

## GENERAL INFORMATION

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

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

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

## CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

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

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Effective Date	Airport Information Cut-off date	Airspace Information* Cut-off date
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3 Sep 26	22 Jul 26	7 Jul 26
29 Oct 26	16 Sep 26	1 Sep 26
24 Dec 26	11 Nov 26	27 Oct 26

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

FOR PROCUREMENT:

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

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## GENERAL INFORMATION

## CITY/MILITARY AIRPORT CROSS REFERENCE

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

STATE	CITY NAME	AIRPORT NAME
DE	DOVER.....	DOVER AFB
MA	FALMOUTH .....	CAPE COD CGAS
MA	SPRINGFIELD/CHICOPEE.....	WESTOVER ARB/METROPOLITAN
MD	CAMP SPRINGS .....	JOINT BASE ANDREWS
MD	PATUXENT .....	PATUXENT RIVER NAS (TRAPNELL FLD)
MD	ABERDEEN.....	PHILLIPS AAF
NJ	LAKEHURST .....	LAKEHURST MAXFIELD FLD
NJ	WRIGHTSTOWN .....	JOINT BASE MCGUIRE DIX LAKEHURST
NY	FORT DRUM.....	WHEELER SACK AAF
PA	FORT INDIANTOWN GAP.....	MUIR AHP (FORT INDIANTOWN GAP)
VA	BLACKSTONE .....	ALLAN C PERKINSON BLACKSTONE AAF
VA	FORT A. P. HILL .....	A P HILL AAF (FORT A P HILL)
VA	FORT BELVOIR .....	DAVISON AAF
VA	FORT EUSTIS.....	FELKER AAF
VA	FORT LEE.....	FORT LEE HELIPAD NR 3
VA	HAMPTON.....	LANGLEY AFB
VA	NORFOLK.....	NORFOLK NS (CHAMBERS FLD)
VA	VIRGINIA BEACH .....	OCEANA NAS (APOLLO SOUCEK FLD)
VA	QUANTICO .....	QUANTICO MCAF (TURNER FLD)
VA	WALLOPS ISLAND.....	WALLOPS FLIGHT FACILITY
VA	WILLIAMSBURG .....	CAMP PEARY LNDG STRIP

## SEAPLANE LANDING AREAS

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

STATE	CITY NAME	FACILITY NAME
CT	EAST HADDAM	GOODSPEED
ME	ASHLAND	BRADFORD CAMPS SPB
ME	AUGUSTA	AUGUSTA
ME	BANGOR	LUCKY LANDING MARINA
ME	CHESUNCOOK	CHESUNCOOK LAKE HOUSE SPB
ME	CHESUNCOOK	NUGENT CHAMBERLAIN LAKE
ME	EAST WINTHROP	LAKESIDE LODGE AND MARINA
ME	GREENVILLE	MOOSEHEAD AERO MARINE
ME	GREENVILLE JUNCTION	CURRIER'S
ME	JACKMAN	MOOSE RIVER
ME	LINCOLN	LINCOLN RGNL
ME	MILLINOCKET	MILLINOCKET
ME	NAPLES	BRANDY POND
ME	NAPLES	LONG LAKE
ME	NORCROSS/MILLINOCKET	BUCKHORN CAMPS
ME	OLD TOWN	DEWITT FLD/OLD TOWN MUNI
ME	PATTEN	SHIN POND
ME	PRESQUE ISLE	PRESQUE ISLE
ME	RANGELEY	RANGELEY LAKE
ME	SINCLAIR	LONG LAKE
ME	TURNER	TWITCHELL
ME	VAN BUREN	VAN BUREN
MD	BALTIMORE	ESSEX SKYPARK
MD	HAVRE DE GRACE	HAVRE DE GRACE
MA	HALIFAX	MONPONSETT POND
NH	ALTON BAY	ALTON BAY SPB
NJ	LITTLE FERRY	LITTLE FERRY
NY	LONG LAKE	LONG LAKE (HELMS)
NY	LONG LAKE	LONG LAKE SAGAMORE SPB AND MARINA
NY	NEW YORK	EVERS
NY	NEW YORK	NEW YORK SKYPORTS INC
NY	ROUND LAKE	ROUND LAKE
NY	SCHUYLERVILLE	GARNSEYS
PA	ERIE	PRESQUE ISLE
PA	ERIE	PRESQUE ISLE BAY
PA	ESSINGTON	PHILADELPHIA
PA	SUNBURY	SUNBURY SPB
VA	CHESTER	MCLAUGHLIN SPB

## GENERAL INFORMATION

## ABBREVIATIONS

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

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

<b>Abbreviation</b> .....	<b>Description</b>	<b>Abbreviation</b> .....	<b>Description</b>
A/G .....	air/ground	alt .....	altitude
AAF .....	Army Air Field	altn .....	alternate
AAS .....	Airport Advisory Service	AM .....	Amplitude Modulation, midnight til noon
AB .....	Airbase	AMC .....	Air Mobility Command
abm .....	abeam	amdt .....	amendment
ABn .....	Aerodrome Beacon	AMSL .....	Above Mean Sea Level
abv .....	above	ANGS .....	Air National Guard Station
ACC .....	Air Combat Command Area Control Center	ant .....	antenna
acft .....	aircraft	AOE .....	Airport/Aerodrome of Entry
ACLS .....	Automatic Carrier Landing System	AP .....	Area Planning
ACN .....	Aircraft Classification Number	APAPI .....	Abbreviated Precision Approach Path Indicator
ACR .....	Aircraft Carrier	apch .....	approach
act .....	activity	apn .....	apron
ACWS .....	Aircraft Control and Warning Squadron	APP .....	Approach Control
ADA .....	Advisory Area	Apr .....	April
ADCC .....	Air Defense Control Center	aprx .....	approximate
ADCUS .....	Advise Customs	APU .....	Auxiliary Power Unit
addn .....	addition	apv, apvl .....	approve, approval
ADF .....	Automatic Direction Finder	ARB .....	Air Reserve Base
adj .....	adjacent	ARFF .....	Aircraft Rescue and Fire Fighting
admin .....	administration	ARINC .....	Aeronautical Radio Inc
ADR .....	Advisory Route	arng .....	arrange
advs .....	advise	arpt .....	airport
advsy .....	advisory	arr .....	arrive
AEIS .....	Aeronautical Enroute Information Service	ARS .....	Air Reserve Station
AER .....	approach end rwy	ARSA .....	Airport Radar Service Area
AFA .....	Army Flight Activity	ARSR .....	Air Route Surveillance Radar
AFB .....	Air Force Base	ARTCC .....	Air Route Traffic Control Center
afct .....	affect	AS .....	Air Station
AFF .....	Aqueous Film Forming Foam	ASAP .....	as soon as possible
AFHP .....	Air Force Heliprot	ASDA .....	Accelerate-Stop Distance Available
AFIS .....	Automatic Flight Information Service	ASDE .....	Airport Surface Detection
afld .....	airfield	ASDE-X .....	Airport Surface Detection Equipment-Model X
AFOD .....	Army Flight Operations Detachment	asgn .....	assign
AFR .....	Air Force Regulation	ASL .....	Above Sea Level
AFRC .....	Armed Forces Reserve Center/Air Force Reserve Command	ASOS .....	Automated Surface Observing System
AFRS .....	American Forces Radio Stations	ASR .....	Airport Surveillance Radar
AFS .....	Air Force Station	ASSC .....	Airport Surface Surveillance Capability
AFTN .....	Aeronautical Fixed Telecommunication Network	ASU .....	Aircraft Starting Unit
AG .....	Agriculture	ATA .....	Actual Time of Arrival
A-G, A-GEAR .....	Arresting Gear	ATC .....	Air Traffic Control
agcy .....	Agency	ATCC .....	Air Traffic Control Center
AGL .....	above ground level	ATCT .....	Airport Traffic Control Tower
AHP .....	Army heliprot	ATD .....	Actual Time of Departure Along Track Distance
AID .....	Airport Information Desk	ATIS .....	Automatic Terminal Information Service
AIS .....	Aeronautical Information Services	ATS .....	Air Traffic Service
AL .....	Approach and Landing Chart	attn .....	attention
ALF .....	Auxiliary Landing Field	Aug .....	August
ALS .....	Approach Light System	auth .....	authority
ALSF-1 .....	High Intensity ALS Category I configuration with sequenced Flashers (code)	auto .....	automatic
ALSF-2 .....	High Intensity ALS Category II configuration with sequenced Flashers (code)	AUW .....	All Up Weight (gross weight)
		aux .....	auxiliary
		AVASI .....	abbreviated VASI
		avbl .....	available

Abbreviation.....	Description
AvGas.....	Aviation gasoline
avn.....	aviation
AvOil.....	aviation oil
AWOS.....	Automatic Weather Observing System
AWSS.....	Automated Weather Sensor System
awt.....	await
awy.....	airway
az.....	azimuth
BA.....	braking action
BASH.....	Bird Aircraft Strike Hazard
BC.....	back course
bcn.....	beacon
bcst.....	broadcast
bdry.....	boundary
bldg.....	building
blkd.....	blocked
blo, blw.....	below
BOQ.....	Bachelor Officers Quarters
brg.....	bearing
btn.....	between
bus.....	business
byd.....	beyond
C.....	Commercial Circuit (Telephone)
CAC.....	Centralized Approach Control
cap.....	capacity
cat.....	category
CAT.....	Clear Air Turbulence
CCW or cntclks.....	counterclockwise
ceil.....	ceiling
CERAP.....	Center Radar Approach Control
CG.....	Coast Guard
CGAF.....	Coast Guard Air Facility
CGAS.....	Coast Guard Air Station
CH, chan.....	channel
CHAPI.....	Chase Helicopter Approach Path Indicator
chg.....	change
cht.....	chart
cir.....	circle, circling
CIV, civ.....	Civil, civil, civilian
ck.....	check
CL.....	Centerline Lighting System
cl.....	class
clnc.....	clearance
clsd.....	closed
CNATRA.....	Chief of Naval Air Training
cnl.....	cancel
cntr.....	center
cntrln.....	centerline
Co.....	Company, County
CO.....	Commanding Officer
com.....	communication
cmd.....	command
Comdr.....	Commander
coml.....	commercial
compul.....	compulsory
comsn.....	commission
conc.....	concrete
cond.....	condition
const.....	construction
cont.....	continue
CONUS.....	Continental United States
convl.....	conventional
coord.....	coordinate

Abbreviation.....	Description
copter.....	helicopter
corr.....	correct
CPDLC.....	Controller Pilot Data Link Communication
crdr.....	corridor
cross.....	cross
CRP.....	Compulsory Reporting Point
crs.....	course
CS.....	call sign
CSTMS.....	Customs
CTA.....	Control Area
CTAF.....	Common Traffic Advisory Frequency
ctc.....	contact
ctl.....	control
ctn.....	caution
CTLZ.....	Control Zone
CVFR.....	Controlled Visual Flight Rules Areas
CW.....	Clockwise, Continuous Wave, Carrier Wave
dalgt.....	daylight
D-ATIS.....	Digital Automatic Terminal Information Service
daylt.....	daylight
db.....	decibel
DCL.....	Departure Clearance
Dec.....	December
decom.....	decommission
deg.....	degree
del.....	delivery
dep.....	depart
DEP.....	Departure Control
destn.....	destination
det.....	detachment
DF.....	Direction Finder
DH.....	Decision Height
DIAP.....	DoD Instrument Approach Procedure
direc.....	directional
disem.....	disseminate
displ.....	displace
dist.....	district, distance
div.....	division
DL.....	Direct Line to FSS
dlt.....	delete
dly.....	daily
DME.....	Distance Measuring Equipment (UHF standard, TACAN compatible)
DNVT.....	Digital Non-Secure Voice Telephone
DoD.....	Department of Defense
drct.....	direct
DSN.....	Defense Switching Network (Telephone)
DSN.....	Defense Switching Network
dsplcd.....	displaced
DT.....	Daylight Savings Time
dur.....	during
durn.....	duration
DV.....	Distinguished Visitor
E.....	East
ea.....	each
EAT.....	Expected Approach Time
ECN.....	Enroute Change Notice
eff.....	effective, effect
EFVS.....	Enhanced Flight Vision Systems
E-HA.....	Enroute High Altitude
E-LA.....	Enroute Low Altitude

<b>Abbreviation</b> .....	<b>Description</b>	<b>Abbreviation</b> .....	<b>Description</b>
elev.....	elevation	GA.....	Glide Angle
ELT.....	Emergency Locator Transmitter	gal.....	gallon
EMAS.....	Engineered Material Arresting System	GAT.....	General Air Traffic (Europe-Asia)
emerg.....	emergency	GCA.....	Ground Control Approach
eng.....	engine	GCO.....	Ground Communication Outlet
EOR.....	End of Runway	glidr.....	glider
eqpt.....	equipment	GND.....	Ground Control
ERDA.....	Energy Research and Development Administration	gnd.....	ground
E-S.....	Enroute Supplement	govt.....	government
est.....	estimate	GP.....	Glide Path
estab.....	establish	Gp.....	Group
ETA.....	Estimated Time of Arrival	GPI.....	Ground Point of Intercept
ETD.....	Estimated Time of Departure	grad.....	gradient
ETE.....	Estimated Time Enroute	grd.....	guard
ETS.....	European Telephone System	GS.....	glide slope
EUR.....	European (ICAO Region)	GWT.....	gross weight
ev.....	every	H.....	Enroute High Altitude Chart (followed by identification)
evac.....	evacuate	H+.....	Hours or hours plus...minutes past the hour
exc.....	except	H24.....	continuous operation
exclld.....	exclude	HAA.....	Height Above Airport/Aerodrome
exer.....	exercise	HAL.....	Height Above Landing Area
exm.....	exempt	HAR.....	Height Above Runway
exp.....	expect	HAT.....	Height Above Touchdown
extd.....	extend	haz.....	hazard
extn.....	extension	hdg.....	heading
extv.....	extensive	HDTA.....	High Density Traffic Airport/Aerodrome
F/W.....	Fixed Wing	HF.....	High Frequency (3000 to 30,000 KHz)
FAA.....	Federal Aviation Administration	hgr.....	hangar
fac.....	facility	hgt.....	height
FAWS.....	Flight Advisory Weather Service	hi.....	high
fax.....	facsimile	HIRL.....	High Intensity Runway Lights
FBO.....	Fixed Base Operator	HO.....	Service available to meet operational requirements
FCC.....	Flight Control Center	hol.....	holiday
FCG.....	Foreign Clearance Guide	HOLF.....	Helicopter Outlying Field
FCLP.....	field carrier landing practice	hosp.....	hospital
fcst.....	forecast	HQ.....	Headquarters
Feb.....	February	hr.....	hour
FIC.....	Flight Information Center	HS.....	Service available during hours of scheduled operations
FIH.....	Flight Information Handbook	hsg.....	housing
FIR.....	Flight Information Region	hvy.....	heavy
FIS.....	Flight Information Service	HW.....	Heavy Weight
FL.....	flight level	hwy.....	highway
fld.....	field	HX.....	station having no specific working hours
fig.....	flashing	Hz.....	Hertz (cycles per second)
FLIP.....	Flight Information Publication	I.....	Island
flt.....	flight	IAP.....	Instrument Approach Procedure
flw.....	follow	IAS.....	Indicated Air Speed
FM.....	Fan Marker, Frequency Modulation	IAW.....	in accordance with
FOC.....	Flight Operations Center	ICAO.....	International Civil Aviation Organization
FOD.....	Foreign Object Damage	ident.....	identification
fone.....	telephone	IFF.....	Identification, Friend or Foe
FPL.....	Flight Plan	IFR.....	Instrument Flight Rules
fpm.....	feet per minute	IFR-S.....	FLIP IFR Supplement
fr.....	from	ILS.....	Instrument Landing System
freq.....	frequency, frequent	IM.....	Inner Marker
Fri.....	Friday	IMC.....	Instrument Meteorological Conditions
fng.....	firing	IMG.....	Immigration
FSS.....	Flight Service Station		
ft.....	foot		
ftt.....	fighter		

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

**Abbreviation .....Description**

MOCA .....	Minimum Obstruction Clearance Altitude
mod .....	modify
MOG .....	Maximum (aircraft) on the Ground
MON .....	Minimum Operational Network
Mon .....	Monday
MP .....	Maintenance Period
MR .....	Medium Range
MRA .....	Minimum Reception Altitude
mrk .....	mark, marker
MSAW .....	minimum safe altitude warning
msg .....	message
MSL .....	Mean Sea Level
msn .....	Mission
mt .....	mount, mountain
MTAF .....	Mandatory Traffic Advisory Frequency
MTCA .....	Military Terminal Control Area
mtlly .....	monthly
MUAC .....	Military Upper Area Control
muni .....	municipal
MWARA .....	Major World Air Route Area
N .....	North
N/A .....	Not Applicable
NA .....	Not Authorized
NAAS .....	Naval Auxiliary Air Station
NADC .....	Naval Air Development Center
NADEP .....	Naval Air Depot
NAEC .....	Naval Air Engineering Center
NAES .....	Naval Air Engineering Station
NAF .....	Naval Air Facility
NALCO .....	Naval Air Logistics Control Office
NALF .....	Naval Auxiliary Landing Field
NALO .....	Navy Air Logistics Office
NAS .....	Naval Air Station
NAT .....	North Atlantic (ICAO Region)
natl .....	national
nav .....	navigation
navaid .....	navigation aid
NAVMTO .....	Navy Material Transportation Office
NAWC .....	Naval Air Warfare Center
NAWS .....	Naval Air Weapons Station
NCRP .....	Non-Compulsory Reporting Point
NDB .....	Non-Directional Radio Beacon
NE .....	Northeast
nec .....	necessary
NEW .....	Net Explosives Weight
ngt .....	night
NM .....	nautical miles
nml .....	normal
NMR .....	nautical mile radius
No or Nr .....	number
NOLF .....	Naval Outlying Field
NORDO .....	Lost communications or no radio installed/available in aircraft
NOTAM .....	Notice to Airmen
Nov .....	November
npi .....	non precision instrument
Nr or No .....	number
NS .....	Naval Station
NS ABTMT .....	Noise Abatement
NSA .....	Naval Support Activity
NSF .....	Naval Support Facility

**Abbreviation ..... Description**

NSTD, nstd .....	nonstandard
ntc .....	notice
NVD .....	Night Vision Devices
NVG .....	Night Vision Goggles
NW .....	Northwest
NWC .....	Naval Weapons Center
O/A .....	On or about
O/S .....	out of service
O/R .....	On Request
OAT .....	Operational Air Traffic
obsn .....	observation
obst .....	obstruction
OCA .....	Oceanic Control Area
ocnl .....	occasional
Oct .....	October
ODALS .....	Omnidirectional Approach Lighting System
ODO .....	Operations Duty Officer
offl .....	official
OIC .....	Officer In Charge
OLF .....	Outlying Field
OLS .....	Optical Landing System
OM .....	Outer Marker, ILS
opr .....	operate, operator, operational
OPS, ops .....	operations
orig .....	original
OROCA .....	Off Route Obstruction Clearance Altitude
ORTCA .....	Off Route Terrain Clearance Altitude
OT .....	other times
OTS .....	out of service
outbd .....	outbound
ovft .....	overflight
ovrn .....	overrun
OX .....	oxygen
P/L .....	plain language
PAC .....	Pacific (ICAO Region)
PAEW .....	personnel and equipment working
PALS .....	Precision Approach and Landing System (NAVY)
PAPI .....	Precision Approach Path Indicator
PAR .....	Precision Approach Radar
para .....	paragraph
parl .....	parallel
pat .....	pattern
PAX .....	Passenger
PCL .....	pilot controlled lighting
PCN .....	Pavement Classification Number
PCR .....	Pavement Classification Rating
PDC .....	Pre-Departure Clearance
pent .....	penetrate
perm .....	permanent
perms .....	permission
pers .....	personnel
PFC .....	Porous Friction Courses
PJE .....	Parachuting Activities/Exercises
p-line .....	power line
PM .....	Post meridian, noon til midnight
PMRF .....	Pacific Missile Range Facility
PMSV .....	Pilot-to-Metro Service
PN .....	prior notice
POB .....	persons on board
POL .....	Petrol, Oils and Lubricants

Abbreviation.....	Description
posn .....	position
PPR .....	prior permission required
prcht .....	parachute
pref .....	prefer
prev .....	previous
prim .....	primary
prk .....	park
PRM .....	Precision Runway Monitor
pro .....	procedure
proh .....	prohibited
pt.....	point
PTD .....	Pilot to Dispatcher
pub .....	publication
publ .....	publish
PVASI.....	Pulsating Visual Approach Slope Indicator
pvt .....	private
pwr .....	power
QFE.....	Altimeter Setting above station
QNE .....	Altimeter Setting of 29.92 inches which provides height above standard datum plane
QNH.....	Altimeter Setting which provides height above mean sea level
qtrs .....	quarters
quad.....	quadrant
R/T.....	Radiotelephony
R/W .....	Rotary/Wing
RACON .....	Radar Beacon
rad .....	radius, radial
RAIL.....	Runway Alignment Indicator Lights
RAMCC.....	Regional Air Movement Control Center
R-AOE.....	Regular Airport of Entry
RAPCON.....	Radar Approach Control (USAF)
RATCF .....	Radar Air Traffic Control Facility (Navy)
RCAG .....	Remote Center Air to Ground Facility
RCAGL .....	Remote Center Air to Ground Facility Long Range
RCL.....	runway centerline
RCLS.....	Runway Centerline Light System
RCO .....	Remote Communications Outlet
rcpt .....	reception
RCR .....	Runway Condition Reading
rcv .....	receive
rcvr .....	receiver
rdo .....	radio
reconst .....	reconstruct
reful .....	refueling
reg .....	regulation, regular
REIL .....	Runway End Identifier Lights
rel .....	reliable
relctd .....	relocated
REP .....	Reporting Point
req .....	request
REIL .....	Rapid Exit Taxiway Indicator Light
Rgn .....	Region
Rgnl .....	Regional
rgt .....	right
rgt tfc .....	right traffic
rigd .....	realigned
RLLS .....	Runway Lead-in Light System
rmk .....	remark
rng .....	range, radio range

Abbreviation .....	Description
RNP .....	Required Navigation Performance
RON .....	Remain Overnight
Rot Lt or Bcn .....	Rotating Light or Beacon
RPI .....	Runway Point of Intercept
rpt .....	report
rqr .....	require
RR.....	Railroad
RRP .....	Runway Reference Point
RSC .....	Runway Surface Condition
RSDU.....	Radar Storm Detection Unit
RSE .....	Runway Starter Extension/Starter Strip
RSRS .....	Reduced Same Runway Separation
rstd .....	restricted
rte .....	route
ruf .....	rough
RVR .....	Runway Visual Range
RVSM .....	Reduced Vertical Separation Minima
rwy .....	runway
S .....	South
S/D .....	Seadrome
SALS.....	Short Approach Lighting System
SAR .....	Search and Rescue
Sat.....	Saturday
SAVASI.....	Simplified Abbreviated Visual Approach Slope Indicator
SAWRS .....	Supplement Aviation Weather Reporting Station
sby .....	standby
Sched.....	scheduled services
sctr .....	sector
SDF .....	Simplified Directional Facility
SE .....	Southeast
sec.....	second, section
secd .....	secondary
SELCAL .....	Selective Calling System
SELF .....	Strategic Expeditionary Landing Field
SEng .....	Single Engine
Sep.....	September
SFA .....	Single Frequency Approach
SFB .....	Space Force Base
sfc .....	surface
SFL .....	Sequence Flashing Lights
SFRA .....	Special Flight Rules Area
SID .....	Standard Instrument Departure
SIDA .....	Secure Identification Display Area
SIF.....	Selective Identification Feature
sked.....	schedule
SM.....	statute miles
SOAP .....	Spectrometric Oil Analysis Program
SOF .....	Supervisor of Flying
SPB .....	Seaplane Base
SR .....	sunrise
SRE .....	Surveillance Radar Element of GCA (Instrument Approach Procedures Identification only)
SS .....	sunset
SSALS/R.....	Simplified Short Approach Lighting System/with RAIL
SSB .....	Single Sideband
SSR .....	Secondary Surveillance Radar
STA .....	Straight-in Approach
std .....	standard
stn .....	station
stor.....	storage

Abbreviation	Description
str-in	Straight-in
stu	student
subj	subject
survl	survival, surveillance
sum	summer
Sun	Sunday
sur	surround
suspd	suspended
sUAS	small Unmanned Aerial Systems
svc	service
svcg	servicing
SW	Southwest
sys	system
TA	Transition Altitude
TAC	Tactical Air Command
TAF	Aerodrome (terminal or alternate) forecast in abbreviated form
TALCE	Tanker Aircraft Control Element
TCA	Terminal Control Area
TCH	Threshold Crossing Height
TCTA	Transcontinental Control Area
TD	Touchdown
TDWR	Terminal Doppler Weather Radar
TDZ	Touchdown Zone
TDZL	Touchdown Zone Lights
tfc	traffic
thld	threshold
thou	thousand
thru	through
Thu	Thursday
til	until
tkf, tkof	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)
tran	transient
trans	transmit
trml	terminal
trng	training
trns	transition
TRSA	Terminal Radar Service Area
Tue	Tuesday
TV	Television
twr	tower
twy	taxiway
UACC	Upper Area Control Center (used outside US)
UAS	Unmanned Aerial Systems
UC	Under Construction
UCN	Urgent Change Notice
UDA	Upper Advisory Area
UDF	Ultra High Frequency Direction Finder
UFN	until further notice
UHF	Ultra High Frequency (300 to 3000 MHz)
UIR	Upper Flight Information Region
una	unable
unauthd	unauthorized
unavbl	unavailable
unctl	uncontrolled

Abbreviation	Description
unk	unknown
unlgt	unlighted
unltd	unlimited
unmrk	unmarked
unmto	unmonitored
unrel	unreliable
unrstd	unrestricted
unsatfy	unsatisfactory
unskd	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
UTA	Upper Control Area
UTC	Coordinated Universal Time
V	Defense Switching Network (telephone, formerly AUTOVON)
V/STOL	Vertical and Short Take-off and Landing aircraft
VAL	Visiting Aircraft Line
var	variation (magnetic variation)
VASI	Visual Approach Slope Indicator
vcnty	vicinity
VDF	Very High Frequency Direction Finder
veh	vehicle
vert	vertical
VFR	Visual Flight Rules
VFR-S	FLIP VFR Supplement
VHF	Very High Frequency (30 to 300 MHz)
VIP	Very Important Person
vis	visibility
VMC	Visual Meteorological Conditions
VOIP	Voice Over Internet Protocol
VOT	VOR Receiver Testing Facility
W	Warning Area (followed by identification), Watts, West, White
WCH	Wheel Crossing Height
Wed	Wednesday
Wg	Wing
WIE	with immediate effect
win	winter
WIP	work in progress
WSO	Weather Service Office
WSFO	Weather Service Forecast Office
wk	week
wkd	weekday
wkly	weekly
wng	warning
wo	without
WSP	Weather System Processor
wt	weight
wx	weather
yd	yard
yr	year
Z	Greenwich Mean Time (time groups only)

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# AIRPORT/FACILITY DIRECTORY LEGEND

**SAMPLE**

①  
**CITY NAME**

②  
**AIRPORT NAME** (ALTERNATE NAME) (LTS)(KLTS) CIV/MIL 3 N UTC-6(-5DT) N34°41.93' W99°20.20'

③  
200 B TPA—1000(800) AOE LRA Class IV, ARFF Index A NOTAM FILE ORL Not insp. MON Airport

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⑥  
⑦  
⑧  
**JACKSONVILLE COPTER**  
H-4G, L-19C  
IAP, DIAP, AD

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⑭  
⑮  
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⑱  
⑲ → **Rwy 18-36:** H12004X200 (ASPH-CONC-GRVD)  
S-90, D-160, 2D-300 PCN 80 R/B/W/T HIRL CL  
**Rwy 18:** RLLS. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36'.  
RVR-TMR. Thld dsplcd 300'. Trees. Rgt tfc. 0.3% up.  
**Rwy 36:** ALSF1. 0.4% down.  
**Rwy 09-27:** H6000X150 (ASPH) PCR 1234 R/B/W/T MIRL  
**Rwy 173-353:** H3515X150 (ASPH-PFC) AUW PCN 59 F/A/W/T

⑳ → **LAND AND HOLD—SHORT OPERATIONS**

LDG RWY	HOLD—SHORT POINT	AVBL	LDG DIST
Rwy 18	09-27	6500	
Rwy 36	09-27	5400	

㉑ → **RUNWAY DECLARED DISTANCE INFORMATION**

**Rwy 18:** TORA-12004 TODA-12004 ASDA-11704 LDA-11504  
**Rwy 36:** TORA-12004 TODA-12004 ASDA-12004 LDA-11704

㉒ → **ARRESTING GEAR/SYSTEM**

**Rwy 18** HOOK E5 (65' OVRN) BAK-14 BAK-12B (1650')  
BAK-14 BAK-12B (1087') HOOK E5 (74' OVRN) **Rwy 36**

㉓ → **SERVICE:** S4 FUEL 100LL, JET A QX 1,3 LGT ACTIVATE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11-29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17-35—CTAF. **MILITARY—A-GEAR** E-5 connected on dep end, disconnected on apch end.  
**JASU** 3(AM32A-60) 2(A/M32A-86) **FUEL J8**(MI)(NC-100, A)  
**FLUID** W SP PRESAIR LOX OIL O-128 MAINT S1 Mon-Fri 1000-2200Z‡  
**TRAN ALERT** Avbl 1300-0200Z‡ svc limited weekends.

㉔ → **NOISE:** Noise abatement 3 miles from Rwy 18. Contact tower manager.

㉕ → **AIRPORT REMARKS:** Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200-0300Z‡. Parachute Jumping, Deer invof arpt. Heavy jumbo jet training surface to 9000'. Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

㉖ → **MILITARY REMARKS:** ANG PPR/Official Business Only. Base OPS DSN 638-4390, C503-335-4222. Ctc Base OPS 15 minutes prior to ldg and after dep. Limited tran parking.

㉗ → **AIRPORT MANAGER:** (580) 481-5739

㉘ → **WEATHER DATA SOURCES:** AWOS-1 120.3 (202) 426-8000. LAWRS.

㉙ → **COMMUNICATIONS:** SFA CTAF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (202) 426-8003 PTD 372.2  
NAME FSS (ORL) on arpt. 123.65 122.65 122.2  
NAME RCO 112.2T 112.1R (NAME RADIO)  
⑲ **NAME APP/DEP CON** 128.35 257.725 (1200-0400Z‡)  
**TOWER** 119.65 255.6 (1200-0400Z‡) **GND CON** 121.7 **GCO** 135.075 (ORLANDO CLNC) **CLNC DEL** 125.55  
CPDLC D-HZWXR, D-TAXI, DCL (LOGON KMEM)  
NAME COMD POST (GERONIMO) 311.0 321.4 6761 **PMSV METRO** 239.8 **NAME OPS** 257.5

㉚ → **AIRSPACE:** CLASS B See VFR Terminal Area Chart.

㉛ → **VOR TEST FACILITY (VOT):** 116.7

㉜ → **RADIO AIDS TO NAVIGATION:** NOTAM FILE ORL. VHF/DF ctc FSS.  
(VH) (H) VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fld. 1110/8E.  
(H) TACAN Chan 29 CBU (109.2) N28°32.65' W81°21.12' at fld. 1115/8E.  
HERNY NDB (LOM) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fld.  
ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.  
ASR/PAR (1200-0400Z‡)

㉝ → **COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H100X75 (ASPH)  
HELIPAD H2: H60X60 (ASPH)  
HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.  
187 TPA 1000(813)

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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).

10

SKETCH LEGEND

19171

RUNWAYS/LANDING AREAS

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

MISCELLANEOUS BASE AND CULTURAL FEATURES

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

RADIO AIDS TO NAVIGATION

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

MISCELLANEOUS AERONAUTICAL FEATURES

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

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

APPROACH LIGHTING SYSTEMS

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

- Runway Centerline Lighting . . . . .
- (A) Approach Lighting System ALSF-2 . . . . .
- (A1) Approach Lighting System ALSF-1 . . . . .
- (A2) Short Approach Lighting System SALS/SALSF . . . . .
- (A3) Simplified Short Approach Lighting System (SSALR) with RAIL . . . . .
- (A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) . . . . .
- (A5) Medium Intensity Approach Lighting System (MALSR) and RAIL . . . . .
- (V) Omnidirectional Approach Lighting System (ODALS) . . . . .
- (D) Navy Parallel Row and Cross Bar . . . . .
- (F) Air Force Overrun . . . . .
- (V) Visual Approach Slope Indicator with Standard Threshold Clearance provided
- (V2) Pulsating Visual Approach Slope Indicator (PVASI)
- (V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
- (V4) Tri-color Visual Approach Slope Indicator (TRCV)
- (V5) Approach Path Alignment Panel (APAP)
- (P) Precision Approach Path Indicator (PAPI)

## 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. Nav aids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

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

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

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

### ① CITY/AIRPORT NAME

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

### ② ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

### ③ LOCATION IDENTIFIER

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

### ④ OPERATING AGENCY

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

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

### ⑤ AIRPORT LOCATION

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

### ⑥ TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol † indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and † will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. 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 America West and IFR Gulf of America Central will be referenced as GOAW and GOAC.

**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. Symbolology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top.

**11 ELEVATION**

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

**12 ROTATING LIGHT BEACON**

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

**13 TRAFFIC PATTERN ALTITUDE**

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

**14 AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS**

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

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

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

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

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

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

**15 CERTIFICATED AIRPORT (14 CFR PART 139)**

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

AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Airport Index	Required No. Vehicles	Aircraft Length	Scheduled Departures	Agent + Water for Foam
A	1	<90'	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H <sub>2</sub> O
B	1 or 2	≥90', <126'	≥5	Index A + 1500 gal H <sub>2</sub> O
		≥126', <159'	<5	
C	2 or 3	≥126', <159'	≥5	Index A + 3000 gal H <sub>2</sub> O
		≥159', <200'	<5	
D	3	≥159', <200'	≥5	Index A + 4000 gal H <sub>2</sub> O
		>200'	<5	
E	3	≥200'	≥5	Index A + 6000 gal H <sub>2</sub> O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H<sub>2</sub>O—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.

**16 NOTAM SERVICE**

All public use landing areas are provided NOTAM service. A NOTAM FILE identifier is shown for individual landing areas, e.g., "NOTAM FILE BNA". See the AIM, Basic Flight Information and ATC Procedures for a detailed description of NOTAMs. Current NOTAMs are available from flight service stations at 1-800-WX-BRIEF (992-7433) or online through the FAA PilotWeb at <https://pilotweb.nas.faa.gov>. Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at <https://www.notams.faa.gov>. Pilots flying to or from airports not available through the FAA PilotWeb or DINS can obtain assistance from Flight Service.

**17 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.

**18 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.

**19 RUNWAY DATA**

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

**RUNWAY DESIGNATION**

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

**RUNWAY DIMENSIONS**

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

### RUNWAY SURFACE AND SURFACE TREATMENT

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

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

### 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:

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

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

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

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

Omission of weight bearing capacity indicates information unknown.

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

NOTE: 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.

- |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>(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.</p> <p>(2) The type of pavement:<br/>R — Rigid<br/>F — Flexible</p> <p>(3) The pavement subgrade category:<br/>A — High<br/>B — Medium<br/>C — Low<br/>D — Ultra-low</p> | <p>(4) The maximum tire pressure authorized for the pavement:<br/>W — Unlimited, no pressure limit<br/>X — High, limited to 254 psi (1.75 MPa)<br/>Y — Medium, limited to 181 psi (1.25MPa)<br/>Z — Low, limited to 73 psi (0.50 MPa)</p> <p>(5) Pavement evaluation method:<br/>T — Technical evaluation<br/>U — By experience of aircraft using the pavement</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

#### RUNWAY LIGHTING

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

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

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

#### VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.			
PNIL	APAP on left side of runway	PNIR	APAP on right side of runway
PAPI—Precision Approach Path Indicator			
P2L	2-identical light units placed on left side of runway	P4L	4-identical light units placed on left side of runway
P2R	2-identical light units placed on right side of runway	P4R	4-identical light units placed on right side of runway
PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.			
PSIL	PVASI on left side of runway	PSIR	PVASI on right side of runway
SAVASI—Simplified Abbreviated Visual Approach Slope Indicator			
S2L	2-box SAVASI on left side of runway	S2R	2-box SAVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L	2–box SAVASI on left side of runway	S2R	2–box SAVASI on right side of runway
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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
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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**

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

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

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

**RUNWAY SLOPE**

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

**PART 121/PART 380 OPERATIONS**

**Runway Not Available for Part 121/Part 380 Operations** means the runway is not to be used by an air carrier aircraft for any air carrier operations (categorized as either a large air carrier aircraft if designed for at least 31 passenger seats or a small air carrier aircraft if designed for more than 9 passenger seats but less than 31 passenger seats, as determined by the aircraft type certificate issued by a competent civil aviation authority or equivalent foreign aviation authority).

**RUNWAY END DATA**

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glide slope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt t/c"—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.

**20 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.

**21 RUNWAY DECLARED DISTANCE INFORMATION**

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

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

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

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

**22 ARRESTING GEAR/SYSTEMS**

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

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

**BI–DIRECTIONAL CABLE (B)**

TYPE	DESCRIPTION
BAK–9	Rotary friction brake.
BAK–12A	Standard BAK–12 with 950 foot run out, 1–inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK–12B	Extended BAK–12 with 1200 foot run, 1½ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

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

<u>TYPE</u>	<u>DESCRIPTION</u>
MB60	Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5-1/E5-3	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.

FOREIGN CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>	<u>US EQUIVALENT</u>
44B-3H	Rotary Hydraulic (Water Brake)	
CHAG	Chain	E-5

UNI-DIRECTIONAL BARRIER

<u>TYPE</u>	<u>DESCRIPTION</u>
MA-1A	Web barrier between stanchions attached to a chain energy absorber.
BAK-15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

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

OTHER

<u>TYPE</u>	<u>DESCRIPTION</u>
EMAS	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.

23 SERVICE

SERVICING—CIVIL

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

FUEL

<u>CODE</u>	<u>FUEL</u>	<u>CODE</u>	<u>FUEL</u>
100	Grade 100 gasoline (Green)	G100	Unleaded Grade G100 gasoline, "G100UL"
100LL	100LL gasoline (low lead) (Blue)	H	Hydrogen
100R	Unleaded Grade 100R gasoline, "100R"	J5 (JP5)	(JP-5 military specification) Kerosene with FS-II, FP** minus 46°C.
A	Jet A, Kerosene, without FS-II*, FP** minus 40°C.	J8 (JP8)	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, C/LI#, SDA##, FP** minus 47°C.
A+	Jet A, Kerosene, with FS-II*, FP** minus 40°C.	J8+100	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, C/LI#, SDA##, FP** minus 47°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.
A++100	Jet A, Kerosene, with FS-II*, C/LI#, SDA##, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.	J	(Jet Fuel Type Unknown)
A1	Jet A-1, Kerosene, without FS-II*, FP** minus 47°C.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1+	Jet A-1, Kerosene with FS-II*, FP** minus 47°C.	UL91	Unleaded Grade 91 gasoline
		UL94	Unleaded Grade 94 gasoline

\*(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

- |                    |                                        |
|--------------------|----------------------------------------|
| OX 1 High Pressure | OX 3 High Pressure—Replacement Bottles |
| OX 2 Low Pressure  | OX 4 Low Pressure—Replacement Bottles  |

### SERVICE—MILITARY

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

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

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability. The following is a list of current JASU systems referenced in this publication:

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

##### ELECTRICAL STARTING UNITS:

- |          |                                                                                                                                                                                                                             |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AM32A-86 | AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire<br>DC: 28v, 1500 amp, 72 kw (with TR pack)                                                                                                                                    |
| MC-1A    | AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire<br>DC: 28v, 500 amp, 14 kw                                                                                                                              |
| MD-3     | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 1500 amp, 45 kw, split bus                                                                                                                            |
| MD-3A    | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 1500 amp, 45 kw, split bus                                                                                                                            |
| MD-3M    | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 500 amp, 15 kw                                                                                                                                        |
| MD-4     | AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire |

##### AIR STARTING UNITS

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

##### COMBINED AIR AND ELECTRICAL STARTING UNITS:

- |            |                                                                                                                                                                         |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AGPU       | AC: 115/200v, 400 cycle, 3 phase, 30 kw gen<br>DC: 28v, 700 amp<br>AIR: 60 lb/min @ 40 psig @ sea level                                                                 |
| AM32A-60*  | AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva<br>DC: 28v, 500 amp, 15 kw |
| AM32A-60A  | AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire<br>DC: 28v, 200 amp, 5.6 kw                       |
| AM32A-60B* | AIR: 130 lb/min, 50 psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire<br>DC: 28v, 200 amp, 5.6 kw                                                       |

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

**USN JASU****ELECTRICAL STARTING UNITS:**

NC-8A/A1 DC: 500 amp constant, 750 amp intermittent, 28v;  
AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.  
NC-10A/A1/B/C DC: 750 amp constant, 1000 amp intermittent, 28v;  
AC: 90 kva, 115/200v, 3 phase, 400 Hz.

**AIR STARTING UNITS:**

GTC-85/GTE-85 120 lbs/min @ 45 psi.  
MSU-200NAV/A/U47A-5 204 lbs/min @ 56 psia.  
WELLS AIR START 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.  
SYSTEM

**COMBINED AIR AND ELECTRICAL STARTING UNITS:**

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

**ARMY JASU**

59B2-1B 28v, 7.5 kw, 280 amp.

**OTHER JASU****ELECTRICAL STARTING UNITS (DND):**

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

**AIR STARTING UNITS (DND):**

CA2 ASA 45.5 psig, 116.4 lb/min

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

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

**ELECTRICAL STARTING UNITS (OTHER)**

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

**AIR STARTING UNITS (OTHER):**

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

**CARTRIDGE:**

MXU-4A USAF

**FUEL—MILITARY**

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

**SUPPORTING FLUIDS AND SYSTEMS—MILITARY****CODE**

ADI Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft.  
W Water Thrust Augmentation—Jet Aircraft.  
WAI Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.  
SP Single Point Refueling.  
PRESAIR Air Compressors rated 3,000 PSI or more.  
De-Ice Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).

**OXYGEN:**

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

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

- LHOXRB Low and high pressure oxygen servicing and replacement bottles;
- LPOXRB Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

**NITROGEN:**

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

**OIL—MILITARY**

US AVIATION OILS (MIL SPECS):

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

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

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

**24 NOISE**

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

**25 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.

**26 MILITARY REMARKS**

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

Type of restrictions:

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

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

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

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

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

**27 AIRPORT MANAGER**

The phone number of the airport manager.

**28 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.

**29 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. 122.2 is assigned as a common enroute frequency.
- b. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- c. 122.1 is the primary receive-only frequency at VOR's.
- d. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remote facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities. Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only. In cases where communications frequencies are annotated with (R) or (E), (R) indicates Radar Capability and (E) indicates Emergency Frequency.

**TERMINAL SERVICES**

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

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

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

PTD—Pilot to Dispatcher.

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

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

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

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

CLNC DEL—Clearance Delivery.

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

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

PRE TAXI CLNC—Pre taxi clearance.

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

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

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

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

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

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

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

### 30 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)

### 31 VOR TEST FACILITY (VOT)

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

**32 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.

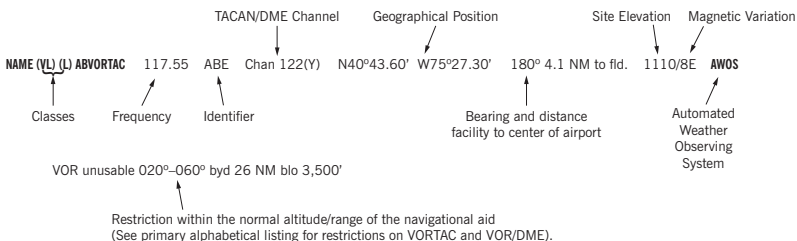
NAVAID information is tabulated as indicated in the following sample:

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



**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.



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

SSV Class	Altitudes	Distance (NM)
(T) Terminal	1000' to 12,000'	25
(L) Low Altitude	1000' to 18,000'	40
(H) High Altitude	1000' to 14,500'	40
	14,500' to 18,000'	100
	18,000' to 45,000'	130
	45,000' to 60,000'	100
(VL) VOR Low	1000' to 5,000'	40
	5,000' to 18,000'	70
(VH) VOR High	1000' to 5,000'	40
	5,000' to 14,500'	70
	14,500' to 18,000'	100
	18,000' to 45,000'	130
	45,000' to 60,000'	100
(DL) DME Low & (DH) DME High*	1000' to 12,900'	40 increasing to 130
(DL) DME Low	12,900' to 18,000'	130
(DH) DME High	12,900' to 45,000'	130
	45,000' to 60,000'	100

\*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.

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

**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**

VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL
108.10	18X	108.55	22Y	111.05	47Y	114.85	95Y
108.30	20X	108.65	23Y	111.15	48Y	114.95	96Y
108.50	22X	108.75	24Y	111.25	49Y	115.05	97Y
108.70	24X	108.85	25Y	111.35	50Y	115.15	98Y
108.90	26X	108.95	26Y	111.45	51Y	115.25	99Y
109.10	28X	109.05	27Y	111.55	52Y	115.35	100Y
109.30	30X	109.15	28Y	111.65	53Y	115.45	101Y
109.50	32X	109.25	29Y	111.75	54Y	115.55	102Y
109.70	34X	109.35	30Y	111.85	55Y	115.65	103Y
109.90	36X	109.45	31Y	111.95	56Y	115.75	104Y
110.10	38X	109.55	32Y	113.35	80Y	115.85	105Y
110.30	40X	109.65	33Y	113.45	81Y	115.95	106Y
110.50	42X	109.75	34Y	113.55	82Y	116.05	107Y
110.70	44X	109.85	35Y	113.65	83Y	116.15	108Y
110.90	46X	109.95	36Y	113.75	84Y	116.25	109Y
111.10	48X	110.05	37Y	113.85	85Y	116.35	110Y
111.30	50X	110.15	38Y	113.95	86Y	116.45	111Y
111.50	52X	110.25	39Y	114.05	87Y	116.55	112Y
111.70	54X	110.35	40Y	114.15	88Y	116.65	113Y
111.90	56X	110.45	41Y	114.25	89Y	116.75	114Y
108.05	17Y	110.55	42Y	114.35	90Y	116.85	115Y
108.15	18Y	110.65	43Y	114.45	91Y	116.95	116Y
108.25	19Y	110.75	44Y	114.55	92Y	117.05	117Y
108.35	20Y	110.85	45Y	114.65	93Y	117.15	118Y
108.45	21Y	110.95	46Y	114.75	94Y	117.25	119Y

## AIRPORT/FACILITY DIRECTORY LEGEND

## FREQUENCY PAIRING TABLE

The following is a list of paired VOR/LS VHF frequencies with TACAN channels.

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
2X	134.50	43X	110.60	72X	112.50	101X	115.40
2Y	134.55	43Y	110.65	72Y	112.55	101Y	115.45
11X	135.40	44X	110.70	73X	112.60	102X	115.50
11Y	135.45	44Y	110.75	73Y	112.65	102Y	115.55
12X	135.50	45X	110.80	74X	112.70	103X	115.60
12Y	135.55	45Y	110.85	74Y	112.75	103Y	115.65
17X	108.00	46X	110.90	75X	112.80	104X	115.70
17Y	108.05	46Y	110.95	75Y	112.85	104Y	115.75
18X	108.10	47X	111.00	76X	112.90	105X	115.80
18Y	108.15	47Y	111.05	76Y	112.95	105Y	115.85
19X	108.20	48X	111.10	77X	113.00	106X	115.90
19Y	108.25	48Y	111.15	77Y	113.05	106Y	115.95
20X	108.30	49X	111.20	78X	113.10	107X	116.00
20Y	108.35	49Y	111.25	78Y	113.15	107Y	116.05
21X	108.40	50X	111.30	79X	113.20	108X	116.10
21Y	108.45	50Y	111.35	79Y	113.25	108Y	116.15
22X	108.50	51X	111.40	80X	113.30	109X	116.20
22Y	108.55	51Y	111.45	80Y	113.35	109Y	116.25
23X	108.60	52X	111.50	81X	113.40	110X	116.30
23Y	108.65	52Y	111.55	81Y	113.45	110Y	116.35
24X	108.70	53X	111.60	82X	113.50	111X	116.40
24Y	108.75	53Y	111.65	82Y	113.55	111Y	116.45
25X	108.80	54X	111.70	83X	113.60	112X	116.50
25Y	108.85	54Y	111.75	83Y	113.65	112Y	116.55
26X	108.90	55X	111.80	84X	113.70	113X	116.60
26Y	108.95	55Y	111.85	84Y	113.75	113Y	116.65
27X	109.00	56X	111.90	85X	113.80	114X	116.70
27Y	109.05	56Y	111.95	85Y	113.85	114Y	116.75
28X	109.10	57X	112.00	86X	113.90	115X	116.80
28Y	109.15	57Y	112.05	86Y	113.95	115Y	116.85
29X	109.20	58X	112.10	87X	114.00	116X	116.90
29Y	109.25	58Y	112.15	87Y	114.05	116Y	116.95
30X	109.30	59X	112.20	88X	114.10	117X	117.00
30Y	109.35	59Y	112.25	88Y	114.15	117Y	117.05
31X	109.40	60X	112.30	89X	114.20	118X	117.10
31Y	109.45	60Y	112.35	89Y	114.25	118Y	117.15
32X	109.50	61X	112.40	90X	114.30	119X	117.20
32Y	109.55	61Y	112.45	90Y	114.35	119Y	117.25
33X	109.60	62X	112.50	91X	114.40	120X	117.30
33Y	109.65	62Y	112.55	91Y	114.45	120Y	117.35
34X	109.70	63X	112.60	92X	114.50	121X	117.40
34Y	109.75	63Y	112.65	92Y	114.55	121Y	117.45
35X	109.80	64X	112.70	93X	114.60	122X	117.50
35Y	109.85	64Y	112.75	93Y	114.65	122Y	117.55
36X	109.90	65X	112.80	94X	114.70	123X	117.60
36Y	109.95	65Y	112.85	94Y	114.75	123Y	117.65
37X	110.00	66X	112.90	95X	114.80	124X	117.70
37Y	110.05	66Y	112.95	95Y	114.85	124Y	117.75
38X	110.10	67X	113.00	96X	114.90	125X	117.80
38Y	110.15	67Y	113.05	96Y	114.95	125Y	117.85
39X	110.20	68X	113.10	97X	115.00	126X	117.90
39Y	110.25	68Y	113.15	97Y	115.05	126Y	117.95
40X	110.30	69X	113.20	98X	115.10		
40Y	110.35	69Y	113.25	98Y	115.15		
41X	110.40	70X	113.30	99X	115.20		
41Y	110.45	70Y	113.35	99Y	115.25		
42X	110.50	71X	113.40	100X	115.30		
42Y	110.55	71Y	113.45	100Y	115.35		

**33 COMM/NAV/WEATHER REMARKS:** These remarks consist of pertinent information affecting the current status of communications, NAVAIDs, weather, and in the absence of air-ground radio outlets identified in the Communications section some approach control facilities will have a clearance delivery phone number listed here.

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