 NM blo 15,000’
- 245º–260º by 35 NM blo 14,000’
- 260º–275º by 35 NM blo 14,000’
- 275º–310º by 35 NM blo 16,500’

Helipad H1: H20X20 (CONC)

Panaca

Lincoln Co (L1) 2W UTC—8(—7DT) N37º47.25’ W114º25.19’ 4831 B TPA—5631(800) NOTAM file RNO

RWY 17–35: H4G06X60 (ASPH) S–12.5 MIRL 0.7% up N

RWY 17: Hill.

Service: fuel 100LL LGT ACTVT MIRL Rwy 17–35—CTAF.

Airport remarks: Unattended.

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 (VH) (H) VORTAC 116.3 ILC Chan 110 N38º15.01’ W114º23.65’ 167º 27.8 NM to fld. 9318/16E.

Perkins FLD (See Overton on page 340)
NEVADA

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 14: REIL. PAPI(P4L)—GA 3.0º TCH 40º. Rwy 1200’ Rtg tfc.

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 LDA–6956
RWY 26: LDA–7294
RWY 32: LDA–7800

SERVICE: S4 FUEL 100LL, JET A QX 1, 3 LGT 0100–1700Z ACTVT
HIRL Rwy 08–26 and Rwy 14–32—CTAF. Rwy 08 PAPI unusbl by 5 degs right of cntrln. Rwy 14 PAPI OTS indefly.

MILITARY— JASU 1(MD–3M) 2(A–1) FUEL J4 (Mil) A (avbl 1600–0030Z) Mon–Fri, C775–972–5540. OT fee $50. Emerg svc C775–530–8743. 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 inv of arpt. Be alert for balloon ttc northwest quadrant of arpt. Extv tanker and fire attack ops dur fire season. TPA—6246(1200) heavy/high performance actt. Avoid overfl 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 (M) VORTACW 117.9 FMG Chan 126 N39º31.88′ W119º39.36′ 293º 13.1 NM to fld. 5950/16E.

VORTAC unusbl:

200º–230º byd 30 NM blo 13,000’

ILS/DME 111.9 I–RTS Chan 56 Rwy 32. Class IT.
RENO/TAHOE INTL (RNO)(KRNO) P (ANG) 3 SE UTC–(8–7DT) N39°29.95’ W119°46.09’
4415 B TPA—See Remarks LRA Class I, ARFF Index C NOTAM FILE RNO
RWY 16R: MALSR, PAPI(P4L)—GA 3.06° TCH 77’. RVR–T Thld dsplcd 1000’.
RWY 16L: REIL, PAPI(P4L)—GA 3.0° TCH 75’.
RWY 34R: REIL, PAPI(P4L)—GA 3.35° TCH 75’.
RWY 07: REIL, PAPI(P4L)—GA 3.2° TCH 48’. Pole.
RWY 25: REIL, PAPI(P4L)—GA 3.0° TCH 45’. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–5854 TDA–5854 ASDA–6102 LDA–5854
RWY 16L: TORA–9000 TDA–9000 ASDA–9000 LDA–9000
RWY 16R: TORA–11001 TDA–11001 ASDA–11001 LDA–10001
RWY 25: TORA–6102 TDA–6102 ASDA–6102 LDA–6102
RWY 34L: TORA–11001 TDA–11001 ASDA–11001 LDA–10011
RWY 34R: TORA–9000 TDA–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 cfl 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 MANAGER: 775–328–6550
WEATHER DATA SOURCES: ASOS 135.8 (775) 324–6659.
COMMUNICATIONS: D–ATIS 135.8 775–348–1550 UNICOM 122.95
RCO 122.2 122.5 (RENO RADIO)
NORCAL APP/DEP CON 119.2 (036º–225º) 126.3 (226º–035º)
TOWER 118.7 GND CON 121.9 CLNC DEL 124.9
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS C svc ctc APP CON.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) (H) VORTACW 117.9 FMG Chan 126 N39°31.88’ W119°39.36’ 234º 5.5 NM to fld. 5950/16E.
VORTAC unusable: 200º–230º byd 30 NM blo 13000.’
ILS/DME 310.9 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 6400’ at thld; within 3.6 NM abv 8500.’

SPANISH SPRINGS (N86) 10 N UTC–(8–7DT) N39°40.27’ W119°43.51’
4620 NOTAM FILE RNO
RWY 17–35: 341exas (DIRT) RWY LGTS(NSTD)
RWY 35: Bldg. Ret tfc.
AIRPORT MANAGER: 775–772–8049
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc NorCal Apch at 916–361–0596.

SW, 14 JUL 2022 to 8 SEP 2022
NEVADA

ROSASCHI AIR PARK  (See SMITH on page 347)

SAMSARG FLD  (See FERNLEY on page 327)

SANDY VALLEY

SKY RANCH  (3L2)  2 SW  UTC–8(–7DT)  LAS VEGAS

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 Rwy 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 actf in area. Ultralight activity on and invof arpt. Occasional livestock on and in vicinity of actf movement areas. Rwy 03–21 obstacle free arpt 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 byxs. 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: 702-420-3557

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.

VOR

LAS VEGAS (H) (H) VORTACW  116.9  LAS  Chan 116  N36º04.78´ W115º09.59´  218º 28.5 NM to fld. 2136/15E.

No NOTAM MP: 1600–180024 Sat

VOR usable:

025º–160º byd 20 NM blo 6,000’
160º–200º byd 20 NM blo 9,000’
200º–205º 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–205º 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–205º 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’

SW, 14 JUL 2022 to 8 SEP 2022
SEARCHLIGHT (1L3) 1 SSE UTC–8(–7DT) N35º26.67´ W114º54.56´

3413 NOTAM RNO

RWY 16–34: H5040X70 (ASPH) 2.2% up N

RWY 16: Fence.

RWY 34: Brush.

AIRPORT REMARKS: Arpt unattended. Afld 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 rwy scf NE edge of pavement. Rwy 16–34 mkgs faded. 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 RAL.

GOFFS (L) (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´

HELIPAD H1: H46X46 (ASPH)

HELIPAD H2: H46X46 (ASPH)

HELIPORT REMARKS: Helipad H1 tlof 46L x 46W; fato 85L x 85W. Ingress (approach) 340 degs; egress (departure) 160 degs referenced to cntr of tlof. Helipad H2 tlof 46L x 46W; fato 85L x 85W. Ingress (approach) 340 degs; egress (departure) 160 degs referenced to cntr of tlof.

SILVER SPRINGS (SPZ)(KSPZ) 2 SW UTC–8(–7DT) N39º24.18´ W119º15.07´

4265 B NOTAM FILE RNO

RWY 06–24: H6001X75 (ASPH) S–30 MIRL 0.8% up SW

RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 40º. Rgt tfc.

SERVICE: FUEL 100LL, JET A

AIRPORT REMARKS: Attended 1500–0300Z‡. 100LL fuel self svc H24. Jet A fuel PPR or callout. 150 x 150 ft blast pad both ends.

AIRPORT MANAGER: 775-686-0126

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.

VOR unusable:
300º–320º byd 30 NM blo 9,500´
SILVERBOW
N37°47.42′ W116°46.76′ NOTAM FILE PRC.
(T) (T) VORTAC 113.0 TQO Chan 77 at tonopah Test Range. 5542/16E.
VOR unusable:
175°–235° byd 10 NM
245°–255° byd 10 NM blo 12,000′
245°–255° byd 20 NM blo 15,000′
355°–020°
TACAN AZIMUTH unusable:
180°–244° byd 20 NM blo 12,000′
245°–255° byd 10 NM blo 12,000′
245°–255° byd 20 NM blo 15,000′
256°–275° byd 20 NM blo 12,000′
VOR No NOTAM MP: 1700–2000Z‡ Wed. TACAN No NOTAM MP: 1700–2000Z‡ Thu
DME unusable:
180°–244° byd 20 NM blo 12,000′
245°–255° byd 10 NM blo 12,000′
245°–255° byd 20 NM blo 15,000′
256°–275° byd 20 NM blo 12,000′

SMITH

ROSASCHI AIR PARK (N59) 2 N UTC–8(–7DT) N38°50.36′ W119°20.29′
4809 NOTAM FILE RNO
RWY 07–25: H4800X32 (ASPH)
RWY 17–35: 3700X64 (DIRT–NONE)
RWY 35: Bldg.
AIRPORT MANAGER: 775-465-2417
COMMUNICATIONS: CTAF 122.9
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 N39°30.98′ W118°59.86′ 184° 43.6 NM to fld. 4086/17E.
VOR unusable:
300°–320° byd 30 NM blo 9,500′

SOD HOUSE N41°24.42′ W118°02.08′ NOTAM FILE RNO.
(VL) (H) VORTACW 111.45 SDO Chan 51(Y) 143° 32.3 NM to Winnemucca Muni. 4161/18E.
VOR unusable:
017°–081° byd 40NM
030°–160° byd 20 NM blo 15,000′
089°–168° byd 40 NM
219°–261° byd 40 NM
220°–245° byd 20 NM blo 15,000′
273°–284° byd 40 NM
298°–342° byd 40 NM
300°–345° byd 20 NM blo 13,000′
343°–353° byd 40 NM blo 10,000′
343°–353° byd 77 NM
TACAN AZIMUTH unusable:
030°–160° byd 20 NM blo 15,000′
220°–245° byd 20 NM blo 15,000′
300°–345° byd 20 NM blo 13,000′
DME unusable:
030°–054° byd 20 NM blo 15,000′
055°–065° byd 20 NM blo 16,000′
066°–160° byd 20 NM blo 15,000′
220°–245° byd 20 NM blo 15,000′
300°–045° byd 20 NM blo 13,000′
RCO 122.6 (RENO RADIO)
TONOPAH (TPH)(KTPH) 7 E UTC–8(–7DT) N38º03.59’ W117º05.20’
5430  B NOTAM FILE TPH MON Airport
RWY 15–33: H7160X75 (ASPH) S–30 MIRL 0.5% up NW
RWY 15: PAPI(P2L)—GA 3.0º 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)
NELLIS APP/DEP CON 119.35
CLEARANCE DELIVERY PHONE: For CD, if una to ctc on FSS freq, ctc nellis Apch at 702-652-4172.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TPH.
(VL) (H) VORTACW 116.0 TPH Chan 107 N38º01.84’ W117º02.01’ 288º 3.1 NM to fld. 5345/17E.
VOR unusable:
000º–015º byd 30 NM blo 15,000’
000º–060º byd 40 NM
061º–071º byd 40 NM blo 12,200’
061º–071º byd 55 NM
072º–099º byd 40 NM
136º–137º byd 40 NM
160º–210º byd 40 NM
214º–216º byd 40 NM
247º–290º byd 40 NM
285º–300º byd 35 NM blo 15,000’
TACAN AZIMUTH unusable:
000º–058º byd 30 NM blo 15,000’
245º–300º byd 35 NM blo 15,000’
DME unusable:
000º–058º byd 30 NM blo 15,000’
245º–300º byd 35 NM blo 15,000’
HELIPAD H1: H48X48 (ASPH–AFSC)
HELIPORT REMARKS: Final Approach and Take Off (FATO) and “H” marked in yellow.
TONOPAH TEST RANGE  (TXN)(KTNX) AF  27 SE  UTC–B(–7DT)  N37°47.93’  W116°46.85’

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 2.75° TCH 51’.
RWY 32: ALSF1. PAPI(P4L)—GA 2.75° TCH 39’.

ARRESTING GEAR/SYSTEM
RWY 14  BAK–14 BAK–12B(B) (1500 FT).
RWY 32  BAK–14 BAK–12B(B) (1600 FT).

SERVICE:  FUEL  JET A++  LGT
RWY 14: ALSF1. PAPI(P4L)—GA 2.75º TCH 51’.
RWY 32: ALSF1. PAPI(P4L)—GA 2.75º TCH 39’.

TRAN ALERT  1300–0300Z† wkday, clsd wkend and hol. Fleet svc and maint unavbl.

MILITARY REMARKS: Attended 1300Z‡ Mon thru 0305Z‡ Fri, CLOSED weekends and holidays; OT by NOTAM. BASH migratory bird act Oct–Mar Phase II. PPR—Coord thru POC/sponsor. RSTD Afld located within R4809; ctc 98 Range Wing/XPR

D348–5537/C702–653–5537; 72 hrs PPR—Afld Ops D384–5937/C702–653–5937. Downward thrust jet blast is rstd from full pwr first 500’ for Rwy 14 and Rwy 32. Delta ramp sfc marking NSTD. 180 deg turns NA for widebody acft. All widebody acft taxi with inboard eng only on rwy, bws and ramps. CAUTION Hi per mil ops R4809A.

TFC PAT TPA—Rectangular 7000(1500), Overhead 7500(2000). MSC Twy B clsd. Twy E VOR rcvr ck point unusbl; no classified mtrl storage. Ad ver lkof/ldg NA.

AIRPORT MANAGER: 702-295-8313

COMMUNICATIONS:  SFA PTD 119.45 233.95

NELLIS APP CON 119.35 254.4

SILVERBOW TOWER 124.75 257.95 (Opr H24 from 1300Z‡ Mon thru 0305Z‡ Fri, clsd weekends and holidays; other times by NOTAM)

OND CON 127.25 335.5


AIRPORT MANAGER: 775-752-3355

COMMUNICATIONS:  CTAF/UNICOM 122.8
RCO 122.1R 114.2T (RENO 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 EKO.

BULLION (L) (L) VOR/DME 115.85 BQU Chan 105(Y) N40°45.58’ W115°45.68’ 043° 43.8 NM to fld. 6467/17E.

VOR unusable: 088°–110° byd 20 NM blo 12,900’ 111°–130° byd 32 NM blo 12,900’

DME unusable: 088°–110° byd 20 NM 111°–130° byd 32 NM

(L) (L) VOR/DME 114.2 LWL Chan 89 N41°08.69’ W114°58.65’ 106° 3.0 NM to fld. 5888/17E. NOTAM FILE RNO.

VOR unusable: 005°–030° byd 10 NM 059°–095° byd 30 NM 175°–217° byd 10 NM 330°–338° byd 15 NM blo 13,000’ 338°–348° byd 30 NM 348°–005° byd 23 NM blo 13,000’


NOTAM FILE RNO.

VOR unusable: 005°–030° byd 10 NM 059°–095° byd 30 NM 175°–217° byd 10 NM 330°–338° byd 15 NM blo 13,000’ 338°–348° byd 30 NM 348°–005° byd 23 NM blo 13,000’


WINNEMUCCA MUNI (WMC)(KWMC) 5 SW UTC–8(–7DT) N40°53.80’ W117°48.35’

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 OX3, 4 LGT MIRL Rwy 14–32 preset low ints, to increase ints 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 801-302-2568.

RADIO AIDS TO NAVIGATION: NOTAM FILE WMC.

(T) (T) VOR/DME 108.2 INA Chan 19 N40°53.96’ W117°48.73’ at fld. 4302/16E. VOR/DME unmonitored.

VOR/DME unusable: 050°–110° byd 15 NM blo 11,300’ 110°–130° byd 20 NM blo 10,800’ 150°–190° byd 15 NM blo 10,200’ 190°–210° 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)  N39º00.32´ W119º09.39´
4382  B  TPA—5182(800)  NOTAM FILE RNO
RWY 02–20: H5822X75 (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/AUNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Oakland ARTCC at 510-745-3380.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
HAZEN (L) (L) VORTAC 114.1  HZN  Chan 88  N39º30.98´ W118º59.86´  177º 31.5 NM to fld. 4086/17E.
VOR portion unusable:
  300º–320º byd 30 NM blo 9,500´

SW, 14 JUL 2022 to 8 SEP 2022
ALAMOGORDO–WHITE SANDS RGNL  (ALM/KALM)  4 SW  UTC–7(–6DT)  N32°50.37’

W105°59.47’

4200  B  NOTAM FILE ALM


RWY 04: REIL, PAPI(P4R)—GA 3.0º TCH 55’. Rgt tcf. 0.8% up.

RWY 22: REIL, VASI(V2L)—GA 3.0º TCH 40’. 0.8% down.

RWY 17–35: 3257X190 (DIRT)  0.6% up

N

RWY 17: Brush.

RWY 35: Brush. Rgt tcf.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–9207  TODA–9207  ASDA–9207  LDA–9207


SERVICE: S4  FUEL  100LL, JET A1+  OX 1  LGT MIRL Rwy 04–22 preset med ints. Incr ints and ACTIVATE PAPI Rwy 04, VASI Rwy 22—CTAF.

AIRPORT REMARKS:


AIRPORT MANAGER: 575-439-4110


COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION:

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

NEW MEXICO

ALBUQUERQUE

ALBUQUERQUE  H–4L  L–6F

IAP

TIMBERON  (EB2)  21 SE  UTC–7(–6DT)  N32°38.04´ W105°41.25´

6963  NOTAM FILE ABQ

RWY 13–31: H4860X50 (ASPH)


RWY 31: Trees.

AIRPORT REMARKS:


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:

PINON (L) VOR/DME 110.4  PIO  Chan 41  N32º31.75´ W105º18.31´  276º 20.4 NM to fld. 6578/12.

COMM/NAV/WEATHER REMARKS: VFR use only.

HELIPAD H1: H65X35 (CONC)
NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)(KABQ) P (AF ANG DOE USFS) 3 SE UTC–7(–6DT)
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: MALSR. TDZL. VASI(V6L)—GA 2.95º TCH 55´. RVR–T Thld dspcld 1000´. Rgt tfc.
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: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 59´. RVR–TR Rgt tfc.
RWY 21: REIL. PAPI(P4L)—GA 3.0º TCH 74´. RVR–TR

RWY 12: RVR–R Rgt tfc.
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 +  DX 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
© DEP CON 127.4 (on or N of V12) 123.9 (S of V12)
TOWER 120.3 123.775 OND CON 121.9 CLNC DEL 119.2
CPDLC (LOGON KUSA)
PDC

AIRSPACE: CLASS C svc ctc APP CON.

CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.

(VH) (H) VORTACW 113.2 ABQ Chan 79 N35°02.63’ W106°48.98’ 079° 10.3 NM to fld. 5749/13E.

TACAN AZIMUTH unusable:
040°–055° byd 30 NM blo 15,000’

VOR unusable:
039°–078° byd 40 NM
111°–133° byd 40 NM blo 14,000’
211°–216° byd 40 NM blo 9,000’
211°–216° byd 52 NM
257°–262° byd 40 NM blo 9,000’
257°–262° NM byd 63 NM
271°–280° byd 40 NM blo 13,300’
271°–280° byd 49 NM
281°–327° byd 40 NM blo 11,000’
281°–327° byd 63 NM
327°–333° byd 40 NM blo 11,500’

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
CONTINUED FROM PRECEDING PAGE

DOUBLE EAGLE II (AEG)(KAEG) 7 NW UTC–7(–6DT) 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 PX 1, 3 LGT ACTVT MALSR Rwy 22; REIL Rwy 17 and 35; PAPI Rwy 04 and 17; MIRL Rwy 04–22 and 17–35—CTAF.

AIRPORT REMARKS: Attended 1300–0100Z. 100LL avbl 24 hrs self svc with major credit card, $150 call out fee for JET A1. For attendant after hrs call 505–884–4530. Wildlife on and inv of arpt. Live fire range 1.6 NM west of the AER 04. Avoidance advised.

AIRPORT MANAGER: 505-244-7888

WEATHER DATA SOURCES: AWOS–3PT (505) 842–2009

COMMUNICATIONS: CTAF 120.15 ATIS 119.025

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 (VH) (H) VORTACW 113.2 ABQ Chan 79 N35°02.63’ W106°48.98’ 357° 6.1 NM to fld. 5749/13E.

TACAN AZIMUTH unusable:
040°–055° byd 30 NM blo 15,000’

VOR unusable:
039°–078° byd 40 NM
111°–133° byd 40 NM blo 14,000’
211°–216° byd 40 NM blo 9,000’
211°–216° byd 52 NM
257°–262° byd 40 NM blo 9,000’
257°–262° NM byd 63 NM
271°–280° byd 40 NM blo 13,300’
271°–280° byd 49 NM
281°–327° byd 40 NM blo 11,000’
281°–327° byd 63 NM
327°–333° byd 40 NM blo 11,500’

DUDLE NDB (LOMW) 351 AE N35º13.04´ W106º42.77´ 212° 5.9 NM to fld. 5455/11E. NOTAM FILE AEG.

ILS 110.1 I–AEG Rwy 22. Class FT. LOM DUDLE NDB, LOM unmonitored. Unmonitored.

ANDREW OTHOLE MEML (See ZUNI on page 388)
ANGEL FIRE  
(AXX)(KAXX)  1 N  UTC–7(–6DT)  N36º25.32´ W105º17.39´
8380  B  NOTAM FILE ABQ
RWY 17–35:  H8900X100 (ASPH)  S–30, D–45  PCN 37 F/C/X/T  MIRL
RWY 17:  REIL.  PVASI(PSIL).  Ground.  0.6% up.
RWY 35:  REIL.  Road.
SERVICE:  FUEL  100LL, JET A+  LGT  ACTIVATE MIRL Rwy 17–35 & PSIL—CTAF. ACTIVATE rotg bcn—CTAF.
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.
AIRPORT MANAGER:  (575) 377-3171
WEATHER DATA SOURCES: AWOS–3
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 SKX.
TAOS  (l) VORTAC  115.8  TAS  Chan 105  N36º36.53´ 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.  
(VH) (II) VORTAC  117.8  ACH  Chan 125  106º 22.2 NM to Santa Rosa Route 66. 5450/12E.
RCO  122.1R 117.8T (ALBUQUERQUE RADIO)

APACHE CREEK
JEWETT MESA  (13Q)  10 N  UTC–7(–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 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.
ARTESIA MUNI (ATS)(KATS) 3 W UTC–7(–6DT) N32°51.12´ W104°28.06´

3545 B NOTAM FILE ATS

Rwy 22: PAPI(P4L)—GA 3.0º TCH 40´.
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 LGT ACTVT Rwy 04, 22; MIRL


Airport Manager: 575-748-3206

Weather Data Sources: AWOS–3 126.725 (575) 748–2103.

Communications: CTAF/UNICOM 123.075

Radio Aids to Navigation: NOTAM FILE ROW.

CHISUM (VH) (V) VORTACW 116.1 CME Chan 108 N33°20.25´ W104°37.12´ 153º 30.1 NM to fld. 3772/12E.

VOR unusable:
144º–155º byd 40 NM
278º–285º byd 40 NM
300º–313º byd 40 NM blo 6,500´
300º–313º byd 53 NM
314º–328º byd 40 NM blo 6,000´
314º–328º byd 47 NM
329º–356º byd 40 NM

NDB (MHW) 414 ATS N32º51.16´ W104º27.63´ at fld. 3504/9E. NOTAM FILE ATS.

AZTEC MUNI (N19) 2 NW UTC–7(–6DT) N36º50.22´ W108º01.72´

5882 B NOTAM FILE ABQ

Rwy 08–26: H4314X60 (ASPH) S–10 PCN 4 F/C/Y/T 0.4% up E
Rwy 08: ODALS (NSTD) REIL, APAP(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 LGT ACTVT ODALS Rwy 08; REIL Rwy 26—CTAF. Rwy 08 NSTD ODALS; one each side. Rwy 26 NSTD ODALS; 2 omni strobes each side and 1 omni strobe on cntrln 15 ft fm EOR. Rotating bcn oprs dusk–0700Z‡.


Airport Manager: (505) 334-7688

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) (H) VORTACW 115.3 RSK Chan 100 N36º44.90´ W108º05.93´ 019º 6.3 NM to fld. 5821/14E.
NEW MEXICO

BELEN RGNL (BRG)(KBRG) 3 W UTC–7/–6DT N34º38.75´ W106º50.18´

5200 B NOTAM FILE BRG

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 ahrs 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. Act radio required.

AIRPORT MANAGER: (505) 966-2650

WEATHER DATA SOURCES: AWOS–3PT 118.55 (505) 864–4375.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.

SOCORRO (H) (H) VORTAC 116.8 ONM Chan 115 N34º20.33´ W106º49.23´ 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) N34º38.98´ W106º49.98´ at fld. 5190/0W. NOTAM FILE BRG.

DME unusable:
067º–077º byd 10 NM blo 12,000´
067º–077º byd 35 NM blo 14,000´
080º–110º byd 33 NM blo 15,500´
080º–110º byd 7 NM blo 12,500´
218º–228º byd 10 NM blo 11,500´
218º–228º byd 35 NM blo 15,500´
277º–287º byd 12 NM blo 10,000´
277º–287º byd 38 NM blo 11,000´

BLACK ROCK HELIPORT (See ZUNI on page 388)

BOLES N32º49.28´ W106º00.79´ NOTAM FILE ALM.

ALBUQUERQUE H–4K, L–8I

(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
CANNON AFB (CVS)(KCVS) AF 5 W UTC–7 (–6DT) N34º22.97´ W103º19.33´

NEW MEXICO

CANNON AFB

 RwY 04–22: H10003X150 (CONC) PCN 54 R/C/W/T HI/RL
 RwY 04: ALSF1. REIL. PAPI(4L)—GA 2.5º TCH 41´. RVR–T
 RwY 22: ALSF1. REIL. PAPI(4L)—GA 3.0º TCH 38´. RVR–T
 RwY 13–31: H8196X150 (PEM) PCN 50 R/B/W/T HI/RL
 RwY 13: SSALR. REIL. PAPI(P4L)—GA 3.0º TCH 37´.
 RwY 31: SSALR. REIL. PAPI(4L)—GA 3.0º TCH 41´.

SERVICE: S4 FUEL JET A, A++, LGT Ftr gated thr lgt all rwys. ABN unsvc UFN. Rwy 13 apch lgts 1400 ft NSTD len. Rwy 31 apch lgts 1482 ft NSTD len.

MILITARY—JASU (A/M32A-86) FUEL A++. FLUID SP PRESAIR LPOX LOX OIL. JOAP. Oil svc unavbl for MIL–7808 oil.

TRAN ALERT 1400–0600Z‡ Mon–Fri; 1300–2100Z‡ Sat–Sun.

MILITARY REMARKS: Attended continuously. AD offl bus only first Fri of month. RSTD 24 hr—15 day PPR—D681–2801/C575–784–2801; Acft adhere +/– 30 min or PPR invalid. Dep rstd to 5300 ft til DER. All hldg apron taxi–lines rstd to wheelbase more than 14 ft. Twy edge lgt 15 ft fm mrkd, stressed pavement on Twy D at int of Twy R. Wingtip clnc for C130 acft in prkg row Delta–India 24 ft; row Lima–Papa 15 ft. Loaded acft prkd in proximity of Rwy 31 apch end. Afld blackout ops every Mon 0200–0400Z‡. North–2 apron rstd to NVD pers/veh only. All non–participating acft exp delays. All signs faded; all markings faded and chipped; shoulder markings not accurately painted on commando ramp btwn hangars and Taxi Lane Delta. 20 ft irrigation eqpt lctd 2000 ft fm both rwy ends. Psbl hydroplaning mid asph portion. Paved shoulders NA; 1–5 in vert edge alg both sides entire len. Rwy 13 has 15 ft veh on road 1200 ft fm rwy end. First 1200 ft slc rough conc. TFC PAT A–VFR jet rectangular 5800(1505), tran jet overhead 5800(1505).

COMMUNICATIONS: SFA ATIS 119.1 269.9 (Mon–Thu 1600–0800Z‡, Fri–Sat 1600–0001Z‡, clsd Sun and hol) PTD 139.3 372.2

CAPITAN (CVS)(KCVS) AF N33º29.39´ W105º24.26´ NOTAM FILE SRR.

NEW MEXICO

CAPITAN

NDB (MHW) 278 CEP 245º 6.5 NM to Sierra Blanca Rgnl. 6562/10E.

NDB unavbl: Byd 25 NM blo 14,500´
CARLSBAD

CAVERNS CITY AIR TRML (CNM)(KCNM) 5 SW UTC–7(–6DT) N32°20.25′ W104°15.80′

Class II, ARFF Index A NOTAM FILE CNM MON Airport

3295 2D–140 PCN 20 F/D/X/T MIRL 0.6% up SW


RWY 03: MALSR. Road.

RWY 21: VASI(V4L)—GA 3.0° TCH 58′. Road.


RWY 14R: PAPI(P4L)—GA 3.0° TCH 56′. Road. Rgt tfc.

RWY 32L: PAPI(P4L)—GA 3.0° TCH 59′. Thld dsplcd 385′. Road.

RWY 08–26:

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 tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7854 TODA–7854 ASDA–7504 LDA–7504

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 Rwys 03–21, 08–26 and Rwy 14R–32L preset low ints—CTAF.


AIRPORT MANAGER: 575-887-3060

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 123.0 ALBUQUERQUE RCO 122.65 (ALBUQUERQUE RADIO)

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 (VL) (H) VORTACW 116.3 CNM Chan 110 N32°15.40′ W104°13.56′ 327° 5.2 NM to fld. 3257/12E.

TACAN AZIMUTH unusable:

300°–325° byd 9 NM blo 6,500′

DME unusable:

300°–325° byd 9 NM blo 6,500′

VOR unusable:

209°–266° byd 40 NM

297°–307° byd 40 NM blo 8,500′

297°–307° byd 60 NM

308°–322° byd 40 NM blo 7,400′

308°–322° byd 64 NM

CARLSBAD NDB (LOMW) 402 CV N32°16.01′ W104°20.31′ 032° 5.7 NM to fld. 3831/10E.

ILS 111.9 I–CVD Rwy 03. Class IE. LOM CARLZ NDB. Unmonitored. LOM unmonitored.
NEW MEXICO

CARRIZOZO MUNI (F37) 1 NW UTC–7(–6DT) N33°38.93’ W105°53.77’
5373 B NOTAM FILE ABQ
RWY 06–24: H4944X75 (ASPH) S–12 PCN 5 F/C/Y/T MIRL
RWY 06: REIL PAP(P2L)–GA 3.0’ TCH 37’.
RWY 24: REIL PAP(P2L)–GA 3.0’ TCH 37’.
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 inof 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) (H) VORTAC 116.8 ONM Chan 115 N34°20.33’ W106°49.23’ 119° 61.9 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

CATRON CO HELIPORT (See QUEMADO on page 377)

CAVERN CITY AIR TRML (See CARLSBAD on page 359)

CHISUM N33°20.25’ W104°37.27’ NOTAM FILE ROW.
(H) (H) VORTAC 116.1 CME Chan 10B 104°5.1 NM to Roswell Air Center. 3772/12E.
VOR unusable: 144°–155° byd 40 NM
278°–285° byd 40 NM
300°–313° byd 40 NM blo 6,500’
300°–313° byd 53 NM
314°–328° byd 40 NM blo 6,000’
314°–328° byd 47 NM
329°–356° byd 40 NM

CIMARRON HELIPORT (C12) 0 N UTC–7(–6DT) N36°30.76’ W104°55.48’
6460 B NOTAM FILE ABQ
HELIPAD H1: H65X65 (CONC) S–20 PERIMETER LGTS
AIRPORT MANAGER: 575-376-2232
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

CIMARRON N36°29.48’ W104°52.32’ NOTAM FILE RTN.
(H) (H) VORTAC 116.4 CIM Chan 111 037° 23.4 NM to Raton Mun/Crews Fld. 6550/13E.
VORTAC unusable: 230°–290° byd 20 NM blo 18,000’
340°–010° byd 34 NM blo 11,000’
RCO 122.1R 116.4T (ALBUQUERQUE RADIO)

ALBUQUERQUE L–6F

DENVER H–4L, 6F, L–15A

SW, 14 JUL 2022 to 8 SEP 2022
NEW MEXICO

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 3.0º TCH 49’. Thld dsplcd 380’.

RWY 20: PAPI(P2L)—GA 3.0º 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 1500–0000Z‡. 100LL fuel available 24–7 self-serve with major credit card. Reflectors on all twys.

AIRPORT MANAGER: 575-374-9873

WEATHER DATA SOURCES: ASOS 120.625 (575) 374–2565.

COMMUNICATIONS: CTAF/UNICOM 122.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.

DALHART (L) (L) VORTACW 112.0 DHT Chan 57 N36º05.49’ W102º32.68’ 294º 36.3 NM to fld. 4020/12E.

TAC AZM unusable:
240º–255º byd 15 NM
320º–350º byd 15 NM

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION:  NOTAM FILE FTW.
TEXICO (VH) (H) VORTACW  112.2  TXO  Chan 59  N34º29.71’ W102º50.38’  240º 12.5 NM to fld. 4060/11E.

VOR unusable:
095º–100º byd 40 NM
120º–130º byd 40 NM
210º–223º byd 40 NM blo 15,000’
224º–251º byd 40 NM
252º–262º byd 40 NM blo 18,000’
263º–272º byd 40 NM blo 18,000’
273º–283º byd 40 NM blo 6,000’
273º–283º byd 46 NM blo 7,000’
273º–283º byd 59 NM
284º–319º byd 40 NM
320º–305º byd 40 NM

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.

COLUMBUS  N31º49.15’ W107º34.47’  NOTAM FILE ABQ.

(L) (L) VOR/DME  111.2  CUS  Chan 49  333º 27.5 NM to Deming Muni. 4008/12E. VOR/DME unmonitored.

VOR unusable:
335º–342º byd 30 NM blo 10,500’

CONCHAS DAM  (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  122.9
RCO  122.6 (ALBUQUERQUE RADIO)

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE TCC.
TUCUMCARI (VH) (H) VORTACW  113.6  TCC  Chan 83  N35º10.93’ W103º35.91’  279º 30.7 NM to fld. 4035/12E.

VOR unusable:
125º–182º byd 40 NM
183º–193º byd 40 NM blo 20,000’
194º–227º byd 40 NM
228º–238º byd 40 NM blo 11,000’
228º–238º byd 46 NM
239º–249º byd 40 NM
250º–261º byd 40 NM blo 7,700’
250º–261º byd 46 NM blo 18,000’
262º–273º byd 40 NM
274º–284º byd 40 NM blo 18,000’
285º–355º byd 40 NM
CONCHAS LAKE SPB  (E61)  2 SW  UTC–7(–6DT)  N35º23.05´ W104º12.98´  ALBUQUERQUE
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 lghts located on dam and at North Marina and at south dock. Dam 5000’ northeast of sealane. Most winds out of SW. Recommend ldg and tfc ops to the west. Wind warning lghts located west of dam, at lodge to the south. Lghts flash if winds are greater than 20 MPH. Monitor lake level by contacting CRNS office at 575–868–2221 or U.S.C.G.S. website under Conchas Lake.
AIRPORT MANAGER: 575-868-2221
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.

CONCHAS LAKE  (See CONCHAS DAM on page 363)

CONCHAS LAKE SPB  (See CONCHAS DAM on page 362)

CORONA  N34º22.02´ W105º40.68´ NOTAM FILE ABQ.  ALBUQUERQUE
 (H) (H) VORTAC 115.5  CNX  Chan 102  046º 28.0 NM to Vaughn Muni. 6412/13E.
VOR unusable:
115º–135º byd 35 NM blo 10,000´
DME 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.  ALBUQUERQUE
NDB (LOMW) 251  SV  261º 4.7 NM to Grant Co. 5350/12E.

CROWNPOINT  (OE8)  3 NW  UTC–7(–6DT)  N35º43.06´ W108º12.10´  DENVER
6696 B NOTAM FILE ABQ
RWY 18–36: H5820X60 (ASPH) PCN 3 F/D/Y/T MIRL
RWY 18: PVAS(ISIL)—GA 3.0º TCH 40´.
SERVICE: LGT ACTIVATE MIRL Rwy 18–36—122.9.
AIRPORT REMARKS: Unattended. Rwy 18 and Rwy 36 markings and centerline faded or missing.
AIRPORT MANAGER: 505-371-8354
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GUP.
GALLUP  (VH) (H) VORTAC 115.1  GUP  Chan 98  N35º28.56´ W108º52.36´  052º 35.9 NM to fld. 7053/14E.
VOR unusable:
298º–306º byd 40 NM

CUBA LANDING STRIP  (NM2)  4 S  UTC–7(–6DT)  N35º57.11´ W106º57.45´  DENVER
6840 NOTAM FILE ABQ
RWY 06–24: 4137X40 (DIRT)
RWY 06: Brush. Rgt tfc.
RWY 24: Brush. Rgt tfc.
AIRPORT REMARKS: Unattended. Livestock, elk and deer on or inv of arpt. Use CTAF within 5 NM of arpt. Rwy 06–24 landing strip has 2–to–4 inch scattered rock and could have 3–to–5 inch rutts due to ranch vehicular traffic on rwy.
AIRPORT MANAGER: 505-761-8797
COMMUNICATIONS: CTAF 122.9
DEМИNG MUNI (DMN) (KDMN) 2 SE UTC–7(–6DT) N32º15.74´ W107º43.14´ 4314 B NOTAM FILE DMN MON Airport RWY 08–26: H8018X75 (ASPH) S–20 PCN 9 F/D/X/T MIRL RWY 08: PAPI(P4L)–GA 3.0º TCH 43´ Brush. 0.3% down. RWY 26: PAPI(P4L)–GA 3.0º TCH 40´ 0.3% up. RWY 04–22: H5675X60 (ASPH) S–12 PCN 7 F/D/X/T MIRL RWY 04: PAPI(P2L)–GA 3.0º TCH 44´. RWY 22: PAPI(P2L)–GA 3.0º TCH 44´. Brush. SERVICE: S4 FUEL 100LL, JET A+ LGT MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26 preset low ints 0300–0530Z‡, to increase ints ACTIVATE—CTAF. AIRPORT REMARKS: Attended 1400–0100Z‡. For arpt attendant after hrs call 575–494–2311. Emerg act and powerplant repair avbl call 575–544–3660. No intersection tkfs. Helicopters arriving from East and departing to the East remain North of segmented circle. AIRPORT MANAGER: 575-544-3660 WEATHER DATA SOURCES: ASOS 118.525 (575) 544–4347. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.2 (ALBUQUERQUE RADIO) ALBUQUERQUE CENTER APP/DEP CON 128.2 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‡; other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE DMN. (L) (L) VORTACW 108.6 DMN Chan 23 N32º16.53´ W107º36.33´ 250º 5.8 NM to fld. 4210/12E. VOR unusable: 155º–195º byd 15 NM TACAN AZIMUTH unusable: 155º–195º byd 15 NM DME unusable: 155º–195º byd 15 NM COLUMBUS (L) (L) VOR/DME 111.2 CUS Chan 49 N31º49.15´ W107º34.47´ 333º 27.5 NM to fld. 4008/12E. NOTAM FILE ABQ. VOR/DME unmonitored. VOR unusable: 335º–342º byd 30 NM blo 10,500´ DONA ANA CO INTL JETPORT (See SANTA TERESA on page 382) DOUBLE EAGLE II (See ALBUQUERQUE on page 354) DUDLE N35º13.04´ W106º42.77´ NOTAM FILE AEG. NDB (LOMW) 351 AE 212º 5.9 NM to Double Eagle II. 5455/11E. DULCE JICARILLA APACHE NATION (24N) 10 S UTC–7(–6DT) N36º49.71´ W106º53.05´ 7618 NOTAM FILE ABQ. RWY 17–35: H7500X75 (ASPH) S–12.5 1.1% up S SERVICE: LGT Rwy 17 wind sock lgts OTS indef. AIRPORT REMARKS: Unattended. Rising terrain in all directions. Wildlife on and invof arpt. Powerline marked and lighted .4 NM west of Rwy 17–35. Main gate locked at all times, ctc arpt manager to enter/exit 505–759–4310. Chains, cables or ropes not supplied. 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) (H) VORTACW 115.3 RSK Chan 100 N36º44.90´ W108º05.93´ 071º 58.7 NM to fld. 5821/14E.
**EDGEWOOD**

**SANDIA AIRPARK ESTATES EAST** (1N1)  2 NE  UTC–7(–6DT)  N35°05.68′ W106°09.87′  

6565  B  NOTAM FILE ABQ  

**RWY 09–27:** H830X30 (ASPH)  LIRL(NSTD)  1.0% up W  

**RWY 09:** Bidg.  

**SERVICE:**  

- FUEL: 100LL  

**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. Rwy 09 and Rwy 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) (L) VORTACW 110.6  SAF  Chan 43  N35°32.43′ W106°03.90′  177° 27.2 NM to fld. 6268/13E.  

VORTAC unusable:  

- 015°–030° byd 30 NM blo 14,600′  

**COMM/NAV/WEATHER REMARKS:** Automated UNICOM: 3 clicks wind adzy, 4 clicks for all other adzy info.  

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**ESPANOLA**

**OKHAY OWINGEH** (E14)  3 NE  UTC–7(–6DT)  N36°01.57′ W106°02.72′  

5790  B  NOTAM FILE ABQ  

**RWY 16–34:** H5007X75 (ASPH)  S–18 PCN F/D/Y/T  MIRL  

**RWY 16:**  

- Thld dpdcd 324′.  

**SERVICE:**  

- FUEL: 100LL, JET A1+  
- LGT: ACTVT MIRL Rwy 16–34—CTAF.  

**AIRPORT REMARKS:** Unattended. 100LL fuel H24 with credit card. Wildlife on and invof arpt. Main gate locked—aces 4751. Rwy 16 dthr not mkd. Rwy 16–34 1.5 in deep 2–4 in wid cracks acrs rwy ev 50–100 ft. 7083 ft MSL twr 3.3 NM 010 degs N of arpt.  

**AIRPORT MANAGER:** 575-779-9544  

**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) (L) VORTACW 110.6  SAF  Chan 43  N35°32.43′ W106°03.90′  349° 29.1 NM to fld. 6268/13E.  

VORTAC unusable:  

- 015°–030° byd 30 NM blo 14,600′  

__COMM/NAV/WEATHER REMARKS__ Automated UNICOM: 3 clicks wind adzy, 4 clicks for all other adzy info.  

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**ESTANCIA MUNI** (E92)  1 E  UTC–7(–6DT)  N34°45.80′ W106°02.48′  

6100  NOTAM FILE ABQ  

**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 REMARKS:** Unattended. Cattle and birds on and invof rwy. Rwy 08–26 soft when wet. Rwy 08 + 12′ tree 134′ from thld, 78′ rgt of cntrln. Rwy 26 + 3–5′ brush 0–200′ from thld, 125′ left and rgt of cntrln. Rwy 08–26 scattered brush in primary surface, +2–3 ft high, 30–40 ft fm cntrln both sides.  

**AIRPORT MANAGER:** 505-384-2708  

**COMMUNICATIONS:**  

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

FARMINGTON

FOUR CORNERS RGNL (FMN/KFMN) 1 NW UTC–7 (–6DT) N36°44.48’ W108°13.80’

5507  B  Class III, ARFF Index A  NOTAM FILE FMN

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’.
PCN 29 F/C/X/T  MIRL 0.5% up NE
Rwy 05: PAPI(P4L)—GA 3.0º TCH 42’.
Rwy 23: REIL. PAPI(P4R)—GA 3.0º TCH 42’. Thld dsplcd 511’.

RUNWAY DECLARED DISTANCE INFORMATION
Rwy 05: TORA–6501  TODA–6501  ASDA–5590  LDA–5590
Rwy 07: TORA–6704  TODA–6704  ASDA–6487  LDA–6248

SERVICE: S4 FUEL 100LL, JET A, A1+ OX 2, 4 LGT When ATCT clsd

AIRPORT REMARKS: Attended 1300–0500Z‡. Arpt surface conditions are not monitored outside of attended hours.

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.

FORT SUMNER MUNI (FSU/KFSU) 2 NE UTC–7 (–6DT) N34°29.33’ W104°12.99’

Rwy 03–21: H5800X75 (ASPH) S–25 PCN 3 F/C/Y/T  MIRL 0.7% up NE
Rwy 03: Tree.
Rwy 21: PVASI(PSIL). Brush.
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 FSN.

FORT UNION N35°39.45’ W105°08.14’ NOTAM FILE LVS.

FORT UNION (H) (H) VORTACW 113.6 TCC Chan 83 N35°10.93’ W103°35.91’ 204º 51.5 NM to fld. 4035/12E.
VOR unusable:
125º–182º byd 40 NM
183º–193º byd 40 NM blo 20,000’
194º–227º byd 40 NM
228º–238º byd 40 NM blo 11,000’
228º–238º byd 46 NM
239º–249º byd 40 NM
250º–261º byd 40 NM blo 7,700’
250º–261º byd 46 NM blo 18,000’
262º–273º byd 40 NM
274º–284º byd 40 NM blo 18,000’
285º–355º byd 40 NM

ALBUQUERQUE

H–6F, L–8J

DENVER

H–4K, L–8H
FOUR CORNERS RGNL  (See FARMINGTON on page 366)

GALLUP MUNI  (GUP)(KGUP)  3 SW  UTC–7(–6DT)  N35°30.66’ W108°47.36’
6472  B  NOTAM FILE GUP, MON Airport
RWY 06–24: H7315X100 (ASPH)  S–45, D–55  PCN 39 F/C/T  MIRL
RWY 06: PAPI(P2L)—GA 3.0º TCH 46’. Tree.
RWY 24: REL. PAPI(P2L)—GA 3.0º TCH 48’. Tree.
SERVICE:  FUEL 100LL, JET A1+  LGT  ACTIVATE MIRL Rwy 06–24 and
REL 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 122.95
RCO 122.1R 115.1T (ALBUQUERQUE RADIO)
RCO 122.6 (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.
(VH) (H) VORTAC 115.1  GUP  Chan 98  N35°28.56’
W108°52.36’  049º 4.6 NM to fld. 7053/14E.
VOR unusable:
298°–306° byd 40 NM
LOC/DME 111.7  1–GUP  Chan 54  Rwy 06.  LOC/DME unmonitored.

GLENWOOD  (E94)  3 NE  UTC–7(–6DT)  N33°21.20’ W108°52.03’
5433  NOTAM FILE ABQ
RWY 01–19: 3700X84 (DIRT)  1.0% up N
RWY 01: Tree.
RWY 19: 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 383)

GRANTS–MILAN MUNI  (GNT)(KGNT)  3 NW  UTC–7(–6DT)  N35°10.04’ W107°54.12’
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+  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.
AIRPORT REMARKS: NOTAM FILE GUP.
GALLUP (VH) (H) VORTAC 115.1  GUP  Chan 98  N35°28.56’
W108°52.36’  097º 51.1 NM to fld. 7053/14E.
VOR unusable:
298°–306° byd 40 NM

GRANT CO  (See SILVER CITY on page 383)

SW, 14 Jul 2022 to 8 Sep 2022
HATCH MUNI  
(E05)  3 SW  UTC–7(–6DT)  N32°39.62′ W107°11.72′

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 Remar: 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 DMN.

Deming (L) (L) VORTACW 108.6  DMN  Chan 23  N32°16.53′ W107°36.33′  030° 31.0 NM to fld. 4210/12E.

VOR unusable: 155º–195º byd 15 NM

TACAN Azimuth unusable: 155º–195º byd 15 NM

DME unusable: 155º–195º byd 15 NM

HOBBS  
(LEA CO RGNL)  4 W  UTC–7(–6DT)  N32°41.25′ W103°13.04′

RWY 03:  MALSR.
RWY 21:  PAPI(P4L)—GA 3.0º TCH 49′.

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 LGT When ATCT csl MALSR Rwy 03–21 and MALSR Rwy 12–30 preset low inst; to incr inst and ACTVT twy lgts—CTAF. ACTVT MALSR Rwy 03; PAPI Rwy 12, 21 and Rwy 30—CTAF.

Airport Remar: Attended 1300–0100Z‡.

Airport Manager: 575-391-2934

Weather Data Sources: AWOS–3 (575) 393–8418 LAWRS.

Communications:  CTAF 120.65  ATIS 119.75  UNICOM 122.95

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 (L) (L) 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 csld.
HOLLOMAN AFB (HMN)(KHMN) AF (A) 6 SW UTC-7(–6DT) N32°51.11’ W106°06.51’

SW, 14 JUL 2022 to 8 SEP 2022

NEW MEXICO

ALBUQUERQUE

H–4L–6F

DIAP, AD

PTD 372.2

APP CON 120.6 269.225 (Ltd 020°–140° byd 15 NM) (Mon 0900Z thru Fri 0100Z, Sat 1500–2200Z.)

COND CON 127.05 275.8

DEP CON 128.1 284.0 (Ltd 020°–140° byd 15 NM) (Mon 0900Z thru Fri 0100Z. Csld Sat, Sun and hol)

ALBUQUERQUE CENTER APP/DEP CON 132.65 257.6 (When Holloman apch control cld) 24 hrs Sat, Sun and hol

COND POST (RAYMOND 14) 251.25 (Have Quick timing avbl. Ltd 020°–140° byd 15 NM) PMSV METRO 346.55 (Ltd 020°–140° byd 15 NM) CARRY AVIATION 229.3 (Ltd 020°–140° byd 15 NM)

CONTINUED ON NEXT PAGE
NEW MEXICO
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE HMN.

(L) TACAN Chan 92 HMN (114.5) N32º51.73´ W106º06.55´ at fld. 4075/10E. Tac unmonitored when rapcon clsd.

No NOTAM MP: 1200–1400Z‡ Tue

TACAN AZIMUTH unusable:
030º–084º byd 25 NM blo 18,000´
085º–095º byd 25 NM
096º–130º byd 25 NM blo 18,000´
160º–170º byd 38 NM blo 8,000´

DME unusable:
030º–084º byd 25 NM blo 18,000´
085º–095º byd 25 NM
096º–130º byd 25 NM blo 18,000´
160º–170º 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.


LEA CO/JAL (E26) 3 NE UTC–7(–6DT) N32º07.86´ W103º09.29´
3118 B NOTAM FILE ABQ

RWT 01–19: H4704X60 (ASPH) S–23 PCN 4 F/C/Y/T MIRL
RWT 01: PAPI(P2L)—GA 3.03º TCH 40´. Brush.
RWT 19: PAPI(P2L)—GA 2.83º TCH 46´. Brush.
RWT 09–27: H2604X50 (ASPH) S–12 PCN 3 F/B/Y/T 0.8% up W
RWT 09: Thld dsplcd 40´. Brush.
RWT 27: Thld dsplcd 45´.

SERVICE: LGT MIRL Rwy 01–19 preset low inst—to incr inst
ACTVT—CTAF. ACTVT PAPI Rwy 01, 19—CTAF.

AIRPORT REMARKS: Unattended. For airframe/powerplant svc call 505–396–6719. Extensive oil well drilling activity on and inv of 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 817-858-7564.

RADIO AIDS TO NAVIGATION: NOTAM FILE INK.

WINK (VH) (W) VORTACW 112.1 INK Chan 58 N31º52.49´ W103º14.63´ 005º 16.0 NM to fld. 2860/11E.

VOR unusable:
256º–267º byd 40 NM blo 10,000´
256º–267º byd 58 NM blo 18,000´
268º–280º byd 40 NM
281º–291º byd 40 NM blo 24,000´
292º–305º byd 40 NM
306º–320º byd 111 NM
306º–320º byd 40 NM blo 15,000´

JEWETT MESA (See APACHE CREEK on page 355)

JICARILLA APACHE NATION (See DULCE on page 364)
LAS CRUCES INTL (LRU)(KLRU) 8 W  UTC–7(–6DT)  N32º17.37´ W106º55.32´
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: MALSR.
PCN 3 F/D/Y/T MIRL
RWY 22: VASI(V4L)—GA 3.0º TCH 64´.
RWY 08–26: H6069X100 (ASPH)  S–70, D–120 PCN 25 F/C/X/T MIRL
RWY 08: PAPI(P4L)—GA 3.0º TCH 50´.
RWY 26: PAPI(P4L)—GA 3.0º TCH 50´.
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
RWY 30: TORA–7506 TODA–7506 ASDA–7500 LDA–7500
SERVICE: S4  FUEL  100LL, JET A1+  OK, 3 LGT ACTVT MALSR Rwy 30; MIRL Rwy 04–22 and 08–26; HIRL Rwy 12–30—CTAF. REIL Rwy 12 SS–SR. PAPI Rwy 08, 26 and VASI Rwy 22 on consly. MIRL Rwy 08–26 preset low intst; incr intst—CTAF.
AIRPORT REMARKS: Attended continuously. Rwy 04–22 acr and acft over 30,000 lbs NA. Birds on and invof arpt Sep–Mar; UAS trng on arpt. 48 hr PPR for acr acft with more than 30 pax seats—575–541–2471/2473. Rwy 30 calm wind rwy. Rwy 04–22 slabs have 1/8 inch cracks and spalling.
AIRPORT MANAGER: (575) 541-2473
COMMUNICATIONS: CTAF/UNICOM 122.7
ALBUQUERQUE CENTER APP/DEP CON 128.2
CLEARANCE DELIVERY PHONE: Uas trng & for CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE DMN.
DEMING (L) (L) VORTACW 108.6  DMN Chan 23 N32º16.53´ W107º36.33´ 076º 34.8 NM to fld. 4210/12E. VOR unusable:
155º–195º byd 15 NM TACAN AZIMUTH unusable:
155º–195º byd 15 NM DME unusable:
155º–195º byd 15 NM ILS/DME 109.3 I–LRU Chan 30 Rwy 30. Class IE.

SW, 14 JUL 2022 to 8 SEP 2022
NEW MEXICO

LAS VEGAS MUNI (LVS)(KLVS) 5 NE UTC–7(–6DT) N35°39.25´ W105°08.54´
6877 B NOTAM FILE LVS

RWY 14–32: H8199X75 (ASPH) S–20 PCN 7 F/D/X/T MIRL
  Rwy 14: PAPI(P2L)—GA 3.0º TCH 41´. 0.6% up.
  Rwy 32: PAPI(P2L)—GA 3.0º TCH 36´. 0.3% down.

RWY 02–20: H5006X75 (ASPH) S–20 PCN 8 F/D/X/T MIRL
  Rwy 02: ODALS (NSTD) PAPI(P2L)—GA 3.0º TCH 40´.
  Rwy 20: ODALS (NSTD) PAPI(P2L)—GA 3.0º TCH 40´.

SERVICE: FUEL 100LL, JET A1 LGT Rwy 02 NSTD ODALS out of service indefinitely. Rwy 20 NSTD ODALS—out of service indefinitely. ACTVT PAPI Rwy 02, 20, 14 and 32, MIRL Rwy 02–20 and Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. If arpt attendant unavbl call 505–429–3198 (emerg) or Las Vegas police dispatch at 505–425–7504. Fuel avbl 24 hrs self svc with major credit card. Be alert for heavy concentrations of birds on and inv of arpt. Numerous airport hold and directional signs out of service indefinitely.

AIRPORT MANAGER: 505-454-0881
WEATHER DATA SOURCES: ASOS 118.525 (505) 454–4645.
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBUQUERQUE CENTER APP/DEP CON 132.8

CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4561.
AIRSPACE: CLASS E svc 1500–2300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LVS.
FORT UNION (H) (H) VORTAC 117.3 FTI Chan 120 N35º39.45´ W105º08.14´ at fld. 6876/13E.

LEA CO RGNL (See HOBBS on page 368)

LEA CO/JAL (See JAL on page 370)

LEA CO/ZIP FRANKLIN MEML (See LOVINGTON on page 374)

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 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
LORDSBURG MUNI (LSB)(KLSB) 1 SE UTC–7(–6DT) N32°20.01’ W108°41.50’
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 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION:  NOTAM FILE PRC.
SAN SIMON (H) (H) VORTACW 115.4  SSO Chan 101  N32°16.15’ W109°15.79’  069º 29.3 NM to fld. 3600/13E.
VOR & TACAN AZIMUTH unusable:
020º–050º byd 30 NM bll 8,000’
150º–190º byd 28 NM bll 11,300’
190º–220º byd 30 NM bll 9,000’
235º–250º byd 30 NM bll 9,900’
350º–360º byd 30 NM bll 8,000’
DME unusable:
020º–050º byd 30 NM bll 8,000’
150º–190º byd 28 NM bll 11,300’
190º–220º byd 30 NM bll 9,000’
235º–250º byd 30 NM bll 12,500’
350º–360º byd 30 NM bll 8,000’

LOS ALAMOS (LAM)(KLAM) 1 E UTC–7(–6DT) N35º52.78’ W106º16.12’
7171  B  ARFF Index—See Remarks  NOTAM FILE LAM
RWY 09–27: H6000X120 (ASPH–GRVD)  S–43 PCN 35 F/C/X/T  MIRL
RWY 09: Fence.
RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 45’. Rgt tfc.
SERVICE: S2  FUEL 100LL  LGT ACTVT REIL Rwy 27; MIRL Rwy 09–27—CTAF.
Wildlife on and inv of arpt. Radio comm req bfr entering tfc pat; strong gusty crosswinds. TGL na. Rwy 09–27 Ind W; tkof E. Rstrd area adj to S side of arpt. Rwy 27 VFR tfc rmn 5 mi E of arpt til turning final; R turn on go around or missed apch. ARFF Index B avbl; 24 hr PPR.
AIRPORT MANAGER: 505-709-8687
WEATHER DATA SOURCES: AWOS–3 124.175 (505) 662–8423.
COMMUNICATIONS: CTAF/UNICOM 123.0
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 SAF.
SANTA FE (L) (L) VORTACW 110.6  SAF Chan 43  N35º32.43’ W106º03.90’ 321º 22.6 NM to fld. 6268/13E.
VORTAC unusable:
015º–030º byd 30 NM bll 14,600’

NEW MEXICO
LOS LUNAS

MID VALLEY AIRPARK (E98)  3 S  UTC–7(–6DT)  N34°45.66′ W106°44.70′  ALBUQUERQUE
4836  B  NOTAM FILE ABQ
RWY 18–36:  H4332X37 (ASPH)  S–12.5  LIRL(NSTD)
   RWY 18:  Thld dsplcd 274´. Road.
   RWY 36:  Thld dsplcd 534´. Road.
SERVICE:  S4  FUEL  100LL  LGT  ACTIVATE rotating bcn—CTAF. NSTD LIRL, 2 thld lgts each side of rwy at displacement.
   ACTIVATE LIRL Rwy 18–36—CTAF.
AIRPORT MANAGER:  505-610-3676
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ABQ.

LOVINGTON

LEA CO/ZIP FRANKLIN MEML (E06)  3 W  UTC–7(–6DT)  N32°57.24′ W103°24.53′  ALBUQUERQUE
3979  B  NOTAM FILE ABQ
RWY 03–21:  H6001X75 (ASPH)  S–12 PCN 5  F/B/Y/T  MIRL
   RWY 03:  PAPI(P2L)—GA 2.83º TCH 40´.
   RWY 21:  PAPI(P2L)—GA 2.83º TCH 41´.
RWY 12–30:  H4409X60 (ASPH)  S–12 PCN 3  F/D/Y/T  MIRL
   RWY 12:  PAPI(P2L)—GA 2.83º TCH 41´.
   RWY 30:  PAPI(P2L)—GA 2.83º TCH 41´.
SERVICE:  LGT  Dusk–dawn. MIRL Rwy 03–21, Rwy 12–30 preset low intst—to incr intst ACTVT—CTAF. ACTVT PAPI Rwy 03, 12, 21, 30—CTAF.
AIRPORT MANAGER:  575-391-2934
COMMUNICATIONS:  CTAF/UNICOM  122.8
FORT WORTH CENTER APP/DEP CON  133.1
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′  ALBUQUERQUE
6730  B  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.
MORIARTY MUNI (QE0) 2 SE UTC–7(–6DT) N34°58.69’ W106°00.00’

ALBUQUERQUE

MORIARTY MUNI

6204 B NOTAM FILE QE0

RWY 08–26: H7702X75 (ASPH) PCN 3 F/D/X/T MIRL

RWY 08: PAPI (P2L). Tree.

RWY 26: PAPI (P2L)—GA 3.25º TCH 42’.

RWY 18–36: H6201X75 (ASPH) S–30, D–60 PCN 3 F/D/Y/T

SERVICE: FUEL 100LL, JET A 3 LGT ACTVT MIRL Rwy 08–26—CTAF. Rwy 08 VGSI OTS indef.

AIRPORT REMARKS: Attended 1500–0000Z‡. Glider act inv of arpt. For A after hrs and holidays call 505–832–2222 or 505–259–2225.


AIRPORT MANAGER: 505-832-5072

COMMUNICATIONS: CTAF 122.9

© ALBUQUERQUE CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION:

SANTA FE (L) (L) VORTACW 110.6 SAF Chan 43 N35°32.43’

W106°03.90’ 162º 33.8 NM to fld. 6268/13E.

VORTAC unusable: 015º–030º byd 30 NM blo 14,600’

MOSQUERO EMERGENCY SERVICES HELIPORT (NØ1) 0 N UTC–7(–6DT) N35°46.95’

ALBUQUERQUE

MOSQUERO EMERGENCY SERVICES HELIPORT

W103°57.48’

5590 B NOTAM FILE ABQ

HELIPAD H1: H65X65 (CONC) PERIMETER LGTS

SERVICE: LGT H1 perimeter lghts. ACTIVATE perimeter lghts and windsock lghts—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) N34°32.00’ W106°13.43’

ALBUQUERQUE

MOUNTAINAIR MUNI

6492 NOTAM FILE ABQ

RWY 08–26: 2578X50 (DIRT)

RWY 08: Road.

SERVICE: LGT ACTIVATE heliport lghts 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 122.9

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

HELIPAD H1: H54X54 (CONC) PERIMETER LGTS
NAVJO DAM

NAVJO LAKE  (1V0) 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 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Denver ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION: NOTAM FILE DRO.

DURANGO (VL) (DH) VOR/DME 116.55  DRO  Chan 112(Y)  
N37º09.20´ W107º44.98´  153º 21.2 NM to fld. 6662/14E.

VOR unusable:
004º–014º byd 40 NM blo 16,500´
004º–014º byd 50 NM
015º–070º byd 40 NM
131º–190º byd 40 NM
220º–225º byd 40 NM
250º–003º byd 40 NM
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´

NAVJO LAKE  (See NAVAJO DAM on page 376)

OHKAY OWINGEH  (See ESPANOLA on page 365)

OTTO  N35º04.34´ W105º56.16´ NOTAM FILE ABQ.  
(L) VORW 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) (L) VORW/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 3.9º TCH 34’.
RWY 08–26: H4560X60 (ASPH) PCN 4 F/C/Y/T MIRL
SERVICE: S 4 FUEL 100LL, JET A
PVASI Rwy 19 OTS indef. PVASI Rwy 01–19 and Rwy 08–26 preset low ints; to increase ints ACTIVATE—CTAF.
AIRPORT MANAGER: 575-478-2863
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM
RADIO AIDS TO NAVIGATION:
TEXICO  (VH) (H) VORTACW
112.2 TXO Chan 59 N34º29.71´ W102º50.38´ 223º 35.3 NM to fld. 4060/11E.
VOR unusable:
095º–100º byd 40 NM
120º–130º byd 40 NM
210º–223º byd 40 NM blo 15,000’
224º–251º byd 40 NM
252º–256º byd 40 NM blo 18,000’
263º–272º byd 40 NM blo 18,000’
273º–283º byd 40 NM blo 6,000’
273º–283º byd 46 NM blo 7,000’
273º–283º byd 59 NM
284º–319º byd 40 NM
320º–035º byd 40 NM
QUEMADO
CATRON CO HELIPORT (C54) 8 E UTC–7(–6DT) N34°18.94’ W108º18.59’
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
RADIO AIDS TO NAVIGATION:
TAOS  (L) (L) VORTAC
115.8 TAS Chan 105 N36º36.53’ W105º54.38’ 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’
QUESTA MUNI NR 2 (N24) 6 N UTC–7(–6DT) N36°48.02’ W105°35.85’
7690  B 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(P4L)—GA 3.0º TCH 40’.
SERVICE: LGT ACTVT REIL 17 and 35; PAPI Rwy 17 and 35; MIRL Rwy 17–35—123.6.
AIRPORT MANAGER: 575-613-2853
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION:
ALBUQUERQUE
ALBUQUERQUE
H–4L, 5A, L–8J
DENVER
H–4L, 5A, L–8J
NEW MEXICO
377
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: PAPI(P2L)—GA 3.0º TCH 44′.
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 ACTVT PAPI Rwy 02; MIRL Rwy 02–20 and 07–25—CTAF. Dusk–0600Z+ PAPI Rwy 02; MIRL Rwy 02–20 and 07–25 preset low intst; incr intst—CTAF. Rwy 02–20 unlgtd stwy; 240 ft S end; 150 ft north end.

AIRPORT REMARKS: Attended 1400–0000Z†. Compass rose on ramp.

COMMUNICATIONS: CTAF/UNICOM 122.8

AIRPORT MANAGER: 575-445-3076

WEATHER DATA SOURCES: ASOS 118.375 (575) 445–7624.

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.


AIRPORT MANAGER: 575-519-9999

COMMUNICATIONS: CTAF 122.9

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SJN.

ST JOHNS (H) (H) VORTAC 112.3 SJN Chan 70 N34º25.44′ W109º08.61′ 149º 46.1 NM to fld. 6840/12E.
ROSWELL AIR CENTER  (ROW)(KROW)  3 S  UTC–7(–6DT)  N33º17.99’ W104º31.76’
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/WT  MIRL(NSTD)
RWY 03: VASI(V6L)—GA 3.0º TCH 50’. Rgt tcf. 0.3% down.
RWY 21: MALSR. 0.3% up.
PCN 15 R/C/X/T  MIRL
RWY 17: PAPI(P4L)—GA 3.0º TCH 49’. Rgt tcf.
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+  OX 2  LGT ACTVT MALSR Rwy
21; MIRL Rwy 17–35—CTAF. VASI Rwy 03; PAPI Rwy 17 and 35—on
consly. When ATCT clsd MIRL Rwy 03–21 on med intst. Rwy 03–21
NSTD MIRL 75 ft fm rwy edge. Rwy 17 PAPI unusbl byd 8 deg right of
cntrln.

AIRPORT REMARKS: Attended 1300–0400Z‡. Aft hr—575–347–2054 or
575–626–3697. 100LL fuel aft hr—call 575–347–2054. Birds on and
invof arpt. For ramp/FBO area exit aft hr use lgtd pedestrian gate W side of trml.; to enter gate—575–626–1827. Asph
ramp clsd to lrg skid mounted hel; hel prkg on GA ramp W end of trml bldg. Lrg acft long term storage avbl.

AIRPORT MANAGER: 575-347-5703

WEATHER DATA SOURCES: AGOS  128.45 (575) 347–0040.
COMMUNICATIONS: CTAF  118.5  ATIS  128.45  UNICOM  122.95
RCO  122.45 (ALBUQUERQUE RADIO)
umped by

ALBUQUERQUE CENTER APP/DEP CON 119.6 EAST OF V291  120.35 WEST OF V291 (1300–0400Z1)
APP/DEP CON 132.65 EAST OF V291 (0400–1300Z1)
TOWER  118.5 (1300–0400Z1)  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: NOTAM FILE ROW.

CHISUM (VH) (H) VORTAC  116.1  CME  Chan 108  N33º20.25’ W104º37.27’  104º 5.1 NM to fld. 3772/12E.
VOR unusable:
144º–155º byd 40 NM
278º–285º byd 40 NM
300º–313º byd 40 NM blo 6,500’
300º–313º byd 53 NM
314º–328º byd 40 NM blo 6,000’
314º–328º byd 47 NM
329º–356º byd 40 NM

TOPAN NDB (LOMW)  305  RO  N33º21.92’ W104º26.53’  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.
SIERRA BLANCA RGNL (SRR/KSRR)  15 NE  UTC–7(–6DT)  N33°27.66' W105°31.81'

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>06-24</td>
<td>RWY 06: VASI(V2L)—GA 3.0' TCH 32', 0.7% down. RWY 24: PVASI(PSIL)—GA 3.0' TCH 38', 0.8% up.</td>
</tr>
<tr>
<td>12-30</td>
<td>RWY 12–30: H6309X75 (ASPH) S–12.5 PCN 23 F/C/X/T MIRL 0.8% up NW</td>
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RUNWAY DECLARED DISTANCE INFORMATION

<table>
<thead>
<tr>
<th>Rwy</th>
<th>TORA</th>
<th>TODA</th>
<th>ASDA</th>
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<tr>
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<td>30</td>
<td>6309</td>
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<td>6309</td>
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</tbody>
</table>

SERVICE: S7 FUEL 100LL, JET A OX 3 LGT Dusk–Dawn; ACTVT MIRL Rwy 06–24 and Rwy 12–30—CTAF.

AIRPORT REMARKS: Attended May–Oct 1400–0200Z‡, Nov–Apr 1400–0100Z‡. For 100LL fuel aft hr—575–973–0074. Sfc cond unmnt when unattd. CLSD to acr more than 30 pax seats exc 24 hr PPR—amgr. Rwy 12–30 not avbl for acr ops more than 30 pax seats.

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: NOTAM FILE ROW.

VOR unusable: 144°–155° byd 40 NM 278°–285° byd 40 NM 300°–313° byd 40 NM blo 6,500' 300°–313° byd 53 NM 314°–328° byd 40 NM blo 6,000' 314°–328° byd 47 NM 329°–356° byd 40 NM

CAPITAN NDB (MHW) 278° CEP N33°29.39' W105°24.26' 245° 6.5 NM to fld. 6562/10E. NOTAM FILE SRR. NDB unusable: Byd 25 NM blo 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 N33°27.71' W105°31.55'
RCO 122.25 (ALBUQUERQUE RADIO)

SANDIA AIRPARK ESTATES EAST (See EDGEWOOD on page 365)
NEW MEXICO

SANTA FE MUNI (SAF)(KSAF) P (ARNG) 9 SW UTC–7(–6DT) N35º37.03′ W106º05.37′

6349 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE SAF

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.
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
0.3% up E
RWY 10: REIL.
RWY 28: Road.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–6316 TORA–6316 ASDA–5221 LDA–5221
SERVICE: S6 FUEL 100LL, JET A1, A1+ OX 1, 2, 3, 4 LGT When ATCT clsd ACTVT MIRL Rwy 02–20, 15–33—CTAF 7 clicks; MIRL Rwy 02–20 preset low intst; incr intst—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


AIRPORT MANAGER: (505) 955-2901
WEATHER DATA SOURCES: ASOS (505) 474–3117
COMMUNICATIONS:
CTAF 119.5
ATIS 128.55
UNICOM 122.95
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.
AIRSPACE: CLASS D svc 1400–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION:
(L) (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)(KKSU) 3 E UTC–7(–6DT) N34º56.14′ W104º38.55´

4791 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 ints dusk–0500Z‡, to incr intst ACTVT—CTAF. After 0500Z‡ ACTVT—CTAF.
AIRPORT MANAGER: 575-472-9942
WEATHER DATA SOURCES: AWOS–3 118.1 (575) 472–9943.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION:
(1) (1) VORTAC 132.8 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.

ALBUQUERQUE H–4L, L–8I IAP

IAP

ALBUQUERQUE H–6F, L–15A
SANTA TERESA

DONA ANA CO INTL JETPORT  (DNA)(KDNA)  4 NW  UTC–7(–6DT)  N31º52.83´ W106º42.20´  EL PASO

H–4L L–6F

RWY 10–28: H9550X100 (ASPH–GRVD)  S–50, D–90

PCN 90 FA/X/T MIRL

RWY 10: REIL  PAP(P4L)—GA 3.0º TCH 43´.

RWY 28: REIL  PAP(P4L)—GA 3.0º TCH 45´. Rgt tfc.

SERVICE:  S4  FUEL  100LL, JET A1+  OK 1, 2, 3, 4  LGT ACTVT REIL

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


AIRPORT MANAGER:  575-589-1232

COMMUNICATIONS: CTAF/AUNICOM 122.725

RADIO AIDS TO NAVIGATION: NOTAM FILE ELP.

EL PASO  (H) (H) VORTACW 115.2  ELP  Chan 99  N31º48.95´ W106º16.91´ 0º 21.9 NM to fld. 4023/12E.

DME & TACAN AZIMUTH unusable:

260º–270º byd 30 NM blo 11,000´

270º–310º byd 30 NM blo 10,000´

VOR portion unusable:

310º–360º byd 25 NM blo 12,000´

COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks.

SHIPROCK AIRSTRIP  (5V5)  5 S  UTC–7(–6DT)  N36º41.86´ W108º42.06´  DENVER

H–4K L–8H

RWY 02–20: H5214X75 (ASPH)  S–11 PCN 3 F/D/Y/T MIRL  0.9% up S

RWY 02: PAPI(P2L)—GA 3.0º TCH 45´. Pole.

RWY 20: PAPI(P2L)—GA 3.0º TCH 44´.

SERVICE: LGT ACTVT MIRL Rwy 02–20—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 FMN.

RATTLESNAKE  (H) (H) VORTACW 115.3  RSK  Chan 100  N36º44.90´ W108º05.93´  250º 29.2 NM to fld. 5821/14E.

SIERRA BLANCA RGNL  (See RUIDOSO on page 380)
NEW MEXICO

SILVER CITY

GRANT CO (SVC)(KSVC) 10 SE UTC–7(–6DT) N32º38.19´ W108º09.38´

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 ACTVT MALS Rwy 26; REIL Rwy 08; 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

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:

SILVER CITY (L) (L) VOR/DME 110.8 SVC Chan 45 N32º38.26´ W108º09.66´ at fld. 5423/13E.

VOR unusable:

330º–355º byd 33 NM bll 13,500´

DME unusable:

330º–355º byd 33 NM bll 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´

ALBUQUERQUE

RWY 17–35: H5400X50 (ASPH) S–10 LIRL(NSTD)

RWY 17: REIL.

RWY 35: REIL. Brush.

SERVICE: LGT Lgd 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:

SILVER CITY (L) (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 bll 13,500´

DME unusable:

330º–355º byd 33 NM bll 13,500´
NEW MEXICO

SILVER CITY	N32°38.26′ W108°09.66′ NOTAM FILE SVC.
(L) (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 122.3 (ALBUQUERQUE RADIO)
RCO 122.1R 110.8T (ALBUQUERQUE RADIO)

SOCORRO MUNI (ONM)(KOMN) 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
MIRL 0.9% up NW
RWY 15: VASI(V2L)—GA 4.0′ TCH 25′. Thld dsplcd 186′.
RWY 33: PAPI(P2L)—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 MIRL Rwy 15–33 preset low intst; to incr intst and ACTVT VASI Rwy 15; PAPI Rwy 33; MIRL Rwy 06–24—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) (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°–179° 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 ACTVT MIRL Rwy 01–19—CTAF. MIRL Rwy 01–19 preset low intst; incr intst—CTAF.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Aces gate #2020. Arpt road rwy gates locked; for aces—prior to arr
AIRPORT MANAGER: 575-483-2321
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE RTN.
CIMARRON (H) (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′

SW, 14 JUL 2022 to 8 SEP 2022
NEW MEXICO

TAOS RGNL (SKX)(KSXX) 8 NW UTC–7(–6DT) N36º27.10´ W105º40.39´

7095  B  NOTAM FILE SKX

RWY 13–31: H8600X100 (CONC–GRVD) S–60 PCN 51 F/D/X/T MIRL
0.7% up NW

RWY 13: REIL. PAPI(P4L)–GA 3.0º TCH 37º.

RWY 31: REIL. PAPI(P4L)–GA 3.0º TCH 40º.

0.8% up NE

RWY 04: REIL. PAPI(P4L)–GA 3.0º TCH 40º.

RWY 22: PAPI(P4L)–GA 3.0º TCH 40º.

SERVICE: S2 FUEL 100LL, JET A1+ LGT ACTIVATE REIL Rwy 04, Rwy 13, Rwy 31; PAPI Rwy 04, Rwy 13, Rwy 22, Rwy 31; MIRL Rwy 04–22 and Rwy 13–31—CTAF.


AIRPORT MANAGER: 575-737-9790

WEATHER DATA SOURCES: AWOS–3PT 132.975 (575) 758–5663.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (ALBUQUERQUE RADIO)
RCO 122.1R 115.8T (ALBUQUERQUE RADIO)

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: NOTAM FILE SKX.

(T) VORTAC 115.8 TAS Chan 105 N36º36.53´ W105º54.38´ 117º 14.7 NM to fld. 7860/13E.

DME portion unusable:
020º–100º byd 30 NM blo 18,000´
260º–330º byd 30 NM blo 17,000´

TATUM (18T) 3 E UTC–7(–6DT) N33º15.65´ W103º16.71´

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.

TATUM (18T)

ALBUQUERQUE

L–6G

SW, 14 JUL 2022 to 8 SEP 2022
TRUTH OR CONSEQUENCES MUNI  (TCS/KTCS)  6 N  UTC-7/(-6DT)  N33°14.12’  W107°16.19’

4862  B  NOTAM FILE TCS

RWY 13–31: H7202X75 (ASPH)  S–410, D–59.5  PCN 15 F/C/X/T

MIRL  0.8% up NW

RWY 13: PAPI(P2L)—GA 3.0º TCH 40’. Brush.

RWY 31: PAPI(P2L)—GA 3.0º TCH 40’. Brush.

RWY 11–29: 6981X190 (GRVL)  0.9% up NW

RWY 11: Brush.

RWY 29: Fence.

RWY 01–19: 3302X130 (GRVL)

RWY 19: Road.

RWY 15–33: 3001X140 (GRVL)  0.6% up NW

RWY 15: Road.

RWY 33: Brush.

RWY 07–25: 2933X130 (GRVL)  0.7% up W

RWY 25: Brush.

SERVICE:  FUEL 100LL, JET A1+  LGT ACTIVATE MIRL Rwy 13–31—CTAF.

AIRPORT REMARKS: Attended 1500–2300Z‡. 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 120.675 (575) 894–2909.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALBUQUERQUE CENTER APP/DEP C122.2

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‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TCS.

(H) (H) VORTACW 112.7 TCS Chan 74 N33°16.95’ W107°16.83’ 156° 2.9 NM to fld. 4905/13E.
NEW MEXICO

TUCUMCARI MUNI (TCC/KTCC) 6 E UTC–7(–6DT)  N35º10.97’ W103º36.19’
4065  B  NOTAM FILE TCC  MON Airport
RWY 03–21: H7104X100 (ASPH)  S–25 PCN 10 F/C/Y/T  MIRL
RWY 03: Tree.
RWY 21: VASI(V4L)—GA 3.0º TCH 52’. Tree.
RWY 08–26: H4600X60 (ASPH)  S–12 PCN 6 F/D/Y/T  MIRL
0.6% up W
SERVICE: FUEL 100LL, JET A+ LGT ACTVT VASI Rwy 21; MIRL Rwy
03–21 and Rwy 08–26—CTAF.
AIRPORT REMARKS: Attended 1400–0000Z‡, except federal holidays. Fuel
avbl after hrs self serve with major credit card. Emergency contact:
575–461–2280 (Dispatch).
AIRPORT MANAGER: 575-461-3229
COMMUNICATIONS: CTAF/UNICOM
ALBUQUERQUE CENTER APP/DEP CON
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‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TCC.
(VH) (H) VORTACW 113.6  TCC Chan 83  N35º10.93’
W103º35.91’ at fld. 4035/12E.
VOR unusable:
125º–182º byd 40 NM
183º–193º byd 40 NM blo 20,000’
194º–227º byd 40 NM
228º–238º byd 40 NM blo 11,000’
228º–238º byd 46 NM
239º–249º byd 40 NM
250º–261º byd 40 NM blo 7,700’
250º–261º byd 46 NM blo 18,000’
262º–273º byd 40 NM
274º–284º byd 40 NM blo 18,000’
285º–355º byd 40 NM

VAUGHN MUNI (N17) 1 NE UTC–7(–6DT)  N34º36.27’ W105º11.51’
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.
1 mile south of rwy.
AIRPORT MANAGER: 575-584-2301
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Albuquerque ARTCC at 505-856-4861.
RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.
CORONA  (H) (H) VORTAC 115.5  CNX Chan 102  N34º22.02’ W105º40.68’
DME 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’

WHISKEY CREEK (See SILVER CITY on page 383)
ZUNI

**ANDREW OTHOLE MEML** (XNI)(KXNI)  4 W  UTC–7(–6DT)  N35°03.64´  W108°56.26´

6371  B  NOTAM FILE ABQ

RWY 06–24: H6000X75 (ASPH)  MIRL  1.3% up NE
  RWY 06: Trees.
  RWY 24: Trees.

**SERVICE:** LGT ACTVT MIRL Rwy 06–24—CTAF.

**AIRPORT REMARKS:** Unattended. Arpt ops estimated. Gate code: 5149 for both gates. Switches for ramp lights are on a post by the roadway.

**AIRPORT MANAGER:** 505-870-8533

**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) (H) VORTACW** 113.4  ZUN  Chan 81  N34°57.95´  W109°09.27´  048° 12.1 NM to fld. 6550/14E.

**TACAN AZIMUTH unusable:** 305º–335º byd 15 NM

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BLACK ROCK HELIPORT (NM1)  3 ENE  UTC–7(–6DT)  N35°05.10´  W108°47.30´

6454  NOTAM FILE ABQ

**HELIPORT REMARKS:** Unattended. Wind sock located across old runway from helipad. 45–to–50 ft trees located 135 ft east of the helipad; 65–to–70 ft trees located 150 ft west of helipad. Scattered +4 ft to 6 ft brush/trees located near entrance from old twy to helipad. Helipad H1 surface has loose material (rocks and debris).

**AIRPORT MANAGER:** 505-870-8533

**COMMUNICATIONS:** CTAF 122.9

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

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**ZUNI**  N34°57.95´  W109°09.27´  NOTAM FILE ABQ.

(H) (H) VORTACW 113.4  ZUN  Chan 81  048° 12.1 NM to Andrew Othole Meml. 6550/14E.

**TACAN AZIMUTH unusable:** 305º–335º byd 15 NM

**RCO** 122.05 (ALBUQUERQUE RADIO)
UTAH

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


COMMUNICATIONS: CTAF 122.9

BRYCE CANYON (H) (H) VORTACW

112.8  BCE  Chan 75  N37°41.35’ W112°18.23’  317º 36.9 NM to fld. 9039/15E.

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–2 127.75 (435) 678–2636.

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) (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) (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 414)
BONNEVILLE  N40°43.57’ W113°45.45’  NOTAM FILE CDC.  
(H) (H) VORTAC 112.3 BVL Chan 70  256° 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)  

BOUNTIFUL  
SKY PARK (BTF)(KBTF)  3 SW  UTC–7(–6DT)  N40°52.09’ W111°55.65’  
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) (H) VORTACW 116.8 TCH Chan 115  N40°51.02’  
W111°58.91’  051º 2.7 NM to fld. 4216/16E.  
VOR portion unusable:  
015º–030º byd 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
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)—GA 3.0º TCH 44’. Road.
    RWY 21: REIL. PAPI(P2L)—GA 3.0º TCH 44’.
SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 03 and Rwy 21; PAPI Rwy 03 and Rwy 21; MiRL Rwy 03–21—CTAF.
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) (H) VORTAC W 112.8 BCE Chan 75 N37º41.35’ W112º18.23’ 067º 7.6 NM to fld. 9039/15E.

BULLFROG BASIN (See GLEN CANYON NATL REC AREA on page 395)

BULLFROG BASIN N37º32.57’ W110º42.24’
RCO 122.4 (CEDAR CITY RADIO)

CAL BLACK MEML (See HALLS CROSSING on page 396)

CANYONLANDS RGNL (See MOAB on page 404)
CARBON CO RGNL/BUCK DAVIS FLD (See PRICE on page 408)

CECIL CITY RGNL (CDC/KCDC) 2 NW UTC–7 (–6DST) N37°42.06’ W113°05.93’
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/2D–142 PCN 21 F/C/X/T HIRL
RWY 02: REIL. PAPI(P4L)—GA 3.0º TCH 48’ . 0.4% up
RWY 20: MALS R. 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: S4 FUEL 100LL, JET A OX 3, 4 LGT ACTVT MALS Rwy 20,
REIL Rwy 02, Rwy 08 and Rwy 26, HIRL Rwy 02–20, MIRL Rwy
08–26–CTAF. PAPI Rwy 02 and Rwy 20, Rwy 08 op consly.

AIRPORT REMARKS:
Attended dalgt hrs. For after hrs svc call 435–586–4504. 100LL fuel avbl 24 hrs self–svc credit card system.
Unmon sfc conds 0200–1400Z‡ dly exc for sked acr. 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 435–586–2964 arpt manager 435–867–9408. General Aviation act not permitted on Air Carrier ramp. Rwy 08–26 and Twy B not avbl for acr act. 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 lndg; Rwy 08–26 clsd to heli run–on lndg; Twy A, N of Rwy 08–26 clsd to hel run–on lndg; Twy C clsd to hel run–on lndg; Rwy 02 left traffic pattern exc helicopters. Rwy 20 right traffic exc helicopters. NOTE: See Special Notices—Extensive Flight Training in vicinity of Cedar City Municipal Airport.

AIRPORT MANAGER: 435-867-9408

WEATHER DATA SOURCES: ASOS
119.025 (435) 867–0278.

COMMUNICATIONS: CTA/UNICOM
123.0
RCO 122.2 122.3 (CEDAR CITY RADIO)

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.

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’

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.

SALT LAKE CITY
H–30, L–9C, 11C

DELLE
N40º50.88’ W112º48.03’
RCD 122.5 (CEDAR CITY RADIO)

SW, 14 JUL 2022 to 8 SEP 2022
DELTA MUNI  (DTA)(KDTA)  3 NE  UTC–7(–6DT)  N39º22.97´ W112º30.13´

4760  B  NOTAM FILE CDC  MON Airport

RWY 17–35:  H6056X75 (ASPH)  S–16  MIRL.
RWY 17:  REIL. PAPI(P2L)—GA 3.0º TCH 48’. Road.
RWY 35:  REIL. PAPI(P2L)—GA 3.0º TCH 42’.

SERVICE:  FUEL  100LL, JET A  LGT

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)

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) (H) VORTAC  116.1  DTA  Chan 108  N39º18.14´ W112º30.33´  346º 4.8 NM to fld. 4604/16E.

VOR unusable:  045º–090º byd 25 NM blo 10,700´


DUCHESNE MUNI  (U69)  2 NE  UTC–7(–6DT)  N40º11.62´ W110º22.96´

5831  B  NOTAM FILE CDC

RWY 17–35:  H5800X60 (ASPH)  S–12.5  MIRL  0.6% 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:  3091X75 (DIRT)  0.7% 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.

AIRPORT REMARKS:  Attended on call, 100LL: fuel card avbl; 435–822–2222. 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) (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 403)

DUTCH JOHN  (33U)  1 SW  UTC–7(–6DT)  N40º55.07´ W109º23.44´

6561  NOTAM FILE CDC

RWY 11–29:  H6000X60 (ASPH)  S–12.5  0.3% up E
RWY 07–25:  4450X100 (TURF–DIRT)

AIRPORT REMARKS:  Unattended. Rwy 07–25 CLOSED indef. Deer and elk on and invof arpt. Limited snow plowing during winter 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 rwys 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) (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´
FAIRFIELD N40°16.49’ W111°56.43’ NOTAM FILE CDC. 
(H) (H) VORTAC W 116.6 FFU Chan 113 
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°–105° byd 20 NM blo 15,000‘
105°–142° byd 20 NM
105°–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‘
RCO 122.25 (CEDAR CITY RADIO)
FILLMORE MUNI (FOM) (KFOM) 2 W UTC–7(=6DT) N38°57.49’ W112°21.79’
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 30’. Road.
RWY 22: REIL. PAPI(P2L)—GA 3.0º TCH 35’. Road.

SERVICE: FUEL 100LL, JET A LGT ACTVT and incr intst REIL Rwy 04
and Rw 22; PAPI Rwy 04 and Rw 22; MIRL Rwy 04–22; twy
lghts—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
SALT LAKE CENTER APP/DEP CON 125.575

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

RADIO AIDS TO NAVIGATION:

DELTA (H) (H) VORTACW 116.1 DTA Chan 108 N39°18.14’
W112°30.33’ 146º 21.7 NM to fld. 4604/16E.

VOR unusable: 045º–090º byd 25 NM blo 10,700’

FRANCIS PEAK N41°01.98’ W111°50.31’
RCO 122.2 (CEDAR CITY RADIO)

GENERAL DICK STOUT FLD (See HURRICANE on page 399)

GLEN CANYON NATL REC AREA

BULLFROG BASIN (U07) 5 N UTC–7(=6DT) N37°32.75’ W110°42.79’
NOTAM FILE CDC

RWY 01–19: H3500X40 (ASPH) S–12.5 LIRL
RWY 01: Hill.
RWY 19: Hill.

SERVICE: LGT For National Park Service use only.

AIRPORT REMARKS: Unattended. Both ends of rwy higher than center. Hill
800’ SW of S end of rwy. Rwy 01–19 std vis markings, no dsplcd thld
marked. NSTD line widths on centerline, numbers and dsplcd thld.
National Park Service acft frequently use NSTD tfc pattern
monitor—CTAF.

AIRPORT MANAGER: 928-608-6401
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (CEDAR CITY RADIO)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Denver
ARTCC at 303-651-4257.

RADIO AIDS TO NAVIGATION:

BRYCE CANYON (H) (H) VORTACW 112.8 BCE Chan 75 N37°41.35’
W112°18.23’ 081º 76.3 NM to fld. 9039/15E.

COMM/NAV/WEATHER REMARKS: UNICOM monitored 1400–0200Z†.

SW, 14 JUL 2022 to 8 SEP 2022
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 2.75º TCH 40′.
RWY 31: REIL, PAPI(P2L)—GA 2.75º 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.
VOR unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
TACAN AZIMUTH unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
DME unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º 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: REIL, PAPI(P2L)—GA 3.0º TCH 45′. Hill.
RWY 19: REIL, PAPI(P2L)—GA 3.0º TCH 34′.
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 01 and 19; PAPI Rwy 01 and 19; MIRL Rwy 01–19—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.
VOR/DME unusable: 105º–230º byd 30 NM blo 11,000′
230º–245º byd 30 NM blo 12,000′
HANKSVILLE (H) (H) VORTACW 115.9 HVE Chan 106 N38°25.01′ W110°41.98′ 019º 39.5 NM to fld. 4431/15E.
VOR unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
TACAN AZIMUTH unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
DME unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º 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: REIL, PAPI(P2L)—GA 3.0º TCH 45′. Hill.
RWY 19: REIL, PAPI(P2L)—GA 3.0º TCH 34′.
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 01 and 19; PAPI Rwy 01 and 19; MIRL Rwy 01–19—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.
VOR/DME unusable: 105º–230º byd 30 NM blo 11,000′
230º–245º byd 30 NM blo 12,000′
HANKSVILLE (H) (H) VORTACW 115.9 HVE Chan 106 N38°25.01′ W110°41.98′ 019º 39.5 NM to fld. 4431/15E.
VOR unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
TACAN AZIMUTH unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
DME unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
HANKSVILLE (H) (H) VORTACW 115.9 HVE Chan 106 N38°25.01′ W110°41.98′ 019º 39.5 NM to fld. 4431/15E.
VOR unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
TACAN AZIMUTH unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
DME unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
HANKSVILLE (H) (H) VORTACW 115.9 HVE Chan 106 N38°25.01′ W110°41.98′ 019º 39.5 NM to fld. 4431/15E.
VOR unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
TACAN AZIMUTH unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
DME unusable: 030º–060º byd 25 NM blo 7,500′
160º–180º byd 15 NM blo 9,500′
HEBER VALLEY (HCR/KHCR) 1 S UTC–7(–6DT) 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 OK 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
invol 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
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(–6DT) 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 FUEL JET A++ OK 1, 2 LGT Rwy 14 2400 ft sys. Rwy 32 NSTD 1460 ft. Tallest lgt 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 fm twr. JASU 4(MA–1A) 7(A/M32A–B6) 5(A/M32A–60)
FLUID SP PRESAIR LHOX LOX De–Ice
OIL 0–128–133–148–156; JOAP–4 hr PN rqr DSN 777–1861. TRAN ALERT Opr 1500–0300Z† Mon–Sat; 1600–0000Z†
Sat–Sun; clsd fed hol. Afld clsd to tran 0300–0700Z† dly Mon–Sat; clsd fed hol. De–icing avbl.
NOISE: Strict adherence to NS ABTMT rqr. Tran acft rstd to straight–in full stop only on weekends, hol, and on weekdays
between 0000–1500Z† 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 run offloads na. PPR all acft—Base AMOPS D777–1861/C801–777–1861. Lifeguard/Medevac/SAR/Msn essential actv—AMOPS DSN 777–1861/C801–777–1861 fax ext 2221 ASAP prior to arr to ensure coord. VIP acft ctc PTD 30 min prior to ETA with firm block time. Tnst with unexpended live ordinance w/o prior coord. CAUTION Prcht ops E of Ogden Arpt 4 mi N of HIF 1 mi E of final. Hvy tfc on apch and dep; exp turb apch and ldg Rwy 14 durg med–hi sfc winds; wind velocity may vary from apch to dep 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. TFC PAT TPA—Rectangular 6300(1511), overhead 6800(2011), maint 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. CSTMS/IMG CSTMS/IMG avbl to ACC and AMC flt. See FCG KHIF entry. MISG First 2800 ft Rwy 14 and first 1500 ft Rwy 32 grooved conc; mid 9200 ft grooved asph. Wx mnt by AN/FMQ–19 ASOS. Utah Test and Training Range OPS see CLOVER CONTROL. Obsn/forecast avbl Mon 1200Z‡–Fri 2300Z‡, clsd weekends. ctc Hill AFB wx DSN 777–2018. Wx flt DSN 777–2081 C801–777–2018. Wx flt clsd sby via comd post DSN 777–3007/C801–777–3007; wx flt unavbl–25 OWS Davis Monthan AFB DSN 228–6598/6599/6588, C520–228–6598/6599/6588.

AIRPORT MANAGER: 801-777-1861

COMMUNICATIONS: ATIS 134.925 397.9 PTD 139.3 372.2

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 COMD POST (ACC–RAYMOND 23, others CONVOY.) 381.3 PMSV METRO 342.3 Cell and vis are freq lower on N end of the rwy and E–SE along mtns. Due to obstg trrn PMSV unusbl byd 20 NM blw 20,000 ft and fm 100—150 degs byd 25 NM blw 15,000 ft; man obs ltd fm 120—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:

OGDEN (H) VORTACW 115.7 OGD Chan 104 N41º13.45´ W112º05.89´ 123º 8.3 NM to fld. 4225/14E. VOR unusable:

030º–070º byd 25 NM blw 17,000’

070º–130º byd 15 NM

355º–030º byd 15 NM

TACAN AZIMUTH unusable:

255º–280º byd 30 NM blw 11,000’

355º–130º byd 15 NM

DME unusable:

255º–280º byd 30 NM blw 11,000’

355º–130º byd 15 NM

(L) TACAN Chan 49 HIF (111.2) N41º07.23´ W111º57.82´ at fld. 4805/14E. NOTAM FILE HIF.

TACAN AZIMUTH unusable:

001º–140º byd 10 NM

335º–360º byd 22 NM

DME unusable:

001º–140º byd 10 NM

335º–360º byd 22 NM

ILS 109.9 1-HIF Rwy 14. Class ID.
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 dispd 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
RADIO AIDS TO NAVIGATION: NOTAM FILE PUC.
  CARBON (H) (H) VORW/DME 115.5  PUC  Chan 102  N39°36′.19″  W110°45′.21″  194° 16.4 NM to fld. 5830/14E.
  VOR portion unusable:
    275°–300°  byd 25 NM blo 12,000′
    300°–330°  byd 25 NM blo 13,500′
    330°–010°  byd 25 NM blo 17,300′
  DME portion unusable:
    275°–010°  byd 27 NM blo 17,300′
    275°–010°  byd 35 NM
  VOR/DME unusable:
    010°–070°  byd 25 NM blo 14,000′
    200°–275°  byd 27 NM blo 13,000′
COMM/NAV/WEATHER REMARKS: Local wx avbl on CTAF 122.8, 3 clicks.

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.
  ST GEORGE (T) (T) VORW/DME 108.6  UTI  Chan 23  N37°01′.06″  W113°31′.07″  042° 12.5 NM to fld. 2848/12E.
  DME unusable:
    125°–175°  byd 15 NM blo 10,000′
  VOR unusable:
    140°–270°
JUNCTION (U13) 1 N UTC–7(–6DT) N38º15.00´ W112º13.53´
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) (H) VORTACW 112.8 BCE Chan 75 N37º41.35´ W112º18.23´ 351º 33.8 NM to fld. 9039/15E.

KANAB MUNI (KNB)(KKNB) 2 S UTC–7(–6DT) N37º00.63´ W112º31.89´
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. PAPI(P2L)—GA 3.0º TCH 40´.
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 01; MIRL Rwy 01–19—CTAF. PAPI Rwy 01 opr consly.
AIRPORT REMARKS: Attended continuously. Fuel svc avbl 24/7.
AIRPORT MANAGER: 435-644-2299
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) (H) VORTACW 112.8 BCE Chan 75 N37º41.35´ W112º18.23´ 180º 42.1 NM to fld. 9039/15E.

LOA WAYNE WONDERLAND (38U) 3 SE UTC–7(–6DT) N38º21.77´ W111º35.76´
7029 B NOTAM FILE CDC
RWY 13–31: H5693X75 (ASPH) S–16 MIRL
SERVICE: FUEL 100LL LGT ACTVT MIRL Rwy 13–31—CTAF.
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) (H) VORTACW 115.9 HVE Chan 106 N38º25.01´ W110º41.98´ 251º 42.4 NM to fld. 4431/15E.
VOR unusable:
030º–060º byd 25 NM blo 7,500´
160º–180º byd 15 NM blo 9,500´
TACAN AZIMUTH unusable:
030º–060º byd 25 NM blo 7,500´
160º–180º byd 15 NM blo 9,500´
DME unusable:
030º–060º byd 25 NM blo 7,500´
160º–180º byd 15 NM blo 9,500´
LOGAN–CACHE (LGU)(KLGU) 3 NW UTC–7(–6DT) N41º47.51´ W111º51.10´

SALT LAKE CITY H–3D, L–11D

B Class IV, ARFF Index A NOTAM FILE LGU

RWY 17–35: H9020X100 (ASPH) S–24, D–179 PCN 55 F/D/X/T HIRL

RWY 17: MALSR, PAPI(P2L)—GA 3.0º TCH 45˚. 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–9020 TODA–9020 ASDA–9020 LDA–9020

RWY 28: TORA–4075 TODA–4075

RWY 35: TORA–9020 TODA–9020 ASDA–9020 LDA–9020

SERVICE: 54 FUEL 100LL, JET A OK 1, 2 LGT ACTVT MALSR Rwy 17; REIL Rwy 35; PAPI Rwy 17 and Rwy 35; HIRL Rwy 17–35—CTAF.


AIRPORT MANAGER: (435) 752-8111

WEATHER DATA SOURCES: ASOS 135.275 (435) 752–6941.

COMMUNICATIONS: CTAF/UNICOM 122.8 FRANCIS PEAK RCO 122.2. (CEDAR CITY RADIO)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.

BRIGHTON H H VOR/DME 112.9 LHO Chan 76 N41º47.57´ W112º00.59´ 076º 7.1 NM to fld. 5354/14E.

VOR 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´

DME unusable:

010º–045º byd 20 NM blo 15,000´
045º–070º byd 20 NM blo 16,000´
070º–125º byd 20 NM blo 16,000´
125º–155º byd 15 NM
155º–245º byd 15 NM
245º–320º byd 20 NM blo 15,000´

ILS/DME 109.15 I–LGU Chan 28(Y) Rwy 17. Class IE. LOC unusable byd 120º left of course. ILS is unmonitored.

LUCIN N41º21.78´ W113º50.44´ NOTAM FILE CDC.

SALT LAKE CITY H–3D, L–11C

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)

SW, 14 JUL 2022 to 8 SEP 2022
MANILA (40U)  2 E  UTC–7(–6DT)  N40°59.18’ W109°40.71’
6179  B  NOTAM FILE CDC
RWY 07–25: H5305X60 (ASPH)  S–26  MIRL  1.2% up W
RWY 07: Hill.
SERVICE: LGT ACTVT MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Unattended. Some plowing during winter months, call ahead. Drainage ditches run parallel to rwy. 80° each side of centerline.
AIRPORT MANAGER: 435-784-3218
WEATHER DATA SOURCES: AWOS–3PT 119.250 (435) 784–3123.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE VEL.
VERNAL (L) (L) VOR/DME 108.2  VEL  Chan 19  N40°22.73’
W109°29.60’  332° 37.4 NM to fld. 5339/15E.
VOR unusable:
220°–260° byd 23 NM blo 15,000’
DME unusable:
070°–080° byd 30 NM blo 12,000’
200°–260° byd 15 NM blo 17,000’

MANTI–EPHRAIM (41U)  4 NE  UTC–7(–6DT)  N39°19.89’ W111°36.76’
5516  B  NOTAM FILE CDC
RWY 03–21: H5021X75 (ASPH–GRVD)  S–24  MIRL  0.8% up NE
SERVICE: S2  FUEL  100LL, JET A  LGT ACTIVATE MIRL Rwy 03–21
and PAPI Rwy 03 and Rwy 21 and REIL Rwy 03 and Rwy 21—CTAF.
AIRPORT REMARKS: Unattended. Fuel 100LL Jet A avbl 24 hr, self svc, credit card.
AIRPORT MANAGER: 435-283-4631
WEATHER DATA SOURCES: AWOS–3PT 120.025 (435) 283–4624.
COMMUNICATIONS: CTAF/UNICOM 122.8
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 HVE.
HANKSVILLE (H) (H) VORTAC/W 115.9  HVE  Chan 106  N38°25.01’
W110°41.98’  307° 69.5 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’
MICHAEL AAF (DUGWAY PROVING GROUND) (DPG)(KDPG) A 9 W UTC–7(–6DT) N40°11.84’
W112°56.10’
4350 B TPA—See Remarks NOTAM FILE CDC Not insp.

RWY 12–30: H1099X150 (ASPH–GRVD) PCN 73 R/BW/T HIRL
RWY 12: PAPI(P4R)—GA 3.0º TCH 88’. Thld dsplcd 1000’.
RWY 30: PAPI(P4R)—GA 3.0º TCH 85’. Thld dsplcd 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’


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.

MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF)(KMLF) 2 N UTC–7(–6DT) N38°25.60’
W113°00.80’
3042 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.

AIRPORT MANAGER: (435) 463-9565
WEATHER DATA SOURCES: ASOS 135.025 (435) 387–5201.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLF.

(H) VORTAC 112.1 MLF Chan 58 N38°21.62’
W113°00.79’ 344º 4.0 NM to fld. 4980/16E.
moderate to heavy roughness over mountain ridges 072 radial at 10 nm

VOR portion unusable:
010º–030º byd 35 NM blo 10,400’
030º–040º byd 26 NM blo 10,800’
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 34 NM bld 11,900’
275º–305º byd 25 NM bld 11,200’
300º–320º byd 30 NM bld 9,300’

TACAN AZIMUTH & DME portion unusable:
010º–030º byd 20 NM bld 15,000’
030º–055º byd 20 NM
055º–065º byd 10 NM
065º–080º byd 10 NM bld 14,000’
065º–080º byd 22 NM
080º–115º byd 10 NM
115º–125º byd 20 NM
225º–240º byd 20 NM bld 16,000’
240º–270º byd 15 NM bld 16,000’
270º–305º byd 20 NM bld 16,000’
305º–320º byd 20 NM bld 12,000’

SALT LAKE CITY N–30, L–9C, 11C
DIAP, AD

SW, 14 JUL 2022 to 8 SEP 2022
MOAB
CANYONLANDS RGNL (CNY)(KCNY) 15 NW UTC–7(–6DT) N38º45.46´ W109º45.21´
4579 B Class I, ARFF Index A  NOTAM FILE CNY
RWY 03–21: H7361X100 (ASPH–GRVD) D–85 PCN 30 F/C/X/T MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.45º TCH 40´.
P–line. Rgt tfc.
RWY 15–33: 2121X60 (GRVL) 0.7% up NW
RUNWAY DECLARED DISTANCE INFORMATION
SERVICE: S2 FUEL 100LL, JET A OX 1, 2 LGT ACTVT REIL Rwy 03
and 21; PAPI Rwy 03 and 31; MIRL Rwy 03–21—CTAF. PAPI Rwy
03 and 21 on consly durg dalgt hrs; SS–SR ACTVT CTAF.
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)
RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.
MOAB (T) (T) VOR/DME 109.8 OAB Chan 35 N38º45.37´ W109º44.96´ at flld. 4542/10E.
VOR unusable:
280º–292º blo 6,700´
280º–295º byd 10 NM
DME unusable:
035º–050º byd 15 NM blo 9,000´
180º–190º byd 15 NM blo 10,000´
MONTICELLO (U64) 3 N UTC–7(–6DT) N37º55.95´ W109º20.47´
6970 B NOTAM FILE CDC
RWY 16–34: H5998X75 (ASPH) S–12.5 MIRL 0.3% up N
RWY 16: REIL. PAPI(P2L)—GA 3.0º TCH 42´.
RWY 34: REIL. PAPI(P2L)—GA 3.0º 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 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) (H) VORTACW 114.6 DVC Chan 93 N37º48.52´ W108º55.88´ 277º 20.8 NM to flld. 6990/14E.
MORGAN CO (42U)  8 NW  UTC–7(–6DT)  N41°08.92’ W111°46.03’
5020  TPA—6000(980) NOTAM FILE CDC
RWY 03–21: H3904X50 (ASPH)  2.0% up NE
RWY 03: Thld dsplcd 212’. Road.
AIRPORT REMARKS: Unattended. Deer and moose inv of arpt. Trees, fences
and hangs 125 ft cmntrn both sides Rwy 03–21. Itnrt tfc use east
apn tie downs.
AIRPORT MANAGER: 801-821-6619
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake City Apch at
801-325-9670.
RADIO AIDS TO NAVIGATION: NOTAM FILE OGD.
OGDEN (H) (H) VORTACW 115.7  OGD Chan 104  N41°13.45’
W112°05.89’  093º 15.7 NM to fld. 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

MYTON  N40°08.95’ W110°07.62’ NOTAM FILE CDC.
(R) (H) VOR/DME 112.7  MTU Chan 74  269º 12.1 NM to Duchesne Muni. 5401/14E.
RCO 122.1R 112.7T (CEDAR CITY RADIO)

NAPHI MUNI (U14)  3 NW  UTC–7(–6DT)  N39°44.20’ W111°52.20’
5022  B  NOTAM FILE CDC
RWY 17–35: H5300X100 (ASPH)  S–21, D–30  MIRL  0.6% up S
RWY 17: REIL: PAPI(P2L)—GA 3.0º TCH 40˚.
RWY 35: REIL: PAPI(P2L)—GA 3.0º TCH 40˚.
SERVICE: FUEL 100LL, JET A  LOT ACTIVATE MIRL, PAPI, REIL Rwy
17–35—CTAF.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs, self svc credit card
system. Glider opr on invof arpt Apr–Nov 1700–SS.
AIRPORT MANAGER: 435-610-1057
COMMUNICATIONS: CTAF/UNICOM 123.075
SALT LAKE CENTER APP/DEP CON 127.825
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.
RADIO AIDS TO NAVIGATION: NOTAM FILE PVU.
PROVO (T) (T) VOR/DME 108.4  PVU Chan 21  N40°12.90’
W111°43.28’  179º 29.5 NM to fld. 4493/15E.
VOR/DME unusable:
350º–080º byd 10 NM
OGDEN–HINCKLEY (OGD)(KOGD) 3 SW UTC–7(–6DT) N41º11.70’ W112º00.73’

4473 B TPA—See Remarks. Class I, ARFF Index B NOTAM FILE OGD
Rwy 03–21: H8107X150 (ASPH–GRVD) S–85, D–150, 2S–152 HIIRL
Rwy 03: MALs. PAPI(P4L)–GA 3.0º TCH 56’. Trees. 0.8% down.
Rwy 21: PAPI(P4L)–GA 3.0º TCH 50’. Thld dsplcd 854’. Pole. Rgt tcf 0.8% up.
Rwy 17–35: H5195X100 (ASPH–GRVD) S–80, D–140
PCN 63 F/A/X/T MIRL
Rwy 17: REIL. PAPI(P4L)–GA 3.0º TCH 50’. Road. Rgt tcf.
Rwy 35: REIL. PAPI(P4L)–GA 3.0º TCH 50’. Sign.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST
Rwy 21 17–35 4600

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 03: TORA–8103 TODA–8103 ASDA–7252 LDA–7252
Rwy 17: TORA–5195 TODA–5195 ASDA–5195 LDA–5195
Rwy 21: TORA–8103 TODA–8103 ASDA–8103 LDA–7252
Rwy 35: TORA–5195 TODA–5195 ASDA–5195 LDA–5195

SERVICE: S4 FUEL 100, JET A1+ OX 1, 2 LGT When ATCT CLSD
ACTVT MALS RWY 03; REIL RWY 17 and 35; PAPI RWY 03 and 21, 17 and 35; HIIRL RWY 03–21; MIRL RWY 17–35; TWY LGTS—CTAF.

AIRPORT REMARKS: Attended continuously. Parachute jumping on NE portion of arpt east of Twy A. No multiple apchs. No practice apchs–full stop ldgs only from 0500–1400Z‡. Heavy volume of mil act flying over Ogden Arpt at 5700’–6300’ MSL enroute to Hill AFB. CLSD to ACFT OPS with more than 30 PAX seats, EXC PPR; minimum 1 HR PN–call AMGR 801–629–8223/336–7459/710–3706. No snow removal after twr closes. Arpt sfc cond unmonitored 0300–1400Z‡. TPA—5200(727) rqr due to interfacing tcf from Hill AFB.

AIRPORT MANAGER: (801) 629-8100

WEATHER DATA SOURCES: ASOS (801) 622–5600
COMMUNICATIONS: CTAF 118.7 ATIS 125.55 UNICOM 122.95
RCO 122.45 (CEDAR CITY RADIO)
\(\) SALT LAKE CITY APP/DEP CON 121.1
TOWER 118.7 (1400–0300Z‡) GND CON 121.7
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Apch at 801-325-9670.

AIRSPACE: CLASS D svc 1400–0300Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OGD.

(H) (H) VORTACW 115.7 OGD Chan 104 N41º13.45’ W112º05.89’ 100º 4.3 NM to fld. 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

ILS/DME 111.7 I–OGD Chan 54 Rwy 03. Class IT. ILS/DME unmonitored when ATCT clsd. DME unusable byd 25º right of course.

COMM/NAV/WEATHER REMARKS: Emerg freq 121.5 not avbl at twr.
PANGUITCH MUNI  (U55)  3 NE  UTC–7(–6DT)  N37º50.71´ W112º23.52´
6763  B  NOTAM FILE CDC
RWY 18–36: H5700 X75 (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
\(\text{\textcopyright}\) 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) (H) VORTACW 112.8 BCE Chan 75 N37º41.35´ W112º18.23´ 321º 10.2 NM to fld. 9039/15E.

PAROWAN  (1L9)  1 NE  UTC–7(–6DT)  N37º51.58´ W112º48.95´
5930  B  NOTAM FILE CDC
RWY 04–22: H5000 X75 (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 0X1, 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, 14 JUL 2022 to 8 SEP 2022
PRICE

CARBON CO RGNL/BUCK DAVIS FLD  (PUC)(KPUC)  3 E UTC–7(–6DT)  N39°36.83´ W110°45.10´

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. PAP(P4L)—GA 3.0º TCH 52´. 1.7% up.
RWY 19: REIL. PAP(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. PAP(P2L)—GA 3.0º TCH 37´. Thld dspclcd 128´.
RWY 26: REIL. PAP(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 April–Oct 1500–0100Z‡ Mon–Sun, Nov–Mar 1500–0000Z‡ Mon–Sat. 24 hr self svc fuel avbl with credit card. Lndg fee, more than 25K lbs $200 ramp fee.

AIRPORT MANAGER: 435-637-9556

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (CEDAR CITY RADIO)
SALT LAKE CENTER APP/DEP CON 133.9

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) (H) VOR/DME 115.5  PUC  Chan 102  N39°36.19´ W110°45.21´ at fld. 5830/14E.

VOR portion unusable:
275°–300° byd 25 NM blo 12,000´
300°–330° byd 25 NM blo 13,500´
330°–010° byd 25 NM blo 17,300´

DME portion unusable:
275°–010° byd 27 NM blo 17,300´
275°–010° byd 35 NM

VOR/DME unusable:
010°–070° byd 25 NM blo 14,000´
200°–275° byd 27 NM blo 13,000´

PROVO MUNI (PVU/KPVU) 2 SW UTC–7(–6DT) N40º13.15’ W111º43.40’ 4497  B TPA—See Remarks  Class I, ARFF Index B  NOTAM FILE PVU

  RWY 13: REIL. PAPI(P4L)—GA 3.0º TCH 50’. Rgt tfc.
  RWY 31: PAPI(P2L)—GA 3.0º TCH 46’.

RWY 18–36: H6628X150 (ASPH) S–50, D–70, 2S–89, 2D–140  MIRL
  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 TDOA–6614 ASDA–6614 LDA–6614
  RWY 31: TORA–8599 TDOA–8599 ASDA–8599 LDA–8599
  RWY 36: TORA–8599 TDOA–8599 ASDA–8599 LDA–8599

SERVICE:  S4  FUEL 100, JET A


AIRPORT MANAGER:  801-852-6720

WEATHER DATA SOURCES: AWOS–3PT 135.175 (801) 373–9782. LAWRS.

COMMUNICATIONS: CTAF 135.175
RCO 122.6 (CEDAR CITY RADIO)

SALT LAKE CITY  H–3D, L–9C, 11D
IAP, AD

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+

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: CTAF/UNICOM 122.8
RCO 122.5 (CEDAR CITY RADIO)

RICHFIELD MUNI  H–3D, L–9C
IAP

DELTA  (H) (H) VORTACW 116.1 DTA Chan 108 N39º18.14’
W111º30.33’ 135º 38.9 NM to fld. 4604/16E.

VOR unusable:
045º–090º byd 25 NM blo 10,700’

SW, 14 JUL 2022 to 8 SEP 2022
UTAH

ROOSEVELT MUNI (74V) 3 SW UTC–7(–6DT) N40°16.70’ W110°03.08’
5176 B NOTAM FILE CDC
RWY 07–25: H6501X75 (ASPH) S–30, D–60 PCN 15 F/C/X/T MIRL 1.0% up W
RWY 07: REIL. PAP(P4L)—GA 3.0° TCH 40°.
RWY 25: REIL. PAP(P4L)—GA 3.0° 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 REMARKS: Unattended. 100LL: avbl H24 with credit card.
AIRPORT MANAGER: 435-722-5001
WEATHER DATA SOURCES: AWOS–3P 118.975 (435) 722–4201.
COMMUNICATIONS: CTAF/UNICOM 122.8
MYTON RCO 122.1R 112.7T (CEDAR CITY RADIO)
SALT LAKE CENTER APP/DEP CON 135.775
RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.
MYTON (H) (H) VOR/DME 122.7 MTU Chan 74 N40°08.95’ W110°07.62’ 010° 8.5 NM to fld. 5401/14E.

ST GEORGE RGNL (SGU) (KSGU) 5 SE UTC–7(–6DT) N37°02.18’ W113°30.62’
2884 B Class I, ARFF Index B NOTAM FILE SGU
RWY 01–19: H9300X150 (ASPH–GRVD) S–75, D–150 HIRL
RWY 01: REIL. PAP(P4L)—GA 3.0° TCH 50°.
RWY 19: MALSRL. PAP(P4L)—GA 3.1° TCH 55°.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–9300 TODA–9300 ASDA–9300 LDA–9300
SERVICE: S4 FUEL 100LL, JET A OX2 LGT ACTVT MALSRL Rwy 19;
REIL Rwy 01; HIRL Rwy 01–19—CTAF. PAPI Rwy 01 and 19 opr continuously.
AIRPORT REMARKS: Attended 1300–0700Z‡. PPR for ldg acft over 150,000 lbs ctc arpt manager. Ldg fee acft 12,500 lb+. Cold temperature airport. Altitude correction required at or below –6C. Calm wind Rwy 19.
AIRPORT MANAGER: (435) 627-4085
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (CEDAR CITY RADIO)
LA 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) (T) VOR/DME 108.6 UTI Chan 23 N37°01.06’ W113°31.07’ 006° 1.2 NM to fld. 2848/12E.
DME unusable: 125º–175º byd 15 NM blo 10,000’
VOR unusable: 140º–270º
ILS/DME 110.9 I–SGU Chan 46 Rwy 19. LOC unusual wi 0.7 NM fm thld. ILS monitored by zla soc 24–hrs daily.

SALT LAKE CITY

IAP

H–3E, L–9D, 11D

IAP

H–4J, L–9C

LAS VEGAS

SW, 14 JUL 2022 to 8 SEP 2022
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) (H) VORTACW 116.1 DTA Chan 108 N39º18.14´ W112º30.33´ 102º 35.2 NM to fld. 4604/16E.
VOR unusable: 045º–090º byd 25 NM blo 10,700´

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 Thld dspicd 324´. 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: S4 FUEL 100LL, JET A+ OX 1, 2, 3, 4 MILITARY—JASU (MD–3M) (MA–1A) (M32A–60A) FUEL A++ FLUID
LPPOX OIL 0–148(Mil)
AIRPORT REMARKS: Attended continuously. Flocks of birds on and invof arpt. Rwy 14–32 CLOSED blw 1200´ RVR. Due to tfc volume, lcl dep and arr ops are discouraged and delays can be expd btr 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. Twy K rstrd to acft with wingspan less than 171 ft. Special VFR is not recommended at the arpt, if req, exp delays. Use caution for evtx 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 (ADCUS) avbl.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 801-575-2244
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 41º latitude blo 8000’) 121.1 (North of 41º latitude blo 8000’) 128.6 (110º–160º TCH abv 8,000’) 124.9 (300º–340º abv 8000’) 128.1 (160º–250º abv 8000’) 135.5 (340º–110º abv 8000’) 125.7 126.25

SALT LAKE CITY DEP CON 120.9 (South of 41º latitude blo 8000’) 121.1 (North of 41º latitude blo 8000’) 128.6 (110º–160º TCH abv 8,000’) 126.25 (250º–300º abv 8000’) 128.1 (160º–250º abv 8000’) 135.5 (340º–110º 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 WASHINGTON (H) VORTACW 116.8 TCH Chan 115 N40°51.02’ W111°58.91’ 161º 3.7 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 byd 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’
ILS/DME 111.9 I–UAT Chan 56 Rwy 16R. Class IIIE. DME also serves ILS Rwy 34L.
ILS/DME 111.5 I–UUM Chan 52 Rwy 17. Class IIIE. DME also serves ILS Rwy 17.
ILS/DME 111.8 I–UUK Chan 56 Rwy 34L. Class IIIE. DME also serves ILS Rwy 34R.
ILS/DME 109.5 I–SLC Chan 32 Rwy 34L. 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.

SW, 14 JUL 2022 to 8 SEP 2022
SOUTH VALLEY RGNL (U42) P (ARNG) 7 SW UTC–7(–6DT) N40°37.17’ W111°59.57’

NOTAM FILE CDC

RWY 16–34: H5862X100 (ASPH) S–30, D–43 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 43’. Rgt tfc.

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

SERVICE: S4 FUEL 100LL, JET A OK 1, 4 LGT ACTVT REIL Rwy 16 and 34; MIRL Rwy 16–34—CTAF. PAPI Rwy 16 and 34 on consly.

AIRPORT REMARKS: Attended 1400–0400Z‡. Mil hel tfc and birds on and invof arpt. CTN: paragliding ops invof point of mt. Rwy 34 road 686 ft fm thr.

AIRPORT MANAGER: (801) 556-4082


COMMUNICATIONS: CTAF/UNICOM 122.7

SALT LAKE CITY APP/DEP CON 120.9

CLNC DEL 127.0

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake City Apch at 801-325-9670.

RADIO AIDS TO NAVIGATION: NOTAM FILE SLC.

WASATCH (H) (H) VORTACW 116.8 TCH Chan 115 N40°51.02’ W111°58.91’ 166º 13.8 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–105º 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

SKYPARK (See BOUNTIFUL on page 390)

SOUTH VALLEY RGNL (See SALT LAKE CITY on page 413)
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)(KSPK)  2 N  UTC–7(–6DT)  N40°08.70’  
W111°40.06’

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. PAP(P4L)—GA 3.0º TCH 40’. 
   RWY 30: REIL. PAP(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. 

NOISE: Noise abatement procedures in effect. Call arpt manager  
   801–798–9888. 

AIRPORT REMARKS:  Attended Mon–Fri 1600–0000Z‡. Self svc 100LL avbl 
   24 hrs with credit card. For Jet A fuel call 801–798–9888. Deer on 
   and invof arpt. Dec–Feb expect up to 24 hrs after storm before rwy 
   plowing. Residual snow and ice on rwy after plowing. For status call 
   801–798–9888/9. Hel arr Rwy 30 must ctc arpt prior to arr for tfe 
   Altitude correction required at or below –21C. TPA—5530(1000) for 
   fixed wing acft, 5030(500) for rotary wing acft. 

AIRPORT MANAGER:  801-420-8888 

WEATHER DATA SOURCES:  AWOS–3PT 119.275 (801) 804–5801. 

COMMUNICATIONS: CTAF 122.9 

SALT LAKE CITY APP/DEP CON 118.85 

CLEARANCE DELIVERY PHONE:  For CD ctc Salt Lake City Apch at 801-325-9670. 

RADIO AIDS TO NAVIGATION:  NOTAM FILE PVU. 

PROVO  (T) (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 

TOOELE VALLEY (TVY)(KTVY)  5 NW  UTC–7(6DT)  N40°36.75’ W112°21.05’  

4322  B  NOTAM FILE CDC 

RWY 17–35: H6100X100 (ASPH)  S–30, D–43  MIRL  0.8% up S 
   RWY 17: MALSR. PAPI(P4R)—GA 3.0º TCH 55’. 
   RWY 35: REIL. PAP(P4L)—GA 3.0º TCH 45’. Thld dsplcd 50’. 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, MALSR Rwy 
   17, REIL Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF. 

AIRPORT REMARKS:  Unattended. Parachute Jumping. Extensive flight training 
   invof arpt. 

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 Apch at 801-325-9670/9671/9672.

RADIO AIDS TO NAVIGATION: NOTAM FILE SLC.

WASATCH (H) VORTACW

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

ILS/DME

VERNAL RGNL (VEL) 1 SE UTC–7(–6DT) N40°26.16’ W109º30.69’

RWY 17–35: H7000X100 (ASPH–GRVD) S–45, D–55 PCN 18 F/C/X/T

MIRL

RWY 17: REIL. PAP(P4L)—GA 3.0º TCH 48’. Pole.

RWY 35: REIL. PAP(P4L)—GA 3.0º TCH 48’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–7000

RWY 35: TORA–7000

SERVICE: S4 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: AGOS 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.

(VL) VOR/DME 108.2 VEL Chan 19 N40°22.73’ W109º29.60’ 331° 3.5 NM to fld. 5339/15E.

VOR unusable:
- 220°–260° byd 23 NM blo 15,000’

DME unusable:
- 070°–080° byd 30 NM blo 12,000’
- 200°–260° byd 15 NM blo 17,000’
WAYNE WONDERLAND
(See LOA on page 400)

WENDOVER (ENV)(KENV) 1 SE UTC–7(–6DT) N40°43.12′ W114°01.72′
4237 B ARFF Index—See Remarks 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: REIL. Rgt tfc.
RWY 30: REIL, PAPI(P4L)—GA 3.0º TCH 46’.

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: Attended 1500–0100Z‡. Class IV, ARFF Index A. PPR for acft ops more than 30 pax seats—amgr. When rqrd arpt will maintain ARFF B Index. Cold temperature airport. Altitude correction required at or below –13C.
AIRPORT MANAGER: 435-665-2308
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) (H) VORTAC 112.3 BVL Chan 70 N40°43.57′ W113°45.45′ 256º 12.4 NM to fld. 4220/12E.
TACAN AZIMUTH unusable; 305º–315º byd 35 NM blo 14,000′

WEST DESERT AIRPARK
(See FAIRFIELD on page 394)

SALT LAKE CITY (SLC)
H–3D, L–9C, 11D

SW, 14 JUL 2022 to 8 SEP 2022
NOTICE

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
SPECIAL NOTICES

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.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 actf 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.


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.

SW, 14 JUL 2022 to 8 SEP 2022
LASER LIGHT DEMONSTRATIONS
Anaheim, California
A laser light demonstration will be conducted nightly between sundown and midnight at Disneyland, Anaheim, California (SLI VORTAC 064 radial at 7NM LAT 33ª48´18"N/LON 117ª55´18"W). The beam may be injurious to eyes if viewed within 1231 feet vertically and 1700 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/2AB/ 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.

Table Mountain, California
Laser research within an area defined the Table Mountain Observatory at Wrightwood, CA, located 342254N 1174058W. Operation is intermittent, with operations happening 24 hours a day, 7 days a week, propagating at an angle of 20 to 80 degrees. The area will be monitored and the laser beam terminated if aircraft are detected entering the affected area. This beam is injurious to pilots/aircrews and passengers' eyes. The Los Angeles ARTCC at 661-265-8205, 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 - BZA058015 - BZA058015 - BZA058015 - 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.

<table>
<thead>
<tr>
<th>Boundaries</th>
<th>LAT</th>
<th>LONG</th>
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<tbody>
<tr>
<td>1</td>
<td>N 33º 12.5'</td>
<td>W 112º 23.5'</td>
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<tr>
<td>2</td>
<td>N 33º 14.3'</td>
<td>W 112º 21.3'</td>
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<td>3</td>
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<td>N 33º 09.3'</td>
<td>W 112º 13.3'</td>
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<tr>
<td>6</td>
<td>N 33º 07.2'</td>
<td>W 112º 15.2'</td>
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</table>
SPECIAL NOTICES

Restricted Area R–2305
Gila Bend, Arizona
Transit Information

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.

CITY OF IRVINE GREAT PARK TETHERED BALLOON
IRVINE, CALIFORNIA
(Until Further Notice)


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.

SW, 14 JUL 2022 to 8 SEP 2022
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
1 NMR TFD07036
PØ8–COOLIDGE
12 NW of DVT
5 NMR DRK215013

17,500 and below
9,600 and below
6,500 and below
7,500 and below
5,500 and below
5,000 and below
5,000 and below
6,600 and below
6,000 and below
8,000 and below
6,300 and below
5,500 and below
3,000 and below
4,800 and below
5,000 and below
10,000 and below
6,500 and below
11,500 and below

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, 14 JUL 2022 to 8 SEP 2022
AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the POM VORTAC 072 radial at 34 nautical miles from 3,500’ MSL 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:** 1NMR of 34.10’N 117.11’W    Riverside FSDO (951) 276-6701 Effective thru 6-1-2024

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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.

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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.aim.faa.gov/notamSearch/) or contacting Flight Service.

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SW, 14 JUL 2022 to 8 SEP 2022
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, 10000 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, 10000 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.

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 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.

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.

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.

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, TCAS, 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, 14 JUL 2022 to 8 SEP 2022
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, 14 JUL 2022 to 8 SEP 2022
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) an 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 Ventura 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:

<table>
<thead>
<tr>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Atlantic area</td>
<td>123.45 MHz</td>
</tr>
<tr>
<td>Caribbean area</td>
<td>123.45 MHz</td>
</tr>
<tr>
<td>Pacific area</td>
<td>123.45 MHz</td>
</tr>
</tbody>
</table>

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission. Army installations, prior permission is required from the Commanding Officer of the installation. For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330. Use of USAF installations must be specifically justified. For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft. Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity. For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field. When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base. Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

NATURAL GAS FLARE

CARLSBAD/CAVERN CITY, NEW MEXICO

A natural gas flare is located at approximately N32°27’00.5”/W104°34’24.2” (CNM 300/021), SFC to 4200 feet MSL. Pilots should use caution when operating in this area.
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.
**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.

![Diagram of runway layout](image)

**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:

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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–1700) and 619–400–2710 all other times.

SW, 14 JUL 2022 to 8 SEP 2022
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.

SW, 14 JUL 2022 to 8 SEP 2022
SAN FRANCISCO INTERNATIONAL AIRPORT
NOISE ABATEMENT PROCEDURES

SPECIAL PROCEDURES

PREFERENTIAL RUNWAYS

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 IIIE 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.
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.
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

SPECIAL PROCEDURES  ASPEN COUNTY / SARDY FIELD (KASE)  ASPEN, COLORADO

"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.
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

SW, 14 JUL 2022 to 8 SEP 2022
GLIDER/SOARING ACTIVITIES AROUND THE RENO–TAHOE INTERNATIONAL AIRPORT

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 Anaho, 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 Squaw 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.
PALM SPRINGS INTL (PSP) ARRIVAL ALERT

Landing Southeast
RWY 13L and RWY 13 R and TWY C

Pilots confuse TWY C and RWYS 13L/R.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024

SW, 14 JUL 2022 to 8 SEP 2022
Palm Springs Int'l (PSP) Arrival Alert

Landing Northwest
RWY 31L and RWY 31R and TWY C

Pilots confuse TWY C and RWYS 31L/R.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 May 2022 to 16 May 2024

SW, 14 Jul 2022 to 8 Sep 2022
REID-HILLVIEW OF SANTA CLARA COUNTY (RHV) ARRIVAL ALERT

Landing Southeast
RWY 13L and TWY Y

Pilots sometimes confuse TWY Y or E Capitol Expy for RWY 13L.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024

SW, 14 JUL 2022 to 8 SEP 2022
Pilots sometimes confuse TWY Y or E Capitol Expy for RWY 31R. RWY 31L is unlit.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024
RENO/TAHOE INTL (RNO) ARRIVAL ALERT

Landing South
RWY 16L and RWY 16R and TWY B

Pilots confuse TWY B and RWYS 16L/R.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024
RENO/TAHOE INTL (RNO) ARRIVAL ALERT

Landing North
RWY 34L and RWY 34R and TWY B

Pilots confuse TWY B and RWYS 34L/R.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024
TUCSON INTL (TUS) ARRIVAL ALERT

Landing Northwest
RWY 29R and RWY 29L

Offset parallels.
Pilots be aware that RWY 29L is 2588 ft further down the APCH than RWY 29R.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024
The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS
KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York’s Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e–CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll–free telephone number for accessing e–CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll–free areas may access e–CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e–CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high–density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and from 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>

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>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>787–253–8663</td>
<td>787–253–8664</td>
</tr>
<tr>
<td>Seattle</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>253–351–3500</td>
<td>253–351–3694</td>
</tr>
<tr>
<td>Washington</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703–771–3401</td>
<td>703–771–3587</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
**For use when numbers or frequencies are not listed in the airport listing

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

<table>
<thead>
<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>678–364–6131</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>678–364–6000</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>847–608–5509</td>
</tr>
<tr>
<td>Dallas–Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>972–615–2500</td>
</tr>
<tr>
<td>Denver</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1500</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–8400</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>516–683–2901</td>
</tr>
<tr>
<td>Northern CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>916–366–4001</td>
</tr>
<tr>
<td>Potomac</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>540–349–7500</td>
</tr>
<tr>
<td>Southern CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>858–537–5800</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

SW, 14 JUL 2022 to 8 SEP 2022
### FAA Telephone Numbers and NWS

#### Key Air Traffic Facilities

**Daily NAS Reportable Airports**

<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque Intl Sunport, NM</td>
<td>817-222-5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>505-842-4366</td>
</tr>
<tr>
<td>Andrews AFB, MD</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>301-735-2380</td>
</tr>
<tr>
<td>Baltimore/Washington 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>8:30 a.m.–5:00 p.m.</td>
<td>972-615-2531</td>
</tr>
<tr>
<td>Dayton Cox Intl, OH</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>937-415-6800</td>
</tr>
<tr>
<td>Denver Intl, CO</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303-342-1600</td>
</tr>
<tr>
<td>Detroit Metro, MI</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>734-955-5000</td>
</tr>
<tr>
<td>Fairbanks Intl, AK</td>
<td>907-271-5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907-474-0050</td>
</tr>
<tr>
<td>Fort Lauderdale Intl, FL</td>
<td>404-305-5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305-356-7932</td>
</tr>
<tr>
<td>George Bush Intercontinental/Houston, TX</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>713-230-8400</td>
</tr>
<tr>
<td>Honolulu (Daniel K Inouye Intl), HI</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808-840-6100</td>
</tr>
<tr>
<td>Houston Hobby, TX</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>317-484-6600</td>
</tr>
<tr>
<td>Kahului/Maui, HI</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>808-877-0725</td>
</tr>
<tr>
<td>Kansas City Intl, MO</td>
<td>718-995-5426</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>816-329-2700</td>
</tr>
<tr>
<td>Las Vegas McCarran, NV</td>
<td>718-995-5426</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>702-262-5978</td>
</tr>
<tr>
<td>Los Angeles Intl, CA</td>
<td>718-995-5426</td>
<td>7:30 a.m.–3:30 p.m.</td>
<td>310-342-4900</td>
</tr>
<tr>
<td>Louis Armstrong New Orleans Intl, LA</td>
<td>817-222-5006</td>
<td>7:00 a.m.–4:30 p.m.</td>
<td>504-471-4300</td>
</tr>
<tr>
<td>Memphis Intl, TN</td>
<td>404-305-5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901-322-3350</td>
</tr>
<tr>
<td>Miami Intl, FL</td>
<td>404-305-5180</td>
<td>7:00 a.m.–4:00 p.m.</td>
<td>305-869-5400</td>
</tr>
<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>612-713-4000</td>
</tr>
<tr>
<td>Nashville Intl, TN</td>
<td>404-305-5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>615-781-5461</td>
</tr>
<tr>
<td>New York Kennedy Intl, NY</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>718-656-0335</td>
</tr>
<tr>
<td>New York La Guardia, NY</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>718-335-5461</td>
</tr>
<tr>
<td>Newark Liberty Intl, NJ</td>
<td>718-995-5426</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>973-565-5000</td>
</tr>
<tr>
<td>Norman Y. Mineta San Jose Intl, CA</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>408-982-0750</td>
</tr>
<tr>
<td>Ontario Intl, CA</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>909-983-7518</td>
</tr>
<tr>
<td>Orlando Intl, FL</td>
<td>404-305-5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>407-850-7000</td>
</tr>
<tr>
<td>Philadelphia Intl, PA</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>215-492-4100</td>
</tr>
<tr>
<td>Phoenix Sky Harbor Intl, AZ</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>602-379-4226</td>
</tr>
<tr>
<td>Pittsburgh Intl, PA</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>412-269-9237</td>
</tr>
<tr>
<td>Portland Intl, OR</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>503-493-7500</td>
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<tr>
<td>Raleigh–Durham, NC</td>
<td>404-305-5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>919-380-3125</td>
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<td>Ronald Reagan Washington National, DC</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703-413-0330</td>
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<td>Salt Lake City, UT</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801-325-9600</td>
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<td>San Antonio Intl, TX</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>210-805-5507</td>
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<td>San Diego Lindbergh Intl, CA</td>
<td>310-725-3300</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>619-299-0677</td>
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<td>San Francisco Intl, CA</td>
<td>310-725-3300</td>
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<td>650-876-2883</td>
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<td>San Juan Intl, PR</td>
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<td>Seattle–Tacoma Intl, WA</td>
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<td>907-271-5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
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<td>718-995-5426</td>
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<td>8:00 a.m.–4:30 p.m.</td>
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<td>Westchester Co, NY</td>
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*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.*

**SW, 14 JUL 2022 to 8 SEP 2022**
FAA TELEPHONE NUMBERS AND NWS

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPI0 091730Z 091818 15005KT 5SM HZ FEWO20 WS010/31022KT FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA OVC008CB FM0100 27008KT 5SM SHRA BKO020 OVC040 PROB40 0407 1SM -RA BR FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPI0 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB 18/16 A2992 RMK SLP045 T01820159

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<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
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<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>
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<td>KPI0</td>
<td>ICAO location indicator</td>
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<td>091730Z</td>
<td>Issuance time: ALL times in UTC &quot;Z&quot;, 2-digit date, 4-digit time</td>
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<tr>
<td>091818</td>
<td>Valid period: 2-digit date, 2-digit beginning, 2-digit ending times</td>
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<tr>
<td>15005KT</td>
<td>In U.S. METAR: CORrected ob; or AUTOnomated ob for automated report with no human intervention; omitted when observer logs on</td>
<td>22015G25KT</td>
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<tr>
<td>5SM</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>3/4SM</td>
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<td>HZ</td>
<td>Prevailing visibility: in U.S., Statute Miles &amp; fractions; above 6 miles in TAF PlusSM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)</td>
<td>R28L/2600FT</td>
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<td>FEWO20</td>
<td>Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; &quot;&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>OVC010CB</td>
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<td></td>
<td>Significant present, forecast and recent weather: see table (on back)</td>
<td>TSRA</td>
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<td></td>
<td>Cloud amount, height and type: SKy Clear 0/8, FEW &gt;0/8-2/8, SCaTtered 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 <em>clear below 12,000 feet</em></td>
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<td></td>
<td>Temperature: degrees Celsius; first 2 digits, temperature &quot;&quot;; last 2 digits, dew-point temperature; Minus for below zero, e.g., M06</td>
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<td></td>
<td>Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q- hectoPascals, e.g., Q1013)</td>
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</table>
## FAA TELEPHONE NUMBERS AND NWS

### KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

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<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
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<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;&quot;&quot;&quot;; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT</td>
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<td>In METAR, ReMark indicator &amp; remarks. For example: Sea-Level Pressure in hectoPascals &amp; tenths, as shown: 1004.5 hPa; Temp/ dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C</td>
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<td>FM1930</td>
<td>Frm and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.</td>
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<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>
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<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>
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<tr>
<td>BECMG 1315</td>
<td>BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period</td>
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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" Moderator
- + Heavy

**VC** Vicinity: but not at aerodrome; in U.S. METAR, between 5 and 10SM of the point(s) of observation; in U.S. TAF, 5 to 10SM from center of runway complex (elsewhere within 8000m)

**Descriptor**
- MI Shallow
- BC Patches
- PR Partial
- TS Thunderstorm
- BL Blowing
- SH Showers
- DR Drifting
- FZ Freezing

### WEATHER PHENOMENA

**Precipitation**
- DZ Drizzle
- RA Rain
- SN Snow
- SG Snow grains
- IC Ice crystals
- PL Ice pellets
- GR Hail
- GS Small hail/snow pellets
- UP Unknown precipitation in automated observations

**Obscuration**
- BR Mist (≥5/8SM)
- FG Fog (<5/8SM)
- FU Smoke
- VA Volcanic ash
- SA Sand
- HZ Haze
- PY Spray
- DU Widespread dust
- SQ Squall
- SS Sandstorm
- DS Duststorm
- PO Well developed
dust/sand whirls

**Other**
- FC Funnel cloud
- +FC tornado/waterspout

- 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

SW, 14 JUL 2022 to 8 SEP 2022
NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATIONS (UAOS)
AND WEATHER RADAR NETWORK

LEGEND

▲ AVIATION WEATHER SERVICE (MILITARY)
▲ AIR TRAFFIC CONTROL RADAR
★ UPPER AIR OBSERVING STATION/RADAR
■ RADAR ONLY
● UAOS-BALLOON RELEASES AROUND 1100 UTC AND 2300 UTC DAILY
○ OTHER NWS UPPER AIR STATIONS-BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON

NOTE: FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.
Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

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<th>Frequency 3</th>
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SW, 14 JUL 2022 to 8 SEP 2022
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- **Barstow** – 134.65 133.5 126.5 125.725 369.9 369.9 360.6 351.9 290.2 284.7 279.6
- **Blythe** – 134.47 127.525 121.5 121.5 371.85 269.05
- **Cedar City** – 135.5 135.25 127.35 124.2 369.9 369.9 346.3 343.6 299.2 257.675
- **Daggett** – 121.5 121.5
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- **Laguna** – 128.6 128.15 125.65 354.1 346.4 291.7 285.6 277.4 243.0 243.0
- **Lebec** – 135.3 128.375 372.0 263.0
- **Mount Potosi** – 132.625 124.625 124.625 121.5 121.5 371.85 269.05 243.0 243.0
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- **Palmdale** – 132.5 125.275 121.5 121.5 351.675 284.7 243.0
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- **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
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- **Hollister** – 127.45 357.6
- **Lovelock** – 121.5 121.5
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VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. 'T' indicates transmit only and 'R' indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

### 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 115.8T 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
- Abo 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
- Cortez 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 122.35
- 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
- Meeiker RCO 122.15
- Montrose RCO 122.65
- Pueblo RCO 122.2
- Rangely 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 113.1T 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 Family 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
- SELIGMAN 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
- WINSLOW RCO 122.6 255.4
- YUMA RCO 122.2

#### RANCHO MURIETA RADIO
- ANGELOPE 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 116.3T 122.1R
- WEAVERVILLE RCO 122.4
FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES

RENO RADIO
BATTLE MOUNTAIN RCO 122.65
BEATTY VORTAC 114.7T 122.1R
COALDALE 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
BLyte RCO 122.4 255.4
DAGGET 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
PEARLBLOSSOM 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>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type Check Point</th>
<th>Azimuth from Fac. Mag.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingman (Kingman)</td>
<td>108.8/IGM</td>
<td>G</td>
<td>220</td>
<td>1.0</td>
<td>Ctr r/u area apch end Rwy 03.</td>
</tr>
<tr>
<td>Libby (Sierra Vista Muni/Libby AAF)</td>
<td>113.6/FHU</td>
<td>G</td>
<td>80</td>
<td>1.3</td>
<td>Runup area Twy G at Rwy 26 end.</td>
</tr>
<tr>
<td>Page (Page Muni)</td>
<td>117.6/PGA</td>
<td>G</td>
<td>168</td>
<td>0.8</td>
<td>Twy A runup nr Rwy 33.</td>
</tr>
<tr>
<td>Tucson (Tucson Intl)</td>
<td>116.0/TUS</td>
<td>G</td>
<td>318</td>
<td>0.7</td>
<td>On runup pad NE of Twy A17.</td>
</tr>
<tr>
<td>Willie (Phoenix–Mesa Gateway)</td>
<td>113.3/IWA</td>
<td>G</td>
<td>299</td>
<td>1.4</td>
<td>On Twy G between Rwy 12R and Rwy 12C.</td>
</tr>
<tr>
<td></td>
<td>113.3/IWA</td>
<td>G</td>
<td>124</td>
<td>0.6</td>
<td>On Twy P runup area 30C</td>
</tr>
</tbody>
</table>

#### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type, VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phoenix Sky Harbor Intl</td>
<td>109.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Prescott (Prescott Rgnl-Ernest A. Love Fld)</td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

### California

#### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type Check Point</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>115.05/ACV</td>
<td>G</td>
<td>148</td>
<td>0.8</td>
<td>At apch end Rwy 32 runup area.</td>
</tr>
<tr>
<td>Lake Hughes (General Wm J. Fox Afd)</td>
<td>114.35/LHS</td>
<td>G</td>
<td>065</td>
<td>18.1</td>
<td>On the main ramp at East terminal gas pit.</td>
</tr>
<tr>
<td>Los Alamitos AAF</td>
<td>115.7/SLI</td>
<td>G</td>
<td>016</td>
<td>0.8</td>
<td>Runup area Rwy 22R.</td>
</tr>
<tr>
<td></td>
<td>115.7/SLI</td>
<td>G</td>
<td>028</td>
<td>1.1</td>
<td>Runup area Rwy 22L.</td>
</tr>
<tr>
<td></td>
<td>115.7/SLI</td>
<td>G</td>
<td>284</td>
<td>0.5</td>
<td>Twy C at Rwy 4R.</td>
</tr>
<tr>
<td>Modesto (Modesto City–Co–Harry Sham Fld)</td>
<td>114.6/MOD</td>
<td>G</td>
<td>093</td>
<td>0.6</td>
<td>On ramp area next to intersection of Taxiways A and A1.</td>
</tr>
<tr>
<td>Paso Robles (Paso Robles Muni)</td>
<td>114.3/PRB</td>
<td>G</td>
<td>247</td>
<td>0.4</td>
<td>Transient parking ramp front of terminal.</td>
</tr>
<tr>
<td>Redding (Redding Muni)</td>
<td>108.4/RDD</td>
<td>G</td>
<td>308</td>
<td>0.5</td>
<td>On North end of transient ramp.</td>
</tr>
<tr>
<td>Sacramento (McClellan Airfield)</td>
<td>109.2/MCC</td>
<td>G</td>
<td>358</td>
<td>0.9</td>
<td>Twy A at AER 16.</td>
</tr>
<tr>
<td></td>
<td>109.2/MCC</td>
<td>G</td>
<td>015</td>
<td>0.4</td>
<td>On Taxiway B.</td>
</tr>
<tr>
<td>Salinas (Salinas Muni)</td>
<td>117.3/SNS</td>
<td>G</td>
<td>247</td>
<td>0.4</td>
<td>Intersection of Twys C and D.</td>
</tr>
<tr>
<td>San Jose (Norman Y. Mineta San Jose Intl)</td>
<td>114.1/SJC</td>
<td>G</td>
<td>125</td>
<td>1.4</td>
<td>On runup area Twy W and D.</td>
</tr>
<tr>
<td>Santa Barbara (Santa Barbara Muni)</td>
<td>114.9/RZS</td>
<td>G</td>
<td>197</td>
<td>5.8</td>
<td>At intersection of Twy D and H.</td>
</tr>
<tr>
<td>Thermal (Jacqueline Cochran Rgnl)</td>
<td>116.2/TRM</td>
<td>G</td>
<td>329</td>
<td>0.3</td>
<td>On centerline of twy 375° in front of hangar.</td>
</tr>
<tr>
<td>Van Nuys</td>
<td>113.1/VNY</td>
<td>G</td>
<td>169</td>
<td>0.5</td>
<td>At intersection of Twy D and Twy A.</td>
</tr>
<tr>
<td></td>
<td>113.1/VNY</td>
<td>G</td>
<td>161</td>
<td>1.6</td>
<td>On West runup area Rwy 34L.</td>
</tr>
</tbody>
</table>

SW. 14 JUL 2022 to 8 SEP 2022
### VOR Receiver Checkpoints and VOR Test Facilities

**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type, VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bakersfield (Meadows Fld)</strong></td>
<td>111.2</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td><strong>Hawthorne (Jack Northrop Fld/Hawthorne Muni)</strong></td>
<td>113.9</td>
<td>G</td>
<td>Unusable on South taxiway.</td>
</tr>
<tr>
<td><strong>Long Beach (Daugherty Field)</strong></td>
<td>113.9</td>
<td>G</td>
<td>Unuse all areas except abeam runup Rwy 26L on Twy J, runup Rwy 26R.</td>
</tr>
<tr>
<td><strong>Los Angeles Intl</strong></td>
<td>113.9</td>
<td>G</td>
<td>Unusable all areas except intersection of Twy C and Twy C10.</td>
</tr>
<tr>
<td><strong>Sacramento Executive</strong></td>
<td>111.4</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td><strong>Sacramento Intl</strong></td>
<td>111.4</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td><strong>San Diego (EL Cajon) (Gillespie Fld)</strong></td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td><strong>San Diego (Mount Soledad) (San Diego Intl)</strong></td>
<td>109.0</td>
<td>G</td>
<td>Unusable all areas except Twy B4.</td>
</tr>
<tr>
<td><strong>San Diego (Mount Soledad) (Montgomery)</strong></td>
<td>109.0</td>
<td>G</td>
<td>Unusable all areas except runup areas for Rwy 05, 28L, 28R.</td>
</tr>
<tr>
<td><strong>San Diego (Mount Soledad) (North Island NAS/Haisey Fld)</strong></td>
<td>109.0</td>
<td>G</td>
<td>Unusable all areas except runup areas for Rwy 18 and 29.</td>
</tr>
<tr>
<td><strong>San Francisco Intl</strong></td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td><strong>Santa Ana (John Wayne Airport) (Orange Co)</strong></td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td><strong>Torrance (Zamperini Fld)</strong></td>
<td>113.9</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

**COLORADO**

**VOR RECEIVER CHECKPOINTS**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type, VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Durango (Durango-La Plata Co)</strong></td>
<td>116.55/DRO</td>
<td>G</td>
<td>Runup area Rwy 03.</td>
</tr>
<tr>
<td><strong>Pueblo (Pueblo Meml)</strong></td>
<td>116.7/PUB</td>
<td>G</td>
<td>Cir on pad so side AER 08R.</td>
</tr>
</tbody>
</table>

**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type, VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Colorado Springs</strong></td>
<td>110.4</td>
<td>G</td>
<td>VOT unusable in terminal area N of Twy AA to Twy BN and W Twy L to Twy F.</td>
</tr>
<tr>
<td><strong>Denver (Centennial)</strong></td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td><strong>Denver International</strong></td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>
# VOR Receiver Checkpoints and VOR Test Facilities

## Nevada

### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac. Mag.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ely (Ely Arpt/Yelland Fld)</td>
<td>110.6/ELY</td>
<td>G</td>
<td>059</td>
<td></td>
<td></td>
<td></td>
<td>0.6</td>
<td>On NE side of Twy A2 prior to intxn with Twy A.</td>
</tr>
<tr>
<td>Silverbow (Tonopah Test Range)</td>
<td>113.0/TQQ</td>
<td>G</td>
<td>113</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Twy A.</td>
</tr>
<tr>
<td>Winnemucca Muni</td>
<td>108.2/NA</td>
<td>G</td>
<td>134</td>
<td></td>
<td></td>
<td></td>
<td>0.8</td>
<td>Runup area Rwy 32.</td>
</tr>
</tbody>
</table>

### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type, VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Las Vegas (North Las Vegas)</td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

## New Mexico

### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac. Mag.</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roswell (Roswell Air Center)</td>
<td>116.1/CME</td>
<td>G</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td>5.2</td>
<td>On middle W ramp adj to twy.</td>
</tr>
<tr>
<td>Silver City (Grant Co)</td>
<td>110.8/SVC</td>
<td>G</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td>0.9</td>
<td>Twy entrance to Rwy 26 west of AER.</td>
</tr>
<tr>
<td>Truth or Consequences (Muni)</td>
<td>112.7/TCS</td>
<td>G</td>
<td>154</td>
<td></td>
<td></td>
<td></td>
<td>3.1</td>
<td>On Twy A 2000 ft from AER 31.</td>
</tr>
<tr>
<td>Tucumcari (Tucumcari Muni)</td>
<td>113.6/TCC</td>
<td>G</td>
<td>258</td>
<td></td>
<td></td>
<td></td>
<td>0.5</td>
<td>100 ft in front of terminal on twy.</td>
</tr>
</tbody>
</table>

### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type, VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
</table>
### UTAH

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Azimuth</th>
<th>Dist.</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>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type, VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<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.

### Table of Parachute Jumping Areas

<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><strong>ARIZONA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Boulder City, White Hills Skydive</td>
<td>39 NM; 108° Las Vegas</td>
<td>10,000</td>
<td>5 NM radius. Tuesday, Wednesday, Friday and Saturday, 6am until 1pm. LAS VEGAS TRACON 118.4.</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 AGL</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. ALBUQUERQUE ARTCC (ZAB) 125.25.</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, Pinal Airpark</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) Sawtooth Arpt</td>
<td>17.71 NM; 127° Stanfield</td>
<td>17,999</td>
<td>15 NM radius. Continuous.</td>
</tr>
<tr>
<td>Sierra Vista/Fort Huachuca</td>
<td>3.5 NM; 117° Libby</td>
<td>8,000</td>
<td>10 NM radius. Continuous 24-hrs. ALBUQUERQUE ARTCC (ZAB) 125.25.</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>0.25 NM radius. Saturday.</td>
</tr>
<tr>
<td>White Hills, Last Stop Travel Center</td>
<td>25 NM; 116° Boulder City</td>
<td>10,000</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>3 NM radius. Tuesday, Wednesday, Friday, Saturday 0600-1300 ICL. Drop zone for helicopter use only. LAS VEGAS TRACON (L30) 125.475.</td>
</tr>
</tbody>
</table>

**SW, 14 JUL 2022 to 8 SEP 2022**
<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>Apple Valley Arpt</td>
<td>10 NM; 073º 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; 048º 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; 163º Shafter</td>
<td>14,000</td>
<td>2 NM radius. Daily SR–SS. Meadows Feld ATCT TRACON 112.975.</td>
</tr>
<tr>
<td>(c) Blythe Arpt</td>
<td>2.6 NM; 044º 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; 339º 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; 227º 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; 348º Palmdale</td>
<td>17,500</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Camarillo Arpt</td>
<td>8.4 NM; 000º Ventura</td>
<td>14,000</td>
<td>1 NM radius, usually blo 10,000’, SR–SS; Listen for 1–minute call on Camarillo Twr freq.</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 b/t San Clemente and Oceanside.</td>
</tr>
<tr>
<td>Camp Park</td>
<td>16 NM; 075º Oakland</td>
<td>10,000</td>
<td>0.5 NM radius.</td>
</tr>
<tr>
<td>(c) Cloverdale Muni Arpt</td>
<td>21.4 NM; 126º 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; 283º 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; 063º 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; 338º Daggett</td>
<td>10,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Hemet/Diamond Valley</td>
<td>12.5 NM; 107º Homeland</td>
<td>14,000</td>
<td>3 NM radius. Wed–Fri 0900–SS, Sat–Sun 0800–SS, other days and times by request.</td>
</tr>
<tr>
<td>(c) Lake Elsinore, Skylark Arpt</td>
<td>10.3 NM; 199º Homeland</td>
<td>14,000</td>
<td>1 NM radius. Daily 0800–SS. Southern California Tracon (SCT) 134.0.</td>
</tr>
<tr>
<td>(c) Lincoln Rgn/Karl Harder Fld</td>
<td>14.7 NM; 353º McClellan</td>
<td>15,000</td>
<td>Daily 0800–SS.</td>
</tr>
<tr>
<td>(c) Lodi Arpt</td>
<td>15 NM; 285º Linden</td>
<td>15,000</td>
<td>1 NM radius. Continuous 24 hrs. Other altitudes by NOTAM.</td>
</tr>
<tr>
<td>(c) Lompoc Arpt</td>
<td>20 NM; 277º Gaviota</td>
<td>17,999</td>
<td>4 NM radius. SR–30 min after SS, exc Christmas day.</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; 236º Friant</td>
<td>15,000</td>
<td>3 NM radius. Daily SR–SS. OAKLAND ARTCC (ZOA) 119.75.</td>
</tr>
<tr>
<td>(c) Marina Muni</td>
<td>7.6 NM; 259º Salinas</td>
<td>12,500</td>
<td>0.5 NM radius. SR–SS Sat and Sun.</td>
</tr>
<tr>
<td>(c) Mariposa-Yosemite</td>
<td>24.5 NM; 030º 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; 140º 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; 097º 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; 240º 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; 130º 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; 220º Homeland</td>
<td>14,500</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Salinas, Davis Road Drop Zone</td>
<td>6 NM; 235º Salinas</td>
<td>18,000</td>
<td>1 NM radius. Daily 0500–1900.</td>
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### PARACHUTE JUMPING AREAS

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<th>REMARKS</th>
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</thead>
<tbody>
<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.</td>
</tr>
<tr>
<td>(c) San Diego, Otay Reservoir</td>
<td>4.4 NM; 058° Poggi</td>
<td>14,000</td>
<td>2 NM radius. Daily 0700-2200. DZ is on SW side of arpt property. All acft remain E of rwy centerline to avoid parachute activity. Northern California TRACON, 120.1.</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>
</tr>
<tr>
<td>(c) San Martin Arpt</td>
<td>24 NM; 120° San Jose</td>
<td>17,999</td>
<td></td>
</tr>
<tr>
<td>Santa Maria</td>
<td>5 NM; 021° Guadalupe</td>
<td>12,500 AGL</td>
<td>0900–SS, Sat, Sun and holidays. 1.5 NM NE of Northside airport.</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 0800–SS.</td>
</tr>
<tr>
<td>(c) Twentynine Palms</td>
<td>12 NM; 265° Twentynine Palms</td>
<td>12,500</td>
<td>1 NM radius. Daily 0900–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. Daily 0600–2359.</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>
</tbody>
</table>

### COLORADO

<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>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>Fort Carson</td>
<td>18 NM; 199° Black Forest</td>
<td>17,000</td>
<td>0.5 NM radius. Weekends and holidays.</td>
</tr>
<tr>
<td>(c) Fort Collins, Yankee Drop Zone</td>
<td>21.5 NM; 279° Gill</td>
<td>17,900</td>
<td>Daily SR–SS. Denver TRACON 127.05.</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>
</tbody>
</table>
### PARACHUTE JUMPING AREAS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(c) Boulder City Arpt.</td>
<td>3 NM; 164º 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; 195º 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; 304º Las Vegas</td>
<td>10,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Jean Arpt, Jean Landing Zone</td>
<td>20.3 NM; 190º 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 125.475.</td>
</tr>
<tr>
<td>(c) Jean Arpt, Sandbox Landing Zone</td>
<td>24.0 NM; 189º 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 125.475.</td>
</tr>
<tr>
<td>(c) Mesquite Arpt</td>
<td>11.4 NM; 054º Mormon Mesa</td>
<td>17,500</td>
<td>2 NM radius. Continuous SR–SS.</td>
</tr>
<tr>
<td>(c) Nellis AFB, Gunfighter Drop Zone</td>
<td>12.7 NM; 024º Las Vegas</td>
<td>17,500 AGL</td>
<td>0.3 NM radius. East of rwy's, SR–SS Sat–Sun. Other times by NOTAM.</td>
</tr>
<tr>
<td>(c) Overton, Perkins Fld Arpt</td>
<td>45 NM; 035º Las Vegas</td>
<td>12,000</td>
<td>0.2 NM radius.</td>
</tr>
<tr>
<td>(c) Pahrump</td>
<td>49 NM; 126º Beatty</td>
<td>12,500</td>
<td>Tue–Sun SR–SS</td>
</tr>
<tr>
<td>(c) Reno/Stead Arpt</td>
<td>15 NM; 292º Mustang</td>
<td>14,000</td>
<td>1.0 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Tonopah Arpt</td>
<td>10 NM; 270º Tonopah</td>
<td>10,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
</tbody>
</table>

**Location Names**
- (c) Boulder City Arpt
- (c) El Dorado Jump Zone
- Indian Springs/Creech AFB
- (c) Jean Arpt, Jean Landing Zone
- (c) Jean Arpt, Sandbox Landing Zone
- (c) Mesquite Arpt
- (c) Nellis AFB, Gunfighter Drop Zone
- (c) Overton, Perkins Fld Arpt
- (c) Pahrump
- (c) Reno/Stead Arpt
- (c) Tonopah Arpt

### Location Details
- **Indian Springs/Creech AFB**: 38 NM; 304º Las Vegas, 10,000 feet, daily SR–SS.
- **Jean Arpt, Jean Landing Zone**: 20.3 NM; 190º Las Vegas, 15,000 feet, day operations only. Must be signatory to a LOA with Las Vegas TRACON. South of the main airport building west of the runway.
- **Jean Arpt, Sandbox Landing Zone**: 24.0 NM; 189º Las Vegas, 15,000 feet, day operations only. Must be signatory to a LOA with Las Vegas TRACON.
- **Mesquite Arpt**: 11.4 NM; 054º Mormon Mesa, 17,500 feet, continuous SR–SS.
- **Nellis AFB, Gunfighter Drop Zone**: 12.7 NM; 024º Las Vegas, 17,500 feet AGL, east of rwy's, SR–SS Sat–Sun. Other times by NOTAM.
- **Overton, Perkins Fld Arpt**: 45 NM; 035º Las Vegas, 12,000 feet, 0.2 NM radius.
- **Pahrump**: 49 NM; 126º Beatty, 12,500 feet, Tue–Sun SR–SS.
- **Reno/Stead Arpt**: 15 NM; 292º Mustang, 14,000 feet, 1.0 NM radius. Daily SR–SS.
- **Tonopah Arpt**: 10 NM; 270º Tonopah, 10,000 feet, 1 NM radius. Daily SR–SS.

**Remarks**
- 0.5 NM radius. Daily SR–SS.
- 0.5 NM radius. Daily, SR–SS.
- 5 NM radius. Daily SR–SS.
- 0.25 NM radius. Daylight operations only. Must be signatory to a LOA with Las Vegas TRACON. Las Vegas TRACON 125.475.
- 1 NM radius. Daylight operations only. Must be signatory to a LOA with Las Vegas TRACON. Las Vegas TRACON 125.475.
- 2 NM radius. Continuous SR–SS.
- 0.3 NM radius. East of rwy's, SR–SS Sat–Sun. Other times by NOTAM.
- 0.2 NM radius.
- Tue–Sun SR–SS
- 1.0 NM radius. Daily SR–SS.
- 1 NM radius. Daily SR–SS.
<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
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<tbody>
<tr>
<td>Albuquerque</td>
<td>6 NM; 050º Albuquerque</td>
<td>18,000</td>
<td>Weekends and holidays.</td>
</tr>
<tr>
<td></td>
<td>17 NM; 140º Albuquerque</td>
<td>17,000</td>
<td>SR–SS weekends.</td>
</tr>
<tr>
<td></td>
<td>17 NM; 345º 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; 346º Socorro</td>
<td>16,000</td>
<td>1 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Centerfire Drop Zone</td>
<td>22 NM; 128º Albuquerque</td>
<td>14,500</td>
<td>3 NM radius. By NOTAM.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Albuquerque Int'l Sunport, 123.9.</td>
</tr>
<tr>
<td>Hollowman Drop Zone</td>
<td>2 NM; 270º 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; 268º El Paso</td>
<td>13,000</td>
<td>1 NM radius. SR–SS Sat–Sun. S side of arpt.</td>
</tr>
<tr>
<td>Camp WG Williams/Williams South Drop Zone</td>
<td>8 NM; 350º 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; 061º 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; 313º 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; 118º 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; 270º 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; 042º 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; 051º 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; 178º 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; 097º 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; 215º 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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<tr>
<td>Cabaniss Fld NOLF, TX (NGW)</td>
<td>L–20H, 21A</td>
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<tr>
<td>Corpus App/Dep Con 125.4 307.9</td>
<td></td>
</tr>
<tr>
<td>Navy Cabaniss Tower 119.65 299.6 (Mon–Thu 1400–0500Z, Fri 1400–0100Z)</td>
<td></td>
</tr>
<tr>
<td>Fentress NALF, VA (NFE)</td>
<td>H–10i, 12i, L–35D</td>
</tr>
<tr>
<td>Oceana App/Dep Con 123.9 266.8</td>
<td></td>
</tr>
<tr>
<td>Fry, OH (ØOH8)</td>
<td>L–27E</td>
</tr>
<tr>
<td>Columbus App/Dep Con 118.425</td>
<td></td>
</tr>
<tr>
<td>Gila Bend AF AUX, AZ (GXF)</td>
<td>H–4J, L–5B</td>
</tr>
<tr>
<td>Luke App/Dep Con 125.45 263.125 (South) (Mon–Thu 1300–0530Z, Fri 1300–0130Z, clsd weekends and hol)</td>
<td></td>
</tr>
<tr>
<td>Glasgow Industrial, MT (Ø7MT)</td>
<td>H–I1E, 2G, L–13D</td>
</tr>
<tr>
<td>Salt Lake Center App/Dep Con 126.85 305.2</td>
<td></td>
</tr>
<tr>
<td>Joe Williams NOLF, MS (NJW)</td>
<td>H–6J, L–18G</td>
</tr>
<tr>
<td>Meridian App/Dep Con 276.4</td>
<td></td>
</tr>
<tr>
<td>Bravo Tower 118.475 307.325 340.2 (Manned during scheduled operations only)</td>
<td></td>
</tr>
<tr>
<td>Oklahoma NOLF, MO (NCL)</td>
<td>L–35B</td>
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<tr>
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<td>For Cnc Clnc Del when NHK Apch is clsd ctc Potomac Apch at 866–640–4124</td>
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**SUPPLEMENTAL COMMUNICATION REFERENCE**

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<td>Toronto Center App/Dep Con 134.375</td>
<td>H-10G, 11B, L-30F</td>
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<td>Sault Ste Marie, ON (CYAM)</td>
<td>ATIS 133.05 (1130–0330Z)</td>
<td>H-2K, L-31B</td>
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<td>Toronto Center App/Dep Con 132.65 344.5</td>
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<td>Tower 118.8 (1130–0330Z) Gnd Con 121.7 (1130–0330Z)</td>
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<td>MF 118.8 (0330–1130Z) 5 NM irregular shape to 3000'</td>
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<td>Sherbrooke, QC (CYSC)</td>
<td>Montreal Center App/Dep Con 132.55 MF 123.5 (5 NM to 3800')</td>
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<td>South Renfrew Muni, ON (CNP3)</td>
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<td>Tower 126.2 384.2 (Mon–Fri 1400–2300Z) except holidays</td>
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<td>Gnd Con 121.7 275.8</td>
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<td>ATIS 128.525 (1215–0200Z)</td>
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<td>Toronto Trml App/Dep Con 133.4</td>
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<td>MF 123.25 (1215–0200Z) 5 NM to 3300'</td>
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<td>St. Frederic, QC (CSZ4)</td>
<td>Montreal Center App/Dep Con 135.025 270.9</td>
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<td>St. Georges, QC (CYSG)</td>
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<td>MF 122.15 (5 NM 3900' ASL)</td>
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<td>St. Jean, QC (CYJN)</td>
<td>Montreal Center App/Dep Con 125.15 268.3</td>
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<td>Sudbury, ON (CYSB)</td>
<td>ATIS 127.4</td>
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<td>Toronto Center App/Dep Con 135.5</td>
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<td>MF 125.5 (5 NM to 4000') Clnc Del 121.8</td>
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<td>Summerside, PE (CYSU)</td>
<td>Montreal Center App/Dep Con 124.4 384.8</td>
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<td>Thunder Bay, ON (CYQT)</td>
<td>ATIS 128.8</td>
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<td>Winnipeg Center App/Dep Con 132.125</td>
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<td>App/Dep 119.2 MF 118.1 (0400–1100Z) 5 NM to 4000'</td>
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<td>Timmins/Victor M. Power, ON (CYTS)</td>
<td>ATIS 124.95</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)</td>
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<td>Tower 118.2 119.2 Gnd Con 121.7</td>
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<td>Toronto/Lester B Pearson Intl, ON (CYYZ)</td>
<td>ATIS 120.825 133.1 App/Dep Con 132.8 124.475 125.4 Dep Con 127.575 128.8</td>
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<td>Clnc Del 121.3 (1200–0400Z) A–CDM Coordinator 122.875 (122.825)</td>
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<td>Apron Tow Coordinator 136.525</td>
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<td>Trenton, ON (CYTR)</td>
<td>ATIS 135.45 257.7</td>
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<td>App/Dep Con 128.4 324.3 Tower 128.7 236.6 Clnc Del 124.35 286.4</td>
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<td>Trenton/Mountain View, ON (CPZ3)</td>
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<td>MF 118.5 (1030–0352Z) 5 NM to 4000'</td>
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## SUPPLEMENTAL COMMUNICATION REFERENCE

### CANADA

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<tr>
<td>Vancouver Intl, BC (CYVR)</td>
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<td>App Con 128.6 128.17 (Outer) 133.1 134.225 (Inner) 352.7</td>
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<td>Dep Con 126.125 (north) 132.3 (south) 363.8</td>
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<td>Tower 118.7 (south) 119.55 (north)  VFR 124.0 125.65 226.5 236.6</td>
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<td>Gnd Con 121.7 (south) 127.15 (north) 275.8  Clncl Del 121.4</td>
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| Victoria Intl, BC (CYYJ) | H–1B, L–1E |
| ATIS 118.8 (0800–1400Z‡) | |
|   App Con 125.45 | |
|   Dep Con 125.95 | |
|   Tower 119.1 (Outer) 119.7 (Inner) 239.6 | |
|   Gnd Con 121.9 361.4 (1400–0800Z‡) OT ctc Kamloops 119.7 | |
|   Clncl Del 126.4 (1400–0800Z‡) | |

| Victoriaville, QC (CSR3) | L–32H |
|   Montreal Center App Con 132.35 | |
|   AUTO 122.17 (bil) | |

| Waterville/Kings Coo Muni, NS (CCW3) | L–32J |
|   Greenwood Trml App/Dep Con 120.6 335.9 | |
|   Greenwood Tower 119.5 324.3 | |

| Wieront, ON (CYYV) | H–11B, L–31D |
|   Toronto Center App/Dep Con 132.575 | |
|   MF 122.2 (5 NM to 3700’) | |

| Windsor, ON (CYQG) | H–10G, L–8J |
|   ATIS 134.5 (1130–0330Z‡) | |
|   Detroit App/Dep Con 118.95 132.35 134.3 284.0 | |
|   Tower 124.7 (1130–0330Z‡)  Gnd Con 121.7 (1130–0330Z‡) MF 124.7 (0330–1130Z‡ 6 NM irregular shape to below 3000’) | |
|   VFR Advisory Detroit App Con 134.3  AWOS 134.5 (0330–1130Z‡) | |

| Yarmouth, NS (CYQI) | H–11E, L–32I |
|   Moncton Center App/Dep Con 123.9 368.5 | |
|   MF 123.0 (5 NM to 3100’) | |

### MEXICO

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<td>ATIS 127.9 (1300–0300Z‡)</td>
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<td>Chihuahua App Con 121.0  Chihuahua Tower 118.4</td>
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| Ciudad Juarez Intl/Abraham Gonzalez Intl (MMCS/CJS) | H–4L, L–6F |
|   Juarez App Con 119.9  Juarez Tower 118.9 | |

| Del Norte Intl (MMAN) | H–7B, L–20G |
|   ATIS 127.55 (1300–0300Z‡) | |
|   Monterey App 119.75 120.4  Tower 118.6 | |
|   Gnd 122.0 | |

| Durango Intl (MMDO/DGO) | H–7A |
|   ATIS 132.1 | |
|   Tower 118.1  Durango Info 122.3 | |

| Matamoros Intl/General Servando Canales Intl (MMMA) | H–7C, L–21A |
|   Matamoros App Con 118.0  Matamoros Tower 118.0 | |

| Mexicali Intl/General Rodolfo Sanchez Taboada Intl (MMML) | H–4I, L–4J, 5A |
|   ATIS 127.6 (1400–0200Z‡) | |
|   Mexicali App Con 118.2  Mexicali Tower 118.2 | |
|   Mexicali Info 123.9 122.3 | |

| Monterey Intl/General Mariano Escobedo Intl (MMMY) | H–7B, L–20G |
|   Monterey ATIS 127.7  Monterey App Con 119.75 120.4 | |
|   Monterey Dep Con 119.75  Monterrey Tower 118.1  Monterrey Gnd 121.9 | |
|   Monterrey Clncl Del 123.75 (1200–0400Z‡)  Monterrey Info 122.45 | |

| Nuevo Laredo Intl/Quetzalcoati Intl (MMNL/NLD) | H–7B, L–20G |
|   Nuevo Laredo App Con 118.3  Nuevo Laredo Tower 118.3 | |
|   Reynosa App Con 127.2  Reynosa Tower 118.8 | |

| Saltillo Intl/Plan De Guadalupe Intl (MMIO/SIW) | H–7B |
|   Saltillo App Con 127.4  Saltillo Tower 118.4 | |

|   ATIS 127.9 | |
|   Tijuana App Con 119.5 120.3  Tijuana Tower 118.1  Tijuana Clncl Del 122.35 | |
|   Tijuana Info 132.1 | |

| Torreon Intl (MMTC) | H–7A |
|   App Con 119.6  Tower 118.5  Info 122.3 | |

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**SW, 14 JUL 2022 to 8 SEP 2022**
PREFERRED IFR ROUTES

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. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIU255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations “pressurized” and “unpressurized” for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. All Preferred IFR Routes are in effect continuously unless otherwise noted.
14. Use current SIDs and 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

Terminals | Route | Effective Times (UTC)
---|---|---

HIGH ALTITUDE

Terminals | Route | Effective Times (UTC)
---|---|---
ALBUQUERQUE(ABQ) | J18 GCX J96 IRK BRADFORD–STAR | 1100–0400
HOUSTON(HOU) | (TURBOJETS – RNAV) J18 GCX J96 IRK BENKY (RNAV)–STAR | 1100–0400
HOUSTON(IAH) | (TURBOJETS) – DME/DME/IRU OR GPS) KIDDZ (RNAV)–STAR | 1100–0400
FRESNO(FAT) | INSLO DTA LBERT LONGZ (RNAV)–STAR | 1400–0000
DENVER(DEN) | INSLO DTA LBERT LONGZ (RNAV)–STAR | 1400–0000
MONTEREY(MRY) | (TURBOJETS)ORRCA Q120 GALLI ONL J94 FOD MYRRS FYTTE (RNAV)–STAR | 1400–0000

SW, 14 JUL 2022 to 8 SEP 2022
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<th>Terminals</th>
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<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>DENVER (DEN)</td>
<td>ORRCA Q120 GALLI BAM J154 TCH KAMPR LONGZ (RNAV)–STAR</td>
<td>1400–0000</td>
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<td>or TIPRE Q126 INSLO LBERT LONGZ (RNAV)–STAR</td>
<td>1400–0000</td>
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<tr>
<td>DETROIT SATS (DET,ARB,PTK,YIP,CYQG)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) GALLI BAM J94 DBQ BAE WEBOR RRALF (RNAV)–STAR</td>
<td>1400–0400</td>
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<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) DTW SOUTH FLOW GALLI BAM J94 DBQ PORZL RKCTY (RNAV)–STAR</td>
<td>1400–0000</td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW GALLI BAM J94 DBQ PORZL KKISS (RNAV)–STAR</td>
<td>1400–0000</td>
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<tr>
<td>HOUSTON (HOU)</td>
<td>(TURBOJETS – DME/DME/IRU OR GPS) SISYRAH Q128 JSICA ILC BCE TXO LBB LLO KIDIZ (RNAV)–STAR</td>
<td>1400–0000</td>
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<tr>
<td>HOUSTON (IAH)</td>
<td>(TURBOJETS &amp; TURBOPROPS – DME/DME/IRU OR GPS) IAH WEST FLOW BOILE Q4 ELP PEQ FUSCO DIESEL MSCOT (RNAV)–STAR</td>
<td>1400–0000</td>
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<td></td>
<td>or (TURBOJETS &amp; TURBOPROPS – DME/DME/IRU OR GPS) IAH EAST FLOW BOILE Q4 ELP PEQ FUSCO DIESEL TTORO (RNAV)–STAR</td>
<td>1400–0000</td>
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<tr>
<td>NEWARK (EWR)</td>
<td>ORRCA Q120 GALLI BAM J94 DBQ J584 SLT WILLIAMSPORT–STAR</td>
<td>1400–0000</td>
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<td>PHOENIX (PHX)</td>
<td>BOILE BLH HYDRR (RNAV)–STAR</td>
<td>1600–0500</td>
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<td>CHICAGO (ORD)</td>
<td>J18 SLN J96 IRK BRADFORD–STAR</td>
<td>1400–0000</td>
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<td>or (TURBOJETS (RNAV 1)) J18 SLN J96 IRK BENKY (RNAV)–STAR</td>
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<td>(RNAV TURBOJET) OBK DETMR BRWNZ (RNAV)–STAR</td>
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<td>CLEVELAND</td>
<td>DETROIT SATS (DET,ARB,PTK,YIP,CYQG)</td>
<td>1100–0300</td>
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<td>(DME/DME/IRU OR GPS REQUIRED) JARPA RSK ALS J13 FQF J128 DBQ BAE WEBOR RRALF (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>HOUSTON (HOU)</td>
<td>(TURBOJETS &amp; TURBOPROPS – DME/DME/IRU OR GPS) FST SAT BELLR (RNAV)–STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(TURBOJETS &amp; TURBOPROPS – DME/DME/IRU OR GPS) IAH WEST FLOW FST SAT TEJAS (RNAV)–STAR</td>
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<td>NEW YORK (JFK)</td>
<td>J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 JHW J70 LVZ LENDY–STAR</td>
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<td>or GUP J102 ALS PUB GLD J146 GIJ J554 JHW J70 LVZ LENDY–STAR</td>
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<tr>
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<td>or J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 CRL J584 WILLIAMSPORT–STAR</td>
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<td>OAKLAND (OAK)</td>
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<tr>
<td>SAN FRANCISCO (SFO)</td>
<td>J92 OAL MOD</td>
<td>1600–0500</td>
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Terminals: Route

**PREFERRED IFR ROUTES**

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<td>SAN JOSE(SJC)</td>
<td>(TURBOJET)MAYSIA (RNAV)–DP SISIS DOVEE BYT RUSME RAZRR (RNAV)–STAR</td>
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<td>RENO(RNO)</td>
<td>(TURBOJETS)GALLI CZI J82 FSD J16 MCW ZZIPR FYTTE (RNAV)–STAR</td>
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<tr>
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<td>FMG MACUS GALLI BAM J154 TCH KAMPR LONGZ (RNAV)–STAR</td>
<td>1400–0000</td>
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<td>1400–0000</td>
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<tr>
<td>SACRAMENTO(SAC)</td>
<td>(TURBOJETS)ORRCA Q120 GALLI ONL J94 FOD MYRRS FYTTE (RNAV)–STAR</td>
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<td>INSLO LBERT LONGZ (RNAV)–STAR</td>
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<td>SALT LAKE CITY(SLC)</td>
<td>OCS J107 DDY J158 ABR GRP HOCQ Q816 KELTI NABOR PONCT JFUND (RNAV)–STAR</td>
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<tr>
<td></td>
<td>(RNAV)OCS J94 ONL J94 FOD MYRRS FYTTE (RNAV)–STAR</td>
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**SW, 14 JUL 2022 to 8 SEP 2022**
PREFERRED IFR ROUTES

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals | Route | Effective Times (UTC)
---|---|---
NEW YORK (JFK) | ORRCA Q120 GALLI BAM J94 OBK J584 CRL J554 JHW J70 LVZ LENDY–STAR | 1600–0500
NEWARK (EWR) | ORRCA Q120 GALLI BAM J94 OBK J584 SLT WILLIAMSPORT–STAR | 1300–0100
PHOENIX (PHX) | BOILE BLH HYDRR (RNAV)–STAR | 1400–0800
PITTSBURGH (PIT) | GALLI BAM J94 BFF OBH DSM IOW J146 WOOST TAMDE ACO JESEY (RNAV)–STAR | 1400–0800
TORONTO (YYZ) | ORRCA Q120 GALLI BAM J32 ABR J70 GEP GRB YZEMN NUBER (CANADIAN) (RNAV)–STAR | 1400–0800
SAN JOSE (SJC) | CHICAGO (ORD) | (TURBOJETS) ORRCA Q120 GALLI BAM J94 FOD MYRRS FYTTE (RNAV)–STAR
DENVER (DEN) | TIPRE Q126 INSLO LBERT LONGZ (RNAV)–STAR | 1400–0800
HOUSTON (HOE) | (TURBOJETS – DME/DME/IRU OR GPS) SYRAH Q128 JSICA ILC BCE TXO LBB LLO KIDDZ (RNAV)–STAR
HOUSTON (IAH) | (TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS) (IAH EAST FLOW) BOILE Q4 ELP PEQ FUSCO DIESL TTORO (RNAV)–STAR
| | (TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS) (IAH WEST FLOW) BOILE Q4 ELP PEQ FUSCO DIESL MSCOT (RNAV)–STAR
PHOENIX (PHX) | BOILE BLH HYDRR (RNAV)–STAR | 1600–0500
TUCCSON (TUS) | CLEVELAND METRO (CLE, CGF, BKL, LNN, LPR) | (RNAV TURBOJET) OBK DETMR BRWNZ (RNAV)–STAR
HOUSTON (HOE) | (TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS) FST SAT BELRR (RNAV)–STAR
HOUSTON (IAH) | (TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS) (IAH WEST FLOW) DIESL MSCOT (RNAV)–STAR
| | (TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS) (IAH EAST FLOW) DIESL TTORO (RNAV)–STAR
| | (TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS) (IAH EAST FLOW) FST SAT HTOWN (RNAV)–STAR
| | (TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS) (IAH WEST FLOW) FST SAT TEJAS (RNAV)–STAR

SW. 14 JUL 2022 to 8 SEP 2022

Terminals | Route | Effective Times (UTC)
---|---|---
TRAFFIC ARRIVING SALT LAKE CITY TERMINAL AREA
SOUTH OVER BCE | BCE DTA TCH | 1600–0500
SOUTH OVER MLF | MLF DTA TCH | 1600–0500
SOUTHEAST OVER EKR | EKR MTU SPANE–STAR | 1600–0500
SOUTHEAST OVER JNC | JNC J12 HELPR SPANE–STAR | 1600–0500
WEST OVER BVL | BVL BONNEVILLE–STAR | 1600–0500
PREFERRED IFR ROUTES

INTENTIONALLY LEFT BLANK
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)
TOWER ENROUTE CONTROL FOR NORTHERN CALIFORNIA

SW, 14 JUL 2022 to 8 SEP 2022
TOWER ENROUTE CONTROL

SFO ........................................... MHR05 SFOW ORRCA RISTI (RNAV)-STAR ....... MPQ90
SFO ........................................... MHR17 SFOE SAC V6 RYMAR CCR ............. MPQ80
SFO ........................................... MHR74 SFOE THORN ALWYS ARRTU BERKS SFO J150

MODESTO
FROM: F34 LSN MCE MER MOD
TO: ROUTE DIRECTION ROUTE ALTITUDE
AUN BAB E36 GOO JAQ LHM MCC MHR MVY 061 OVE PVF RIU .... MOD02 LIN .............. J80MPQ60
CCR DWA EDU 041 SUU VCB ...... MOD05 LIN .............. JMPQ60
CVH MRY OAR SNS WVI........... MOD04 MOD V111 SNS ............... JMPQ60
E16 NUG PAO RHV SJC .......... MOD06 SFOW BORED KLIIDE .................. JMP70
E16 NUG PAO RHV SJC .......... MOD19 SFOE BORED KLIIDE .................. JMP90
E16 NUG PAO RHV SJC .......... MOD20 BUSHY ......................... Q60
HWD .................. MOD13 SHARR CATTY .............. J80
HWD OAK HAF .................. MOD03 SUNOL ............... JMPQ60
LKV .................. MOD01 UHHUT .................. JMPQ40
NUQ SJC PAO RHV E16 .......... MOD10 BUSHY ......................... Q60
NUQ SJC PAO RHV E16 .......... MOD12 SFOE BORED KLIIDE .................. JMP90
OAK .................. MOD14 TOOOL .................. J80
SAC SMF O88 ............... MOD08 SAC .................. J60MPQ40
SCK TCY C83 027 103 .......... MOD15 SFOW BORED KLIIDE .................. JMP70
SCK TCY C83 027 103 .......... MOD15 .................. JMPQ40
SFO .................. MOD07 SFOW ALWYS CEDES ARCHI ............. J100
SFO .................. MOD17 SFOE ALWYS ARRTU BERKS ............. J100
SFO .................. MOD18 SFOW CEDES .................. MPQ80
SQL .................. MOD21 DOCAL .................. MPQ60

FROM: LSN MCE MER MOD
TO: ROUTE DIRECTION ROUTE ALTITUDE
OAK ........................................... MOD09 TOOOL .................. J80

MONTEREY
FROM: MRY CVH OAR SNS WVI
TO: ROUTE DIRECTION ROUTE ALTITUDE
AUN BAB E36 GOO JAQ LHM MCC MRY01 SNS V111 MOD LIN ............... MPQ70
MYV 061 OVE PVF RIU .......... AUN BAB E36 GOO JAQ LHM MCC MRY02 SFOE SJC SALAD SAC ............. J130
MYV 061 OVE PVF RIU .......... AUN BAB E36 GOO JAQ LHM MCC MRY10 SFOE SJC ALTAM SAC ............. J120
HWD .................. MRY13 SFOE SNS V111 KARNN V301 SUNOL .. J70
HWD OAK .................. MRY03 SFOE SNS V111 KARNN V301 SUNOL .. MPQ80
HWD OAK .................. MRY11 SFOE SNS V111 KARNN V301 SUNOL .. MPQ70
HWD OAK .................. MRY12 SFOE SNS PXN PANOCE-STAR ........ JM100
LSN MCE MER MOD F34 .......... MRY04 SFOW SNS V111 MOD .............. J90MPQ70
LSN MCE MER MOD F34 .......... MRY15 SFOE SNS V111 MOD .............. JMPQ70
LVK SCK TCY C83 027 103 .......... MRY05 SNS V111 MOD .............. JMPQ70
NUQ PAO RHV SJC E16 .......... MRY07 SJC .................. JMPQ60
OAK ........................................... MRY14 SFOE SHOEY V27 HADLY SAU ........ J100
SAC SMF O88 ............... MRY06 SFOE SJC ALTAM SAC ............. J120
SAC SMF O88 ............... MRY08 SNS V111 MOD SAC .............. MPQ70
SAC SMF O88 ............... MRY16 SFOE SJC SALAD SAC ............. J130
SFO .................. MRY09 SFOE SANTY V25 OSI .................. MPQ60
SFO .................. MRY18 SFOE SANTY EDDY .................. J110
SFO .................. MRY19 SFOE SHOEY V27 HADLY SAU ........ J100MPQ70
SQL .................. MRY17 DOCAL .................. MPQ60

MOUNTAIN VIEW
FROM: E16 NUQ PAO RHV
TO: ROUTE DIRECTION ROUTE ALTITUDE
AUN BAB E36 GOO JAQ LHM MCC MRYQ1 SJC V334 SUNOL MOD LIN ........ MP70Q50
MHR MVY 061 OVE PVF RIU .... CCR DWA EDU 041 SUU VCB ...... NUQ02 SJC V334 SUNOL ........ JMPQ50
FROM: NUQ
TO: ROUTE DIRECTION ROUTE ALTITUDE
HAF ........................................... NUQ06 SFOE GOBBS .................. JMPQ50
FROM: NUQ PAO RHV E16

SW, 14 JUL 2022 to 8 SEP 2022
## TOWER ENROUTE CONTROL

### SACRAMENTO

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SW, 14 JUL 2022 to 8 SEP 2022
TOWER ENROUTE CONTROL

FROM: SAC SMF O88 ........................................ SJCO5
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SJC NUQ PAO RHV E16 .................................. SJC04
SQL ........................................................... SJC20
SQL ........................................................... SJC21

SUNOL SAC ............................................... MPQ50
MOONY SJC ................................................. JMPQ50
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SJC04 SJC19 SJC05 SJC18 SFO MOONY .................................. SMPQ50
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DOCAL ....................................................... JMPQ50

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TO: AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU
TO: AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU
TO: AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU
TO: CRR DWA EDU O41 SUU VCB

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TO: AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU
TO: AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU
TO: AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU
TO: CRR DWA EDU O41 SUU VCB

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TO: AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU
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TO: CRR DWA EDU O41 SUU VCB

FROM: SAC SMF O88 ........................................ SJCO5
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SW, 14 JUL 2022 to 8 SEP 2022
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.

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)
TOWER ENROUTE CONTROL FOR SOUTHERN CALIFORNIA

BURBANK AREA
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CNO REI L65 AJO ONT RAL RIR RIV SBD... CSTP13  SLI V8 PDZ..................................JM60PQ250
HMT .................................................... CSTP14  SLI V8 PDZ V186 WESIN...............JM60PQ50
F70...................................................... CSTP16  SLI V8 PDZ PDZ092015 JESEX........JM60PQ50
CRQ NFG NNX OKB.................................. CSTP17  V25 PACIF V208 OCN..................JM70
RMN .................................................... CSTP18  V25 PACIF V208 JLI....................JM70
MYF NRS NZY SAN SDM SEE..................... CSTP19  V25 PACIF V208 LAX118 CARDI MZB320 MZB ..............................................................J110M90
SAN (SANE) ........................................... CSTP20  V25 REDIN V165 SARGS................J110M90
SBA ..................................................... CSTP21  SLI V23 LAX V299 VTU V282 KWANG........PQ60
SBA (LAXE) ............................................ CSTP22  SLI SLI341 ELMOO VNY095 VNY V186 FIM......MPQ60
SBA (LAXE) ............................................ CSTP23  SLI V23 POMP SM0125 SMO VNY.....PQ40
NTD OXR CMA ........................................ CSTP24  SLI V23 POPPR SM0125 SMO VNY.....PQ40
NTD OXR CMA (LAXE) ............................. CSTP25  SLI SLI341019 ELMOO V186 FIM......PQ40

FROM: LGB
To:    ROUTE     ALTITUDE
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NTD OXR CMA ........................................ CSTP27  SLI V23 LAX VNY..........................JM60

FROM: FUL SLI SNA TOA (RWY11)
To:    ROUTE     ALTITUDE
SBA ..................................................... CSTP28  ROUTE SXC V208 VTU V282 KWANG........J100M80
NTD OXR CMA ........................................ CSTP29A SLI V23 LAX VNY........................M60
NTD OXR CMA.......................................... CSTP29B SXC V208 VTU.........................J80

FROM: SNA
To:    ROUTE     ALTITUDE
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RMN .................................................... CSTP32  V23 OCN V208 JLI......................PQ70
SAN (SANE) ........................................... CSTP33  V23 OCN V165 SARGS..................PQ50

FROM: FUL LGB SLI TOA (RWY11)
To:    ROUTE     ALTITUDE
CRQ NFG NNX OKB.................................. CSTP34  ROUTE SLI V64 V363 DANAH V23 OCN......PQ50
RMN .................................................... CSTP35  SLI V64 V363 DANAH V23 OCN V208 JLI....PQ70
MYF NRS NZY SAN SDM SEE..................... CSTP36  SLI V64 V363 DANAH V23 MZB........PQ50
SAN (SANE) ........................................... CSTP37  SLI V64 V363 DANAH V165 SARGS......PQ50
CRQ NFG NNX OKB.................................. CSTP38  V23 OCN...............................PQ50
MYF NRS NZY SAN SDM SEE..................... CSTP39  V23 MZB....................................PQ50
RMN .................................................... CSTP40  V23 OCN V208 JLI......................PQ70
SAN (SANE) ........................................... CSTP41  V23 OCN V165 SARGS..................PQ50

FROM: AVX
To:    ROUTE     ALTITUDE
BUR ................................................... CSTP42  ROUTE SXC V21 SLI V23 POPPR SM0125 SMO .........PQ40
BUR (LAXE) .......................................... CSTP43  SXC V21 SLI V23 LAX LAX316 SILEX.....PQ40
WHP VNY .............................................. CSTP44  SXC V21 SLI V23 LAX LAX316 SILEX.....JM60

WHP VNY (LAXE) .................................... CSTP45  SXC V21 SLI V23 LAX LAX320 CANOG.....PQ40
WHP VNY .............................................. CSTP46  SXC V21 SLI V23 LAX LAX320 CANOG.....JM60
CCB EMT FOC ........................................ CSTP47  SXC V21 SLI V23 LAX LAX320 CANOG.....JM60
CNO REI L65 AJO ONT RAL RIR RIV SBD... CSTP48  SLI V8 POXKU V363 POM..................JMPQ50
F70...................................................... CSTP49  SLI V8 PDZ..................................JM60PQ50
HMT .................................................... CSTP50  SLI V8 PDZ PDZ092015 JESEX............JM60PQ50
CRQ NFG NNX OKB.................................. CSTP51  SLI V8 PDZ V186 WESIN...............JM60PQ50
MYF NRS NZY SAN SDM SEE..................... CSTP52  SXC V208 OCN.............................JM60PQ50
RMN .................................................... CSTP53  SXC V208 LAX118 CARDI MZB320 MZB ...(J110M90
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SBA ..................................................... CSTP58  SXC V208 VITU............................JM60PQ60
SMO ..................................................... CSTP59  SXC V208 VITU V282 KWANG............J100M80PQ60
SMO ..................................................... CSTP60  SXC V21 SLI V8 POXKU V363 BAYJ V186 ......PQ60
SMO (LAXE) .......................................... CSTP61  SXC V21 SLI SLI341 ELMOO VNY095 DARTS...PQ40
TOWER ENROUTE CONTROL

EMPIRE AREA
FROM: CCB CNO EMT HMT REI L65 AJO RAL RIR RIV SBD F70 ONT POC

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  HHR .................................................... ONTP3
  LAX .................................................... ONTP4
  LAX (LAXE) ............................................ ONTP5
  LAX (LAXE) ............................................ ONTP6
  SMO .................................................... ONTP7
  AVX .................................................... ONTP8
  FULL LGB SLI TOA ..................................... ONTP9
  SNA .................................................... ONTP10
  CRQ NFG NKX OKB ...................................... ONTP11
  MYF NRS NZY SAN ...................................... ONTP12
  SDM SEE ................................................ ONTP12
  RNM .................................................... ONTP13
  CMA OXR NTD .......................................... ONTP14
  CMA OXR NTD .......................................... ONTP15
  SBA .................................................... ONTP16
  SBA .................................................... ONTP17
  TJI ..................................................... ONTP18

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  PDZ V197 POM V264 ITSME V186 VNY ............... JM80
  PDZ PDZ270 ............................................ JMPQ30
  PDZ PDZ270 LAX ......................................... JMPQ40
  PDZ PDZ27016 DOWDD V394 SLI V8 .................. PQ40
  PDZ V16 PRADO V363 DANAH V23 SLI V8 .......... JM80
  PDZ V186 DARTS ........................................ JMPQ60
  PDZ V16 PRADO V363 DANAH SXC .................... JMQP70
  PDZ PDZ27016 DOWDD V394 SLI .................... JMQP40
  PDZ PDZ27013 RNDAL V363 POKXU V8 SLI .......... JMQP40
  PDZ V186 ROBNN V458 OCN ........................... J110PQ70
  PDZ V186 HAILE V66 M2B ............................ J110PQ90
  PDZ V186 HAILE V66 M2B ............................ J110PQ90
  PDZ V186 ROBNN V208 JLI .......................... J110PQ70
  PDZ V186 FIM ......................................... PQ60
  PDZ V197 POM V264 ITSME V186 FIM ............. JM80
  PDZ V197 DEANO V27 KWANG ....................... PQ60
  PDZ V197 POM V264 ITSME V186 DEANO V27 KWANG JM80
  PDZ V186 PGY TJI ..................................... J110PQ90

LOS ANGELES AREA
FROM: LAX WEST (J CLASS)

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  WHP VNY ................................................ LAXP2
  AVX .................................................... LAXP3
  FULL LGB SLI SNA TOA ................................ LAXP4
  CCB EMT POC .......................................... LAXP5
  CNO REI L65 AJO RAL RIR RIV SBD ONT ............ LAXP6
  HMT .................................................... LAXP7
  F70 ..................................................... LAXP9
  CRQ NFG NKX OKB ...................................... LAXP10
  MYF NRS NZY SAN SDM SEE ........................... LAXP11
  RNM .................................................... LAXP12
  SAN (SANE) .......................................... LAXP13
  OXR CMA NTD .......................................... LAXP14
  SBA .................................................... LAXP15

ROUTE
  LAX316 SILEX .......................................... J50
  LAX320 CANOG .......................................... J50
  LAX-DP SLI V21 SXC ................................ J50
  LAX-DP SLI ............................................ J50
  LAX-DP SLI V8 POKXU V363 POM .................... J90
  LAX-DP SLI V8 PDZ .................................... J90
  LAX-DP SLI V8 PDZ V186 WESIN ..................... J90
  LAX-DP SLI V8 PDZ PDZD0Z2015 JESEX .......... J90
  LAX-DP SLI SLI171 ALBAS V25 PACIF V208 OCN J110
  LAX-DP MZB ........................................... J130
  LAX-DP SLI SLI171 ALBAS V25 PACIF V208 JLI J110
  LAX-DP SLI SLI171 ALBAS V25 REDIN V165 SARGS J110
  VENTA-DP VTU ........................................ J60
  VENTA-DP VTU VTU2B2 KWANG ....................... J100

FROM: LAX EAST (J CLASS)

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  AVX .................................................... LAXP18
  FULL LGB SLI SNA TOA ................................ LAXP19
  CCB EMT POC .......................................... LAXP20
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  HMT .................................................... LAXP22
  F70 ..................................................... LAXP24
  CRQ NFG NKX OKB ...................................... LAXP25
  MYF NRS NZY SAN SDM SEE ........................... LAXP26
  RNM .................................................... LAXP27
  SAN (SANE) .......................................... LAXP28
  OXR CMA NTD .......................................... LAXP29
  SBA .................................................... LAXP30

ROUTE
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  LAX320 CANOG .......................................... J50
  LAX-DP SLI V21 SXC ................................ J50
  LAX-DP SLI ............................................ J40
  LAX-DP SLI V8 POKXU V363 POM .................... J90
  LAX-DP SLI V8 PDZ .................................... J90
  LAX-DP SLI V8 PDZ V186 WESIN ..................... J90
  LAX-DP SLI V8 PDZ PDZD0Z2015 JESEX .......... J90
  LAX-DP SLI SLI14820 V25 PACIF V208 OCN ....... J110
  LAX-DP SLI SLI14820 V25 PACIF V208 OCN ..... J110
  LAX-DP SLI BAYER PACIF V208 HUBRD CARDI MZB J130
  LAX-DP SLI SLI14820 V25 PACIF V208 JLI .... J110
  LAX-DP SLI SLI14820 V25 REDIN V165 SARGS J110
  VENTA-DP VTU ........................................ J60
  VENTA-DP VTU VTU2B2 KWANG ....................... J100

FROM: LAX WEST AND EAST (M CLASS)

SW, 14 JUL 2022 to 8 SEP 2022
### Tower Enroute Control

**From: LAX West and East (P and Q Class)**

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**SW, 14 JUL 2022 to 8 SEP 2022**
TOWER ENROUTE CONTROL

FROM:  SMO

TO:    SMO

ROUTE

SCTP11  LIMBO V64 V363 DANAH V23 OCN........  PQ50
SCTP12  LIMBO V64 WILMA V25 PACIF V208 OCN.  J110M90
SCTP13  SLI SLI148 V25 PACIF V208 OCN........  J110M90
SCTP14  LIMBO V64 SLI V23 OCN................  PQ50
SCTP15  LIMBO V64 V363 DANAH V23 MZB........  PQ50
SCTP16  SLI V64 V363 DANAH V23 MZB...........  PQ50
SCTP17  LIMBO V64 WILMA V25 PACIF V208 LAX118 CARDI MZBS320 MZB................  J110M90
SCTP18  SLI SLI148 V25 PACIF V208 MZBS320 MZB  J110M90
SCTP19  LIMBO V64 SLI V23 MZB................  PQ50
SCTP20  LIMBO V64 V363 DANAH V23 MZB208 JLI  PQ70
SCTP21  LIMBO V64 SLI V23 OCN208 JLI.........  PQ70
SCTP22  LIMBO V64 SLI V23 OCN208 JLI.........  J110M90
SCTP23  SLI SLI148 V25 PACIF V208 JLI.........  J110M90
SCTP24  LIMBO V64 V363 DANAH V165 SARGS....  PQ50
SCTP25  LIMBO V64 WILMA V25 REDIN V165 SARGS  J110M90
SCTP26  SMO VNY...............................  PQ40
SCTP27  OXR CMA NTD............................  J60
SCTP28  SMO SMO125 V64 SLI V23 OCN...........  PQ50
SCTP29  OXR CMA NTD............................  J60
SCTP30  LIMBO V64 SLI148 V25 PACIF V208 OCN  J110M90
SCTP31  LIMBO V64 SLI V8 POXKU V363 BAYJY V186 DARTS.................................  J80
SCTP32  LIMBO V64 SLI V459 DARTS...............  J80
SCTP33  LIMBO V64 SLI SMO125 V64 SLI...........  J80
SCTP34  LIMBO V64 SLI V23148 V25 PACIF V208 ALTS88  J50

ROUTE

SCTP11  LIMBO V64 V363 DANAH V23 OCN........  PQ50
SCTP12  LIMBO V64 WILMA V25 PACIF V208 OCN.  J110M90
SCTP13  SLI SLI148 V25 PACIF V208 OCN........  J110M90
SCTP14  LIMBO V64 SLI V23 OCN................  PQ50
SCTP15  LIMBO V64 V363 DANAH V23 MZB........  PQ50
SCTP16  SLI V64 V363 DANAH V23 MZB...........  PQ50
SCTP17  LIMBO V64 WILMA V25 PACIF V208 LAX118 CARDI MZBS320 MZB................  J110M90
SCTP18  SLI SLI148 V25 PACIF V208 MZBS320 MZB  J110M90
SCTP19  LIMBO V64 SLI V23 MZB................  PQ50
SCTP20  LIMBO V64 V363 DANAH V23 MZB208 JLI  PQ70
SCTP21  LIMBO V64 SLI V23 OCN208 JLI.........  PQ70
SCTP22  LIMBO V64 SLI V23 OCN208 JLI.........  J110M90
SCTP23  SLI SLI148 V25 PACIF V208 JLI.........  J110M90
SCTP24  LIMBO V64 V363 DANAH V165 SARGS....  PQ50
SCTP25  LIMBO V64 WILMA V25 REDIN V165 SARGS  J110M90
SCTP26  SMO VNY...............................  PQ40
SCTP27  OXR CMA NTD............................  J60
SCTP28  SMO SMO125 V64 SLI V23 OCN...........  PQ50
SCTP29  OXR CMA NTD............................  J60
SCTP30  LIMBO V64 SLI148 V25 PACIF V208 OCN  J110M90
SCTP31  LIMBO V64 SLI V8 POXKU V363 BAYJY V186 DARTS.................................  J80
SCTP32  LIMBO V64 SLI V459 DARTS...............  J80
SCTP33  LIMBO V64 SLI SMO125 V64 SLI...........  J80
SCTP34  LIMBO V64 SLI V23148 V25 PACIF V208 ALTS88  J50

ALTITUDE

J50
SAN (SANE).......................... SMOP33
SMO SM0125 V64 V363 DANAH V165 SARGS................................. PQ50
SAN (SANE).......................... SMOP34
SMO SM0125 V64 SLI V165 SARGS................................. M90
SAN (SANE).......................... SMOP35
SXC V208 PACIF V25 REDIN V165 SARGS................................. J110
OXR CMA NTD........................ SMOP36
SMO VNY.......................... PQ40
OXR CMA NTD........................ SMOP37
VTU.......................... JM60
SBA.......................... SMOP38
SMO V107 SADDE V299 VTU VTU282 KWANG................................. J100MQP60
SBA (LAX).......................... SMOP39
LAX V23 V186 DEANO V27 KWANG.................................... JM50PQ40

PALM SPRINGS AREA
FROM: PSP UDD TRM

ROUTE
ALTIITUDE

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PALMDOLE AREA
FROM: EDW L00 MHV PMD WIF

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PT MUGI AREA
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TOWER ENROUTE CONTROL

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CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD .......................... VTUP15  VPU044 GINNA V326 VNY V186 PDZ ......... PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD .......................... VTUP16  VPU044 GINNA V326 VNY V186 ITSME V264 POM V197 PDZ ............. JM70
HMT ........................................... VTUP17  VPU044 GINNA V326 VNY V186 PDZ V186 WESIN ......... PQ50
HMT ........................................... VTUP18  VPU044 GINNA V326 VNY V186 ITSME V264 POM V197 PDZ V186 WESIN .......... JM70
F70 ........................................... VTUP21  VPU V044013 GINNA V326 VNY V186 PDZ PD092015 JESEX ............. JM70
F70 ........................................... VTUP22  VPU V044013 GINNA V326 VNY V186 ITSME V264 POM V197 PDZ PD092015 JESEX .......... JM70
CRQ NFG NXX OKB ................................ VTUP23  VPU044 GINNA V326 VNY V186 ROBNN V458 OCN ........................................... PQ70
CRQ NFG NXX OKB (LAXE) ................................ VTUP24  VPU044 GINNA V326 VNY V186 ROBNN V458 OCN ................................. PQ70
MYF NRS NZY SAN SDM SEE ................................ VTUP25  VPU V208 SXC V208 OCN ................................. J110M90
MYF NRS NZY SAN SDM SEE (LAXE) ................................ VTUP26  VPU044 GINNA V326 VNY V186 HAILE V66 MZB ........................................... P90Q
MYF NRS NZY SAN SDM SEE ................................ VTUP27  VPU044 GINNA V326 VNY V186 HAILE V66 MZB ........................................... P90Q
RNM ........................................... VTUP29  VPU044 GINNA V326 VNY V186 ROBNN V208 JLI ................................. P70Q
RNM ........................................... VTUP30  VPU044 GINNA V326 VNY V186 ROBNN V208 JLI ................................. P70Q
SAN (SANE) ................................ VTUP31  VPU V208 SXC V208 JLI ................................. J110M90
SAN (SANE) ................................ VTUP32  VPU044 GINNA V326 VNY V186 BAYJY V363 DANAH V165 SARGS ......... P90Q
SAN (SANE) ................................ VTUP33  VPU V208 SXC V27 REDIN V165 SARGS ................................ J110M90
SMX ........................................... VTUP34  VPU V25 RSZ V286 KOAKS ................................ J1M9P80
IZA ........................................... VTUP35  VPU V25 RSZ V277 CALLI ................................ J1M9P80
LPC ........................................... VTUP36  VPU V27 GVO ........................................... J1M9P80
LAX ........................................... VTUP37  VPU V27 GVO ........................................... J1M9P80
SAN DIEGO AREA
FROM: CRQ MYF NFG NRS NZY SAN SDM SEE RNM OKB L18 TJ
TO: AVX ........................................... SANP1  MZB V23 OCN V208 SXC ........................................... P60Q
AVX ........................................... SANP2  MZB293 V27 SXC ........................................... J100M80
AVX ........................................... SANP2R  CWARD (RNAV)-DP CWARD AVOLS SXC ......... J100M80
FULL LGB SNA SLI TOA ................................ SANP3  OCN V23 SLI ........................................... P60Q
FULL LGB SNA SLI TOA ................................ SANP3  OCN V23 SLI ........................................... P60Q
FULL LGB SNA SLI TOA ................................ SANP4  MZB293 SLI148 SLI ........................................... J100M80
FULL LGB SNA SLI TOA ................................ SANP4  MZB293 SLI148 SLI ........................................... J100M80
CWARD (RNAV)-DP SLI ................................ SANP5  MZB293 SLI148 V8 TANDY ................................. J1M80
LAX (LAXE) ................................ SANP6  CWARD (RNAV)-DP CWARD AVOLS SXC TANDY ................................ J1M80
LAX (LAXE) ................................ SANP6R  CWARD (RNAV)-DP CWARD AVOLS SXC TANDY ................................ J1M80
HHR (Rwy25) ................................ SANP7  OCN V23 SLI SLI340 WELLZ ................................ P60Q
HHR (Rwy25) ................................ SANP8  MZB293 SLI148 SLI SLI340 WELLZ ......................... J1M80
HHR (Rwy25) ................................ SANP8R  CWARD (RNAV)-DP SLI SLI340 WELLZ ..................... J1M80
SMO ........................................... SANP9  OCN V23 DANAH V363 BAYJY V186 DARTS ............. P60Q
SMO ........................................... SANP10  MZB293 SLI148 V459 DARTS ................................. P60Q
SMO ........................................... SANP10R  CWARD (RNAV)-DP SLI V459 DARTS ......................... J1M80
SMO (LAXE) ................................ SANP11  OCN V23 SLI SLI341 ELMOO VNY095 DARTS ............. P60Q
SMO (LAXE) ................................ SANP12  MZB293 PEBLE SLI148 SLI SLI341 ELMOO V186 DARTS .... J1M80
SMO (LAXE) ................................ SANP12R  CWARD (RNAV)-DP SLI SLI341 ELMOO VNY095 DARTS ........ J1M80
BUR ........................................... SANP13  OCN V23 POPPR SMO125 SMO SMO311 SILEX ................................. P60Q
BUR ........................................... SANP14  MZB293 SLI148 SLI V23 LAX LAX316 SILEX ........ J1M80

SW, 14 JUL 2022 to 8 SEP 2022
BUR .................................................. SANP14R  CWARD (RNAV)-DP LAX SILEX ................. J100M80
WHP VNY ................................................. SANP15  OCN V23 POEPR SMO125 SMO SMO317 CANOG ... PQ60
WHP VNY ................................................. SANP16  MZB293 SLI148 SLI V23 LAX AX320 CANOG ... J100M80
VNY WHP ................................................ SANP16R  CWARD (RNAV)-DP LAX CANOG ................. J100M80
BUR VNY WHP (LAXE) ............................ SANP17  OCN V23 SLI SLI341 ELMOO VNY095 VNY ... PQ60
BUR VNY WHP (LAXE) ............................ SANP18  MZB293 PEBLE SLI148 SLI SLI341 ELMOO V186 VNY ... J100M80
BUR VNY WHP (LAXE) ............................ SANP18R  CWARD (RNAV)-DP SLI SLI341 ELMOO VNY095 VNY ... J100M80
AJO CNO L65 ONT RAL ................................ SANP19  OCN V23 DANAH V363 POXKU V8 PDZ ... PQ60
REI RIV RIV SBD ...................................... SANP19  OCN V23 DANAH V363 POXKU V8 PDZ ... PQ60
ONT SBD .................................................. SANP20  V186 TANNER HDF PETIS ....................... JM100
CNO AJO RAL RIR ..................................... SANP21  V186 PDZ .......................................... JM100
L65 REI RIV ............................................. SANP22  V186 TANNER HDF ................................. JM100
CB EM TPOC ............................................ SANP23  OCN V23 DANAH V363 POM ................. PQ60
CB EM TPOC ............................................ SANP24  MZB293 POM164 POM ............................ J100M80
HMT .................................................... SANP25  OCN V23 DANAH V363 POXKU V8 PDZ V186 WESIN ... PQ60
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F70 ....................................................... SANP29  OCN V23 DANAH V363 POXKU V8 PDZ PDZ092015 JESEX ... JM100
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SBA (LAXE) ............................................ SANP37  OCN V23 DANAH V363 BAYJY V186 DEANO V27 KWANG ... PQ60

SANTA BARBARA AREA
FROM: SBA

TO: ROUTE ROUTE ALTITUDE
BUR .................................................. SBAP1  KWANG CMA CMA078 TOAKS .................... PQ50
WHP VNY ................................................. SBAP2  KWANG CMA CMA072 GINNA .................... PQ50
BUR VNY ................................................ SBAP3  HENER V186 FIM ............................... J110M90
AVX ..................................................... SBAP4  KWANG VTX V208 SXC ......................... JM70PQ50
FUL LGB SLI TOA ................................. SBAP5  KWANG CMA VNY V186 ADAMM V394 S SI ... PQ50
SNA ..................................................... SBAP6  KWANG CMA VNY V186 BAYJY V363 POXKU ... PQ50
HHR ..................................................... SBAP7  KWANG VTX V299 SADDE V107 SMO SMO125 PPOPR V23 SLI ... MP50
FUL LGB S LI TOA SNA HHR ....................... SBAP8  KWANG VTX V208 SXC SLI ..................... J110M90
HHR (LAXE) .......................................... SBAP9  KWANG CMA VNY V186 ELMOO ............... MP50
LAX ....................................................... SBAP10  KWANG VTX V299 SADDE V107 SMO ................... JM70PQ50
LAX (LAXE) .......................................... SBAP11  KWANG VTX V25 EXERT ....................... JM70PQ50
SMO ...................................................... SBAP12  KWANG CMA VNY V186 DARTS ............... PQ50
SMO ...................................................... SBAP13  HENER FIM V186 DARTS ....................... J110M90
CCB ..................................................... SBAP14  KWANG CMA VNY V186 ITSME V264 POM ... PQ50
CCB ..................................................... SBAP15  HENER V186 FIM V186 ITSME V264 POM .... JM70
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CNO EM REI L65 AJO POC ONT RAL RIR RIV SBD SBAP17  HENER FIM V186 ITSME V264 POM V197 PDZ ............................... J110M90
HMT ..................................................... SBAP18  KWANG CMA VNY V186 PDZ V186 WESIN ... PQ50
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F70 ...................................................... SBAP22  HENER FIM V186 PDZ PDZ092015 JESEX ... PQ50

SW, 14 JUL 2022 to 8 SEP 2022
## TOWER ENROUTE CONTROL

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<td>RZS VTU V208 SXC SLLI</td>
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<td>RZS VTU SADDE-STAR</td>
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<td>RZS VTU V25 EXERT</td>
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<td>SMO</td>
<td>RZS V186 DARTS</td>
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<td>RZS V386 FIM V186 DARTS</td>
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<td>CCB</td>
<td>RZS V186 ITSME V264 POM</td>
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<td>CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD</td>
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<td>CRQ NFG NXX OKB</td>
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<td>PSP UDD TRM</td>
<td>RZS V386 FIM V186 ITSME V264 POM V197 PDZ V186 NIKKL V64 TRM PSP</td>
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**U.S. WEST COAST SW, 14 JUL 2022 to 8 SEP 2022**

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| SBAP23 | SBAP24 | SBAP25 | SBAP26 | SBAP27 | SBAP28 | SBAP29 | SBAP30 | SBAP31 | SBAP32 | SBAP33 | SBAP34 | SBAP35 | SBAP36 | SBAP37 | SBAP38 | SBAP39 | SBAP40 | SBAP41 | SBAP42 | SBAP43 | SBAP44 | SBAP45 | SBAP46 | SBAP47 | SBAP48 | SBAP49 | SBAP50 | SBAP51 | SBAP52 | SBAP53 | SBAP54 | SBAP55 | SBAP56 | SBAP57 | SBAP58 | SBAP59 | SBAP60 | SBAP61 | SBAP62 | SBAP63 | SBAP64 | SBAP65 | SBAP66 | SBAP67 | SBAP68 | SBAP69 | SBAP70 | SBAP71 |
## Minimum Operational Network (MON) Airport Listing

<table>
<thead>
<tr>
<th>State</th>
<th>City</th>
<th>Airport Name</th>
<th>Location Identifier</th>
</tr>
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<tbody>
<tr>
<td>AZ</td>
<td>CASA GRANDE</td>
<td>CASA GRANDE MUNI</td>
<td>CGZ</td>
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<td>AZ</td>
<td>DOUGLAS BISBEE</td>
<td>BISBEE DOUGLAS INTL</td>
<td>DUG</td>
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<td>AZ</td>
<td>GRAND CANYON</td>
<td>GRAND CANYON NATIONAL PARK</td>
<td>GCN</td>
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<td>AZ</td>
<td>PHOENIX</td>
<td>PHOENIX-MESA GATEWAY</td>
<td>IWA</td>
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<td>AZ</td>
<td>PRESCOTT</td>
<td>PRESCOTT RGNL - ERNEST A LOVE FLD</td>
<td>PRC</td>
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<tr>
<td>AZ</td>
<td>WINSLOW</td>
<td>WINSLOW-LINDBERGH RGNL</td>
<td>INW</td>
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<tr>
<td>CA</td>
<td>BURBANK</td>
<td>BOB HOPE</td>
<td>BUR</td>
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<td>MC CLELLAN-PALOMAR</td>
<td>CRQ</td>
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<td>CNO</td>
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<td>CRESCENT CITY</td>
<td>JACK MC NAMARA FIELD</td>
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<td>FRESNO YOSEMITE INTL</td>
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<td>VNY</td>
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<td>ALAMOSA</td>
<td>SAN LUIS VALLEY RGNL/BERGMAN FIELD</td>
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<td>CRAIG-MOFFAT</td>
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<td>CO</td>
<td>DENVER</td>
<td>COLORADO AIR AND SPACE PORT</td>
<td>CFO</td>
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<td>CO</td>
<td>GUNNISON</td>
<td>GUNNISON-CRESTED BUTTE RGNL</td>
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<td>LAMAR</td>
<td>SOUTHEAST COLORADO RGNL</td>
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<td>ALBUQUERQUE INTL SUNPORT</td>
<td>ABQ</td>
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<td>RENO/STEAD</td>
<td>RTS</td>
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<tr>
<td>UT</td>
<td>VERNAL</td>
<td>VERNAL RGNL</td>
<td>VEL</td>
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</table>
In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement 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 (ﷺ) indicates non-standard PCL, consult Chart Supplement, e.g., ⦅ﷺ.

To activate lights, use frequency indicated in the communication section of the chart with ⦅ or the appropriate lighting system identification e.g., UNICOM 122.8 ⦅, ⦆, ⦇.

<table>
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<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
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<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances in 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

Helicopter Alighting Areas ☲ ☷ ☸ ☹ ☺
Negative Symbols used to identify Copter Procedures
landing point……………………… ◌ ◍ ◎ ● ◐

NOTE:
Landmark features depicted on Copter Approach insets
and sketches are provided for visual reference only.

Runway TDZE elevation………………TDZE 123
— 0.3% DOWN

Runway Slope……………………… 0.8% UP —
(shown when rounded runway slope is
greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways
8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS"
location is shown because of its height of
approximately 7 feet and proximity to edge of
runway may create an obstruction for some types
of aircraft.

Approach light symbols are shown in the
Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from
diagram to diagram

Coordinate values are shown in 1 or ½ minute
increments. They are further broken down into
6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise
noted on the chart.

Runway length depicted is the physical length of
the runway (end-to-end, including displaced thresholds
if any) but excluding areas designated as stopways.

A □ symbol is shown to indicate runway declared
distance information available, see appropriate Chart
Supplement for distance information.

NOTE:
Runway and taxiway diagrams are shown with
crafted expression. Refer to the appropriate Supplement/Directory for
applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 25-175, 2D-325

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex
runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure
operations. For revisions to Airport Diagrams. Consult FAA Order 7918.4.
An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>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>CHANDLER MUNI (CHD)</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>GLENDALE</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>GLENDALE MUNI (GEU)</td>
<td>HS 1</td>
<td>Pilots sometimes cross Rwy 07R–25L at Twy B5 without ATC clearance.</td>
</tr>
<tr>
<td>GRAND CANYON</td>
<td>HS 1</td>
<td>Pilots sometimes cross Rwy 07R–25L at Twy B9 without ATC clearance.</td>
</tr>
<tr>
<td>GRAND CANYON NTL PARK (GCN)</td>
<td>HS 1</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>PHOENIX</td>
<td>HS 1</td>
<td>Run up area at Twy F1 not visible from the twr.</td>
</tr>
<tr>
<td>PHOENIX SKY HARBOR INTL (PHX)</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>PHOENIX</td>
<td>HS 1</td>
<td>Pilots sometimes cross Rwy 07L/25R at Twy F8, Twy F9, or Twy F10 without authorization.</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>PRESCOTT RGNL – ERNEST A LOVE FLD (PRC)</td>
<td>HS 2</td>
<td>Twy A1, Twy B4, Twy B5 and Rwy 03L confusing intersection in close proximity to Rwy 03L. Twy A1 crosses apch end Rwy 03L. Pilots taxiing to/from hangars via Twy B4 sometime mistakenly taxi on Twy A1 or B5.</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>PRESCOTT RGNL – ERNEST A LOVE FLD (PRC)</td>
<td>HS 3</td>
<td>Twy A1, Twy B4, Twy B5 and Rwy 03L confusing intersection in close proximity to Rwy 03L. Twy A1 crosses apch end Rwy 03L. Pilots taxiing to/from hangars via Twy B4 sometime mistakenly taxi on Twy A1 or B5.</td>
</tr>
<tr>
<td>TUCSON</td>
<td>HS 1</td>
<td>Air tfc often taxies acft via Twy B and onto Rwy 33 for departure on Rwy 06R. Use caution not to enter Rwy 06R without ATC authorization.</td>
</tr>
<tr>
<td>TUCSON INTL (TUS)</td>
<td>HS 1</td>
<td>Rwy 29R sometimes mistaken for Rwy 29L on arrival. Pilots instructed to hold short of Rwy 11L–29R or Rwy 11R–29L sometimes cross the apch area of these rwys without authorization.</td>
</tr>
<tr>
<td>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>CALIFORNIA</td>
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<td>------------</td>
</tr>
<tr>
<td>ATWATER CASTLE (MER)</td>
<td>HS 1</td>
<td>Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Tfc congestion due to large volume of acft proceeding to and from Rwy 31.</td>
</tr>
<tr>
<td>BURBANK BOB HOPE (BUR)</td>
<td>HS 1</td>
<td>Acft taxing westbound fr trml ramp sometimes cros Rwy 33–15 rwy holding posn markings and enter Rwy 33–15 wo authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 08–26 non–typical lctn of rwy holding posn markings. Acft taxing westbound fr trml ramp sometimes cross hold posn markings wo ATC authorization.</td>
</tr>
<tr>
<td>CARLSBAD MC CLELLAN–PALOMAR (CRQ)</td>
<td>HS 1</td>
<td>ATC has difficulty seeing small acft taxiing eastbound on Twy A, when “Large Jets” are parked on the ramps.</td>
</tr>
<tr>
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<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 CHINO (CNO)</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>
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<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 BUCHANAN FLD (CCR)</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 SAN GABRIEL VALLEY (EMT)</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>FAIRFIELD TRAVIS AFB (SUU)</td>
<td>HS 1</td>
<td>Int of 21R apch, Rwy 03R–21L and Twy D btn the rwys can create confusion. Query brw if lost or need help.</td>
</tr>
<tr>
<td>HAWTHORNE JACK NORTHRUP FLD/HAWTHORNE MUNI (HHR)</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>HAYWARD HAYWARD EXEC (HWD)</td>
<td>HS 1</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 taxiing to parking.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Area not visible from ATCT.</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 taxiing 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>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
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</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>BRACKETT FLD (POC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIVERMORE</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>LIVERMORE MUNI (LVK)</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>LIVERMORE MUNI (LVK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LONG BEACH</td>
<td>HS 1</td>
<td>Ramp, Twy J and Twy J4 in close proximity to Rwy 08R–26L.</td>
</tr>
<tr>
<td>LONG BEACH (DAUGHERTY FLD) (LGB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOS ANGELES</td>
<td>HS 1</td>
<td>Acft sometimes fail to hold short of Rwy 24L at Twy AA and inadvertently cross rwy wo authorization. Also, acft exiting Rwy 24R at Twy AA sometimes fail to fully exit the rwy when holding short of Rwy 24L.</td>
</tr>
<tr>
<td>LOS ANGELES INTL (LAX)</td>
<td>HS 2</td>
<td>Pilots sometimes fail to hold short of Rwy 24L when exiling Rwy 24R at Twy Z.</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 trns to Twy H5.</td>
</tr>
<tr>
<td>MARYSVILLE</td>
<td>HS 1</td>
<td>Twy B, high–speed U–2 mobile tfc when Rwy 15 in use.</td>
</tr>
<tr>
<td>BEALE AFB (BAB)</td>
<td>HS 2</td>
<td>Twy E, high–speed U–2 mobile tfc when Rwy 33 in use.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy F, in the vicinity of Twy C, Twy L, and Twy K. Frequent U–2 and high speed mobile tfc, slope of the twy limits visibility in both directions.</td>
</tr>
<tr>
<td>MOJAVE</td>
<td>HS 1</td>
<td>Twy C crosses Rwy 08 to Twy F. Rwy 08 and Rwy 04 are not intersecting runways. Pilot’s must get apvl to enter each individual rwy.</td>
</tr>
<tr>
<td>MOJAVE AIR &amp; SPACE PORT/RUTAN FLD (MHV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAPA</td>
<td>HS 1</td>
<td>Twy A, Twy C, Twy E, and the ramp. Complex intersection and high density tfc area.</td>
</tr>
<tr>
<td>NAPA CO (APC)</td>
<td>HS 2</td>
<td>Rwy 24, Twy A. Acft and vehicles transiting to and from the hangers via Twy A sometimes cross Rwy 24 at Twy A without clearance.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 24 and Rwy 01L Acft taxiing on Rwy 24, do not cross Rwy 01L without clearance. Acft taxiing on Rwy 01L, do not cross Rwy 24 without clearance.</td>
</tr>
<tr>
<td>METRO OAKLAND INTL (OAK)</td>
<td>HS 2</td>
<td>Acft departing the ramp sometimes miss their turn onto Twy C or Twy D, mistakenly proceeding onto Twy H or Twy G and ultimately Rwy 10L–28R.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Complex intersection. Pilots sometimes taxi onto Rwy 10L or Rwy 33 by mistake.</td>
</tr>
</tbody>
</table>
ONTARIO
ONTARIO INTL (ONT)

HS 1 Southbound tfc crossing Rwy 08R/26L at Twy F sometime flw the incorrect cntrln and mistakenly turn onto Rwy 26L westbound, since Twy S is not easily seen from N of the Rwy.

HS 2 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.

PALM SPRINGS
PALM SPRINGS INTL (PSP)

HS 1 Pilots sometimes mistake Twy C for Rwy 13R–31L or Rwy 13L–31R.

HS 2 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.

HS 3 Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.

RIVERSIDE
RIVERSIDE MUNI (RAL)

HS 1 Westbound tfc on Twy A to Twy B must remain alert so as to not cross Rwy 34.

HS 2 ATC non–visibility area.

SACRAMENTO
SACRAMENTO EXEC (SAC)

HS 1 Pilots sometimes confuse the inbound Twy A with the outbound Twy B.

HS 2 Portion of Twy E not visible from twr.

SACRAMENTO
SACRAMENTO INTL (SMF)

HS 1 Portions of the ramp not vis to the twr. Acft dep the SE concourse B gates sometimes conflict with inbd acft.

HS 2 Pilots should use caution at twy intersections W and Y at Y2. There is concentrated N/S gnd veh tfc at these twy intersections.

HS 3 Pilots taxiing S on Twy A sometimes miss the turn onto Twy A13 incurring wt and size rstd Twy G1.

SAN DIEGO
MONTGOMERY–GIBBS EXEC (MYF)

HS 1 Acft ldg Rwy 28R and exiting onto Twy M sometimes cross Rwy 28L wo authorization.

HS 2 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.

HS 3 Acft taxiing to Rwy 28R arch end sometime mistake Twy B for Twy A and cros Rwy 28L wo authorization.

SAN DIEGO
SAN DIEGO INTL (SAN)

HS 1 Twy J at Twy H. Pilots at GA parking instructed to taxi via Twy H and Twy C incorrectly turn onto Twy J instead.

SAN FRANCISCO
SAN FRANCISCO INTL (SFO)

HS 1 Complex intersections in close proximity of rwys. Pilots taxing E bound on Twy B sometime turn on Twy F instead of continuing the turn on Twy B.

HS 2 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.

HS 3 Acft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L.

SAN JOSE
NORMAN Y MINETA SAN JOSE INTL (SJC)

HS 1 "Run–up Area" is asphalt/black–top and near active Rwy 30L and Twy D.

SAN JOSE
REID–HILLVIEW OF SANTA CLARA CO (RHV)

HS 1 Numerous inbounds and outbounds at twy intersections Twy D, Twy Z, and Twy Y.

HS 2 Maint vigilance when maneuvering at Twy Y, Twy Z, Twy A and Rwy 31R run–up area.

HS 3 Pilots sometimes confuse Twy Y for Rwy 31R when ldg or dep NW and Rwy 13L when ldg or dep SE.
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
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<tbody>
<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 rwy. 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</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>HANCOCK FLD (SMX)</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>ZAMPERINI FLD (TOA)</td>
<td></td>
<td></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></td>
<td></td>
</tr>
<tr>
<td>SOUTHERN CALIFORNIA LOGISTICS (VCV)</td>
<td>HS 1</td>
<td>Wrong rwy departure risk.</td>
</tr>
<tr>
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</tr>
<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</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>COLORADO SPRINGS</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>CITY OF COLORADO SPRINGS MUNI (COS)</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>CITY OF COLORADO SPRINGS MUNI (COS)</td>
<td>HS 2</td>
<td>Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.</td>
</tr>
<tr>
<td>CITY OF COLORADO SPRINGS MUNI (COS)</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>CITY OF COLORADO SPRINGS MUNI (COS)</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>Frequent helicopter operations on north ends of Twy B and Rwy 03–21. Use caution in this area.</td>
</tr>
<tr>
<td>DENVER</td>
<td>HS 3</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>DENVER</td>
<td>HS 4</td>
<td>Pilots taxiing S on Twy D and instructed to cros Rwy 3 mistakenly turn onto Rwy 3. Pilots taxiing on Rwy 3 and instructed to hold short of Rwy 12R/32L fail to hold short. Hold line immediately after turn onto Rwy 3.</td>
</tr>
<tr>
<td>EAGLE</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>EAGLE CO RGNL (EGE)</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>CITY/AIRPORT</td>
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</tr>
<tr>
<td>NSW</td>
<td>HS 1</td>
<td>Exiting Rwy 01L–19L use caution not to enter Twy U, and avoid entering Rwy 01L–19R without authorization.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 2</td>
<td>Exiting Rwy 01R–19L use caution not to enter Rwy Y, and avoid entering Rwy 01L–19R without authorization.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 3</td>
<td>Wrong rwy departure risk. Acft departing Rwy 08L are sometime confused with Rwy 01L. Verify rwy hdg and alignment with proper rwy prior to departure.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 4</td>
<td>Pilots should be aware of frequent jet acft taxiing to Rwy 17R for departure. Additionally, pilots have mistakenly lined up on Twy A for departure.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 5</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>NSW</td>
<td>HS 6</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>NSW</td>
<td>HS 7</td>
<td>Pilots sometimes enter or cross Rwy 12R without authorization.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 8</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>NSW</td>
<td>HS 9</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>NSW</td>
<td>HS 10</td>
<td>Complex intersection, be vigilant for acft using intersecting rwy.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 11</td>
<td>Frequent crossings for sailplane ops.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 12</td>
<td>Pilots confuse Rwy 16L and Rwy 16R on apch and Rwy 34L mistaken for Rwy 34R. Rwy 34R thld is 2,000 feet offset to the N.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 13</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>NSW</td>
<td>HS 14</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>NSW</td>
<td>HS 15</td>
<td>Hold line on Twy/EOR A and Twy/EOR H have multiple privately owned vehicle access roads, possibility of high vehicle tfc.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 16</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 tfc.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 17</td>
<td>Multiple hold lines at intersecting rwy. Ldg/departing acft disregard hold lines, taxing acft ctc twr prior to crossing hold lines.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 18</td>
<td>Multiple hold lines where rwys intersect. Hold line also at Twy D. Ctc twr if confused or lost.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 19</td>
<td>Privately owned vehicle crossing ctb by twr. Hold line located on each side of Rwy 07–25. Possibility of high vehicle traffic.</td>
</tr>
</tbody>
</table>

**NEW MEXICO**

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<thead>
<tr>
<th>CITY/AIRPORT</th>
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<tbody>
<tr>
<td>NSW</td>
<td>HS 1</td>
<td>T wy 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>NSW</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 tfc.</td>
</tr>
<tr>
<td>NSW</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 tfc.</td>
</tr>
<tr>
<td>NSW</td>
<td>HS 4</td>
<td>Multiple hold lines at intersecting rwy. Ldg/departing acft disregard hold lines, taxing acft ctc twr prior to crossing hold lines.</td>
</tr>
<tr>
<td>NSW</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>NSW</td>
<td>HS 6</td>
<td>Privately owned vehicle crossing ctb by twr. Hold line located on each side of Rwy 07–25. Possibility of high vehicle traffic.</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>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</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>Twy E5 perm closed. Hold short lines for Rwy 03–21 on Twys E, H, and Hot Pad 2. Risk to pilots traveling on Twy E of confusing Twy H and Rwy 03–21.</td>
</tr>
<tr>
<td>ROSWELL</td>
<td>HS 1</td>
<td>Pilots taxiing eastbound on Twy A sometimes miss the turn onto Twy B and enter Rwy 03–21 without authorization via Twy D due to the complex twy int.</td>
</tr>
<tr>
<td>ROSWELL AIR CENTER (ROW)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OGDEN</td>
<td>HS 1</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>OGDEN–HINCKLEY (OGD)</td>
<td></td>
<td></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 rws.</td>
</tr>
<tr>
<td>PROVO MUNI (PVU)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SALT LAKE CITY</td>
<td>HS 1</td>
<td>Wrong Rwy Departure Risk. Hold Lines for Rwy 32 and Rwy 35 are at the same Icn at Twy K1 and Twy M with short taxi dist to either rwy.</td>
</tr>
<tr>
<td>SALT LAKE CITY INTL (SLC)</td>
<td>HS 2</td>
<td>High risk of Rwy incursion at Rwy 14–32 on Twy Q due to short taxi dist btn rws.</td>
</tr>
<tr>
<td></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>

SW, 14 JUL 2022 to 8 SEP 2022
AIRPORT DIAGRAM

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

Rwy 13-31
S-155, D-200, 25-175, 2D-415, 2D/2D2-720

AIRPORT DIAGRAM

ATIS
124.475
CASTLE TOWER
118.175 235.775
GND CON
133.575

20086
AL-568 (FAA)
CASTLE (MER)
ATWATER, CALIFORNIA

37°24'N

37°23'N

120°35'W

120°34'W

FIELD
ELEV
190

BLAST PAD
1000
X 150

NORTH RAMP

OPERATIONAL RAMP

ENGINE AREA

SOUTH RAMP

BLAST PAD
1000
X 150

ELEV 178

368°

HS 2

TWR

HS 1

A

368

20086
ATWATER, CALIFORNIA
CASTLE (MER)

SW, 14 JUL 2022 to 8 SEP 2022
AIRPORT DIAGRAM

COLORADO AIR AND SPACE PORT (CFO)

ATIS 119.025
SPACE PORT TOWER* 120.2
GND CON 124.7
CLNC DEL 124.7
121.75 (When Tower Closed)

AIRPORT DIAGRAM

DENVER, COLORADO

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

SW, 14 JUL 2022 to 8 SEP 2022

RAWAY 05-23
PCN 29 F/C/X/T
S-47, D-66
RAWAY 07-25
PCN 29 F/C/X/T
S-50, D-90

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

ELEV 5504

FIELD ELEV 5507

ELEV 5503

GA TRANSIENT RAMP
DE-ICING
TERMINAL
TWR 5569
FBO
FBO RAMP
HANGARS
HANGARS
HANGARS
NATIONAL GUARD
WATER TANK

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
NORTHERN COLORADO RGNL (FNL)
AL-5677 (FAA)
FORT COLLINS/LOVELAND, COLORADO

ATIS 135.075
NOCO TOWER
CTAF
GND CON
121.65
CLNC DNL
120.25 (When Tower Closed)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
5020

AIRPORT DIAGRAM
FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

SW, 14 JUL 2022 to 8 SEP 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Aircraft that depart full length on Runway 8L and 11L must hold at 118.75. Such aircraft should also verify that they are departing on the correct runway.

Ramp Frequencies:
- 124.4 A, B, C GATES & GA, CUSTOMS
- 127.9 D, E GATES & CARGO
- 130.0 RAMP ALTERNATE FREQUENCY

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. REPEATBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

ASOS
135.225
CTAF/UNICOM
122.8

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

ELEV 5699

TERMINAL
FIRE STATION

Rwy 13 31
PCN 13 F/D/X/T
S-65, D-90, 2D-150

Rwy 17 35
PCN 61 F/C/X/T
S-75, D-190, 2D-265

SW, 14 JUL 2022 to 8 SEP 2022
AIRPORT DIAGRAM

NAPA COUNTY (APC)
NAPA, CALIFORNIA

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

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

ATIS
133.5 270.275
GATEWAY TOWER
120.6 289.4
GND CON
128.25 275.8
CNC DEL
135.03

ELEV 1341
HOLD BAY E
ELEV 1348
ELEV 1356
ELEV 1374
FIRE STATION
COMPASS ROSE

CARGO PROCESSING
GENERAL AVIATION TERMINAL
AIRPORT AUTHORITY ADMIN
PASSenger TERMINAL

FIELD ELEV 1381

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

PHOENIX-MESA GATEWAY (TWA)
PHOENIX, ARIZONA

SW, 14 JUL 2022 to 8 SEP 2022
AIRPORT DIAGRAM

PROVO MUNI (PVU)
PROVO, UTAH

FLIGHT SERVICE STATION
135.175
PROVO TOWER*
125.3
GND CON
119.4

AIRPORT
ADMINISTRATION
FIRE STATION

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

REDDEING MUNI (RDD)
REDDEING, CALIFORNIA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW, 14 JUL 2022 to 8 SEP 2022
AIRPORT DIAGRAM

ATIS 124.85
SALINAS TOWER* 119.525 239.3
GND CON 121.7

163°
GENERAL AVIATION PARKING

FIELD ELEV 84

TERMINAL
GENERAL AVIATION PARKING

ELEV 70
083.8°

6004 X 150

300 X 150

300 X 150

263.8°

ELEV 92

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

S-25, D-32, 2D-62
Rwy 08-26
S-65, D-100, 25-127, 2D-170
Rwy 13-31
AIRPORT DIAGRAM
CHARLES M SCHULZ - SONOMA COUNTY (STS)

ATIS 120.55
SANTA ROSA TOWER* 118.5 363.0
GND CON 121.9

AIRPORT DIAGRAM
SANTA ROSA, CALIFORNIA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW, 14 JUL 2022 to 8 SEP 2022
AIRPORT DIAGRAM

SOUTHERN CALIFORNIA LOGISTICS (VCV)

VICTORVILLE, CALIFORNIA

ATIS* 135.475
VICTORVILLE TOWER* 118.35 282.225
GND CON 124.45

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE 0.1° W

AIRPORT DIAGRAM

SOUTHERN CALIFORNIA LOGISTICS (VCV)

VICTORVILLE, CALIFORNIA

22195

SW, 14 JUL 2022 to 8 SEP 2022
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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 LVN-SL120005, /OV PDZ-PSP.

3. /TM – Time: When conditions occurred or were encountered.
   - Use 4 digits in UTC.
   Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   Examples: /FL095, /FL310, /FL UNKN

5. /TP - Type aircraft: Required if reporting Turbulence or Icing
   - No more than 4 characters, use UNKN if the type is not known.
   Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK – Sky Condition/Cloud layers:
   - Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   - Report bases in hundreds of feet: BKN005, SCT015, OVC200
   - If bases are unknown, use UNKN
   - Report cloud tops in hundreds of feet: TOP120
   Examples: /SK BKN035, /SK SCT UNKN-TOP125/ SKC

7. /WX - Weather: Flight visibility is always reported first.
   - Append FV reported with SM.
   - Report visibility using 2 digits: FV01SM, FV10SM
   - Unrestricted visibility use FV99SM.
   - Use standard weather contractions e.g.: RA, SH, DS, 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, /LTG 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

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP905/OVC150 /TA M12 /TA INTMT LGT CHOP
UA /OV DH730015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM -RA /TA 04 /TB LGT /IC NEG
UA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 27004KT TB SEV 055-085 /RM CAJON PASS

SW, 14 JUL 2022 to 8 SEP 2022
# PIREP FORM

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>UA UUA</td>
</tr>
<tr>
<td>2.</td>
<td>/OV Location</td>
</tr>
<tr>
<td>3.</td>
<td>/TM Time</td>
</tr>
<tr>
<td>4.</td>
<td>/FL Altitude/Flight Level</td>
</tr>
<tr>
<td>5.</td>
<td>/TP Aircraft Type</td>
</tr>
<tr>
<td>6.</td>
<td>/SK Sky Condition</td>
</tr>
<tr>
<td>7.</td>
<td>/WX Flight Visibility &amp; Weather</td>
</tr>
<tr>
<td>8.</td>
<td>/TA Temperature (Celsius)</td>
</tr>
<tr>
<td>9.</td>
<td>/WV Wind</td>
</tr>
<tr>
<td>10.</td>
<td>/TB Turbulence</td>
</tr>
<tr>
<td>11.</td>
<td>/IC Icing</td>
</tr>
<tr>
<td>12.</td>
<td>/RM Remarks</td>
</tr>
</tbody>
</table>

Items 1 through 5 are mandatory for all PIREPs.

FAA Form 7110-2 (Rev 19) Supersedes Previous Edition

SW, 14 JUL 2022 to 8 SEP 2022