NACOmatic

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Kindle-DX Index; by AptID **Use "Menu", then "Goto Page"**

GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the FAA, Department of Transportation, National Aeronautical Navigation Services, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public 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 directory 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 civil/military 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 to the nearest FAA facility, either in person or by reverse charge telephone call.

FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: http://nfdc.faa.gov/portal/airportchanges.do

FAA, Aeronautical Information Services, ATO–R, Rm. 626
800 Independence Ave., SW
Washington, DC 20591
Telephone 1–866–295–8236
Fax 202–267–5322
Email 9–ATOR–HQ–AIS–AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the ''cut-off'' dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information Cut-off date	Airspace Information* Cut-off date
8 Apr 10	24 Feb 10	4 Feb 10
3 Jun 10	21 Apr 10	1 Apr 10
29 Jul 10	16 Jun 10	27 May 10
23 Sep 10	11 Aug 10	22 Jul 10
18 Nov 10	6 Oct 10	16 Sep 10
13 Jan 11	1 Dec 10	11 Nov 10

*Including changes to preferred routes and graphic depictions on charts.

FOR CHARTING ERRORS CONTACT:

FAA, National Aeronautical Navigation Services
SSMC–4 Sta. #4259
1305 East West Highway
Silver Spring, MD 20910–3281
Telephone 1–800–626–3677
Email 9–AMC–Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov.
See the FAQs prior to contact via toll free number.

FOR PROCUREMENT CONTACT:

FAA, National Aeronautical Navigation Services
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Email 9–AMC–Chartsales@faa.gov
Telephone 1–800–638–8972
Fax 301–436–6829
or any authorized chart agent.

New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.

TABLE OF CONTENTS

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'').

AAF	Army Air Field	byd	beyond
AB	Airbase	C	Commercial Circuit (Telephone)
abv	above	CGAF	Coast Guard Air Facility
ACC	Air Combat Command; Area Control Center	CGAS	Coast Guard Air Station
		CIV	Civil
acft	aircraft	clsd	closed
ADCC	Air Defense Control Center	comd	command
AER	approach end rwy	CONUS	Continental United States
AFB	Air Force Base	CSTMS	Customs
AFHP	Air Force Heliport	ctc	contact
afld	airfield	ctl	control
AFOD	US Army Flight Operations Detachment	dalgt	daylight
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	Dec	December
		DIAP	DoD Instrument Approach Procedure
AFSS	Automated Flight Service Station	DoD	Department of Defense
AG	Agriculture	DSN	Defense Switching Network (Telephone)
A–GEAR	Arresting Gear	dsplcd	displaced
AGL	above ground level	durn	duration
AHP	Army heliport	eff	effective
ALS	Approach Light System	emerg	emergency
alt	altitude	EOR	End of Runway
AMC	Air Mobility Command	ETA	Estimated Time of Arrival
ANGS	Air National Guard Station	ETD	Estimated Time of Departure
apch	approach	exc	except
Apr	April	extd	extend
APU	Auxiliary Power Unit	FBO	fixed–base operator
ARB	Air Reserve Base	Feb	February
arpt	airport	fld	field
ARS	Air Reserve Station	FLIP	Flight Information Publication
AS	Air Station	flt	flight
ASDE–X	Airport Surface Detection Equipment—Model X	flw	follow
		Fri	Friday
ASU	Aircraft Starting Unit	FSS	Flight Service Station
ATC	Air Traffic Control	GA	glide angle
Aug	August	GCA	Ground Controlled Approach
AUW	All Up Weight (gross weight)	GS	glide slope
avbl	available	haz	hazard
bcn	beacon	HQ	Headquarters
blo	below		

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

hr	hour
IAP	Instrument Approach Procedure
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
IMG	Immigration
incr	increase
indef	indefinite
ints	intensity
invof	in the vicinity of
IMC	Instrument Meteorological Conditions
Jan	January
JASU	Jet Aircraft Starting Unit
JOAP	Joint Oil Analysis Program
JOSAC	Joint Operational Support Airlift Center
JRB	Joint Reserve Base
Jul	July
Jun	June
Kt	Knots
LAA	Local Airport Advisory
LAHSO	Land and Hold Short Operations
lbs	pounds
ldg	landing
lgtd	lighted
lgts	lights
LMM	Compass locator at Middle Marker ILS
LOC	Localizer
LOM	Compass locator at Outer Marker ILS
ltd	limited
MACC	Military Area Control Center
Mar	March
MCAF	Marine Corps Air Facility
MCALF	Marine Corps Auxiliary Landing Field
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
med	medium
METRO	Pilot-to-Metro voice call
Mil	military
min	minute
MLS	Microwave Landing System
MM	Middle Marker of ILS
Mon	Monday
MP	Maintenance Period
MSL	mean sea level
MSAW	minimum safe altitude warning
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
NALO	Navy Air Logistics Office
NALF	Naval Auxiliary Landing Field
NAS	Naval Air Station
NAWC	Naval Air Warfare Center
NAWS	Naval Air Weapons Station
ngt	night
NOLF	Naval Outlying Field
Nov	November
npi	non precision instrument
NS ABTMT	Noise Abatement
NSTD	nonstandard
ntc	notice
obsn	observation
Oct	October
OLF	Outlying Field
opr	operate, operator, operational
ops	operations
OTS	out of service
ovrn	overrun
PAEW	personnel and equipment working
pat	pattern
p-line	power line
PMSV	Pilot-to-Metro Service
POL	Petrol, Oils and Lubricants
PPR	prior permission required
PRM	Precision Runway Monitoring
PTD	Pilot to Dispatcher
RAMCC	Regional Air Movement Control Center
req	request
rgt tfc	right traffic
RON	Remain Overnight
rqr	require
rstd	restricted
RSRS	reduced same runway separation
rwy	runway
Sat	Saturday
SELF	Strategic Expeditionary Landing Field
Sep	September
SFA	Single Frequency Approach
sfc	surface
SFRA	Special Flight Rules Area
SOAP	Spectrometric Oil Analysis Program
SOF	Supervisor of Flying
SPB	Seaplane Base
SR	sunrise
SS	sunset
std	standard
Sun	Sunday
svc	service
tfc	traffic
thld	threshold
Thu	Thursday
tkf	take-off
tmpry	temporary
tran	transient
Tue	Tuesday
twr	tower
twy	taxiway
UC	Under Construction
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USN	United States Navy
V	Defense Switching Network (telephone, formerly AUTOVON)
VFR	Visual Flight Rules
VIP	Very Important Person
VMC	Visual Meteorological Conditions
Wed	Wednesday
wx	weather

SAMPLE

CITY NAME

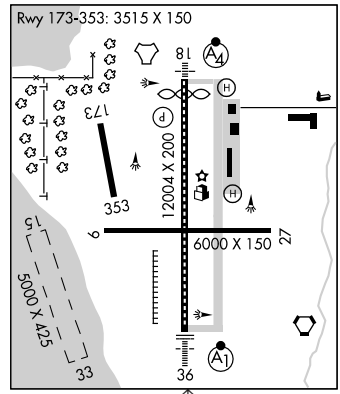
AIRPORT NAME (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC–6(–5DT) N34°41.93′ W99°20.20′ **JACKSONVILLE**
200 B S4 **FUEL** 100 0X 1 TPA—1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. **COPTER**
H–4G, L–19C
IAP, DIAP, AD

(21) **RWY 18–36:** H12004X200 (ASPH–CONC–GRVD)
S–90, D–160, DT–300 PCN 80 R/B/W/T HIRL CL
RWY 18: LDIN. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36′.
Thld dsplcd 300′. Trees. Rgt tfc. 0.3% up.
RWY 36: ALSF1. 0.4% down.
RWY 09–27: H6000X150 (ASPH) MIRL
RWY 173–353: H3515X150 (ASPH–PFC) AUW PCN 59 F/A/W/T

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	09–27	6500
RWY 36	09–27	5400

RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–12004 TODA–12704 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–12 (B) (1087′) HOOK E5 (74′ OVRN) ← **RWY 36**

(23) **MILITARY SERVICE: A–GEAR** E–5 connected on dep end, disconnected on apch end. **JASU** 3(AM32A–60) 2(A/M32A–86)

(24)

(25) **FUEL** J8(Mil) (NC–100, A) **FLUID** W SP PRESAIR LOX (26)

OIL 0–128 **TRAN ALERT** Avbl 1300–0200Z‡, svc limited weekends.

(27) (28)

(10)

(29) **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.

(30) **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.

(31) **WEATHER DATA SOURCES:** AWOS–1 120.3 (202) 426–8000. LLWAS.

(32) **COMMUNICATIONS: SFA** **ATIS** 127.25 273.5 (202) 426–8003 **UNICOM** 122.95 **PTD** 372.2
NAME FSS (ORL) on arpt. 123.65 122.65 122.2
NAME RCO 112.2T 112.1R (NAME RADIO)
Ⓡ **NAME APP/DEP CON** 128.35 257.725 (1200–0400Z‡)
TOWER 119.65 255.6 (1200–0400Z‡) **GND CON** 121.7 **GCO** 135.075 (ORLANDO CLNC) **CLNC DEL** 125.55
NAME COMD POST (GERONIMO) 311.0 321.4 6761 **PMSV METRO** 239.8 **NAME OPS** 257.5

(33) **AIRSPACE: CLASS B** See VFR Terminal Area Chart.

(34) **RADIO AIDS TO NAVIGATION:** NOTAM FILE ORL. VHF/DF ctc FSS.
(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‡)

(35) **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.

(1)

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

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

(10)

SKETCH LEGEND

RUNWAYS/LANDING AREAS

Hard Surfaced . . . . . .

Metal Surface . . . . . .

Sod, Gravel, etc. . . . . .

Light Plane, ...
Ski Landing Area or Water

Under Construction . . . . .

Closed . . . . . .

Helicopter Landings Area . . . . . (H)

Displaced Threshold . . . . . .

Taxiway, Apron and Stopways . .

MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings . . . . . .

Power Lines . . . . . —T——T—

Fence . . . . . .

Towers . . . . . .

Tanks . . . . . .

Oil Well . . . . . .

Smoke Stack . . . . . .

Obstruction 5812

Controlling Obstruction . . . . . +5812

Trees . . . . . .

Populated Places . . . . . .

Cuts and Fills . . . . . Cut Fill

Cliffs and Depressions . .

Ditch . . . . . .

Hill . . . . . .

RADIO AIDS TO NAVIGATION

VORTAC . . .

VOR . . . . . .

VOR/DME . .

NDB . . . . . .

TACAN . . . .

NDB/DME . . . .

MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon . . . . . .

Wind Cone . . . . . .

Landing Tee . . . . . .

Tetrahedron . . . . . .

Control Tower . . . . . .

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 . . . . . .

Omnidirectional Approach Lighting System (ODALS) . . . . . .

(D) Navy Parallel Row and Cross Bar . . .

(‡) 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 accomodate 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 all open to the public airports, 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 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. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory 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 and facilities in this directory 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 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 assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. 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 civil/military 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	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers Use by Transient Military Aircraft
CG	US Coast Guard		
CIV/MIL	Joint Use Civil/Military	PVT	Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

(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., 4 NE.

(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 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 located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be depicted as GOMW and GOMC.

⑨ INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

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

⑩ AIRPORT SKETCH

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

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 SERVICING—CIVIL

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

⑭ FUEL

CODE	FUEL
80	Grade 80 gasoline (Red)
100	Grade 100 gasoline (Green)
100LL	100LL gasoline (low lead) (Blue)
115	Grade 115 gasoline (115/145 military specification) (Purple)
A	Jet A, Kerosene, without FS–II*, FP** minus 40° C.
A+	Jet A, Kerosene, with FS–II*, FP** minus 40°C.
A1	Jet A–1, Kerosene, without FS–II*, FP** minus 47°C.
A1+	Jet A–1, Kerosene with FS–II*, FP** minus 47° C.
B	Jet B, Wide-cut, turbine fuel without FS–II*, FP** minus 50° C.
B+	Jet B, Wide-cut, turbine fuel with FS–II*, FP** minus 50° C.
J4 (JP4)	(JP–4 military specification) FP** minus 58° C.
J5 (JP5)	(JP–5 military specification) Kerosene with FS–11, FP** minus 46°C.
J8 (JP8)	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C.
J8+100	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP–8.
J	(Jet Fuel Type Unknown)
MOGAS	Automobile gasoline which is to be used as aircraft fuel.

*(Fuel System Icing Inhibitor)
**(Freeze Point)

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.

⑮ OXYGEN—CIVIL

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

⑯ 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. 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.

⑰ 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.)

US Customs Air and Sea Ports, Inspectors and Agents

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

⑱ 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.

14 CFR PART 139 CERTIFICATED AIRPORTS
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	

14 CFR–PART 139 CERTIFICATED AIRPORTS

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_2O
B	1 or 2	≥90′, <126′	≥5	Index A + 1500 gal H_2O
		≥126′, <159′	<5	
C	2 or 3	≥126′, <159′	≥5	Index A + 3000 gal H_2O
		≥159′, <200′	<5	
D	3	≥159′, <200′		Index A + 4000 gal H_2O
		>200′	<5	
E	3	≥200′	≥5	Index A + 6000 gal H_2O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H_2O–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.

⑲ NOTAM SERVICE

All public use landing areas are provided NOTAM ''D'' (distant dissemination) and NOTAM ''L'' (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. ''NOTAM FILE IAD''. See AIM, Basic Flight Information and

ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1–800–WX–BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) www.notams.jcs.mil.

⑳ 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.

㉑ 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 LENGTH

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
(ASPH)—Asphalt
(CONC)—Concrete
(DIRT)—Dirt
(GRVD)—Grooved
(GRVL)—Gravel, or cinders
(MATS)—Pierced steel planking, landing mats, membranes
(PEM)—Part concrete, part asphalt
(PFC)—Porous friction courses
(PSP)—Pierced steel plank
(RFSC)—Rubberized friction seal coat
(TURF)—Turf
(TRTD)—Treated
(WC)—Wire combed

RUNWAY WEIGHT BEARING CAPACITY

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

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:

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

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

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

(4) The maximum tire pressure authorized for the pavement:
W — High, no limit
X — Medium, limited to 217 psi
Y — Low, limited to 145 psi
Z — Very low, limited to 73 psi

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

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

RUNWAY LIGHTING

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

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

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

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

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

VASI—Visual Approach Slope Indicator

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

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

PILOT CONTROL OF AIRPORT LIGHTING

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 airport or military remarks, e.g., 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, ''Basic Flight Information and ATC Procedures,'' for detailed description of pilot control of airport lighting.

RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. 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 21: Pole. Rgt tfc. 0.4% down.

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. ''Rgt tfc''—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

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

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

RUNWAY DECLARED DISTANCE INFORMATION

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

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

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

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

(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). The direction of engaging device is indicated by an arrow. 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, 1¼ 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

TYPE	DESCRIPTION
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 Military Service.

FOREIGN CABLE

TYPE	DESCRIPTION	US EQUIVALENT
44B–3H	Rotary Hydraulic) (Water Brake)	
CHAG	Chain	E–5

UNI–DIRECTIONAL BARRIER

TYPE	DESCRIPTION
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

TYPE	DESCRIPTION
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) MILITARY SERVICE

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.

(24) JET AIRCRAFT STARTING UNITS (JASU)

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

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

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

ELECTRICAL STARTING UNITS:

A/M32A–86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC–1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD–3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD–3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD–3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

MD–4	AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, ''WYE'' neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, ''DELTA'' 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire
AIR STARTING UNITS	
AM32–95	150 +/− 5 lb/min (2055 +/− 68 cfm) at 51 +/− 2 psia
AM32A–95	150 +/− 5 lb/min @ 49 +/− 2 psia (35 +/− 2 psig)
LASS	150 +/− 5 lb/min @ 49 +/− 2 psia
MA–1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC–1	15 cfm, 3500 psia
MC–1A	15 cfm, 3500 psia
MC–2A	15 cfm, 200 psia
MC–11	8,000 cu in cap, 4000 psig, 15 cfm
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
AGPU	AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level
AM32A–60*	AIR: 120 +/− 4 lb/min (1644 +/− 55 cfm) at 49 +/− 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw
AM32A–60A	AIR: 150 +/− 5 lb/min (2055 +/− 68 cfm at 51 +/− psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
AM32A–60B*	AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw

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

USN JASU	
ELECTRICAL STARTING UNITS:	
NC–8A/A1	DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
NC–10A/A1/B/C	DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.
AIR STARTING UNITS:	
GTC–85/GTE–85	120 lbs/min @ 45 psi.
MSU–200NAV/A/U47A–5	204 lbs/min @ 56 psia.
WELLS AIR START SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
NCPP–105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.
JASU (ARMY)	
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

(25) 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 www.desc.dla.mil/Static/ProductsAndServices.asp; click on the Commercial Airports button.

See legend item 14 for fuel code and description.

(26) 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.

(27) 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 Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

(28) 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.

㉙ 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.

㉚ MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks 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 aboard 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.

㉛ 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 (future enhancement).

AWOS—Automated Weather Observing System

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

AWOS–1—reports altimeter setting, wind data and usually temperature, dewpoint 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.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION
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, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

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

The FSS telephone nationwide is toll free 1–800–WX–BRIEF (1–800–992–7433). When the FSS is located on the field it will be indicated as ''on arpt''. Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation.

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

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

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

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

a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
b. 122.2 is assigned as a common enroute frequency.
c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
d. 122.1 is the primary receive-only frequency at VOR's.
e. Some FSS's are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

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

Frequencies published 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.

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.
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.

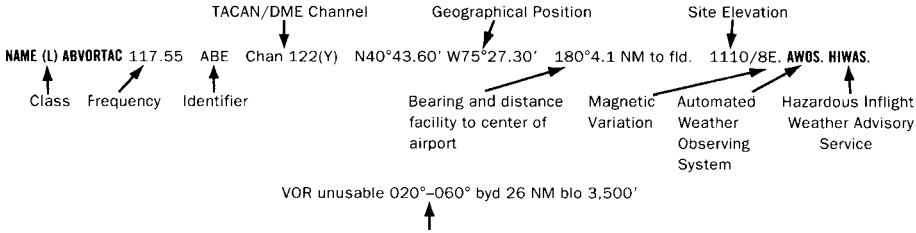
㉝ AIRSPACE

Information concerning Class B, C, and part–time D and E surface area airspace shall be published with effective times. Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.
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. This will be formatted as:
AIRSPACE: CLASS C svc ''times'' ctc **APP CON** other times CLASS G, with CLASS E 700′ (or 1200′) AGL & abv:
or
AIRSPACE: CLASS D svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv:
or
AIRSPACE: CLASS E svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv.
NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part–time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part–time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.
NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.
Class E 700′ AGL (shown as magenta vignette on sectional charts) and 1200′ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700′/1200′ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.
(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

㉞ RADIO AIDS TO NAVIGATION

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical Navigation Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS 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), Automated Weather Observing System (AWOS), and Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDs.

NAVAID information is tabulated as indicated in the following sample:



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

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

HIWAS—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's throughout the U.S.

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

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

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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.
ISMLS	Interim Standard Microwave Landing System.
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).
MLS	Microwave Landing System.
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 PEFORMANCE 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 PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

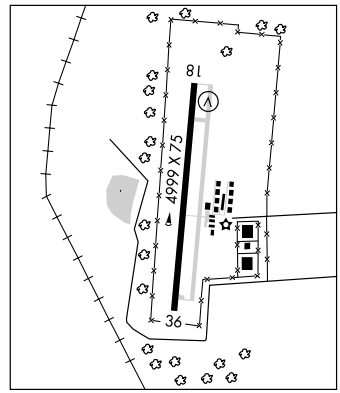
TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

(35) COMM/NAV/WEATHER REMARKS:

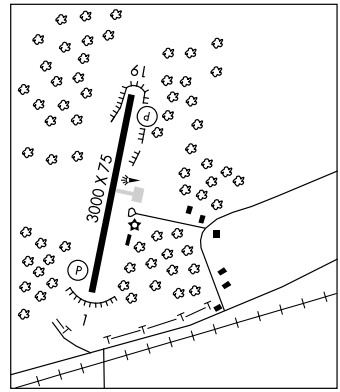
These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

ABERDEEN/AMORY

MONROE CO (M4Ø) 4 NE UTC−6(−5DT) N33°52.43′ W88°29.38′ — MEMPHIS
226 B S2 **FUEL** 100LL, JET A NOTAM FILE GWO — L–18H
RWY 18–36: H4999X75 (ASPH) S–21 MIRL — IAP
RWY 18: REIL. VASI(V4L). Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hrs call: 662–369–7610/369–7523. Major powerplant repairs avbl. Free phone avbl outside 662–369–4800. Arpt lgts opr 0400–1200Z‡. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.475 (662) 369–3498.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300–0100Z‡ Mon–Fri, 1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc **MEMPHIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 359° 23.3 to fld. 240/04E. **HIWAS.**



ACKERMAN CHOCTAW CO (9M4) 3 W UTC−6(−5DT) N33°18.21′ W89°13.70′ — MEMPHIS
552 B NOTAM FILE GWO — L–18G
RWY 01–19: H3000X75(ASPH) S–19.5 MIRL
RWY 01: PAPI(P2L)—GA 3.0° TCH 42′.
RWY 19: PAPI(P2L)—GA 3.0° TCH 34′. Trees.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 01–19 pavement has cracks and loose rocks on rwy. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 249° 37.5 NM to fld. 240/04E. **HIWAS.**



ALLEN N32°24.75′ W90°07.17′ NOTAM FILE JAN. — MEMPHIS
NDB (LOM) 365 JA 157° 6.5 NM to Jackson–Evers Intl. Unmonitored 0500–1200Z‡. — L–18G

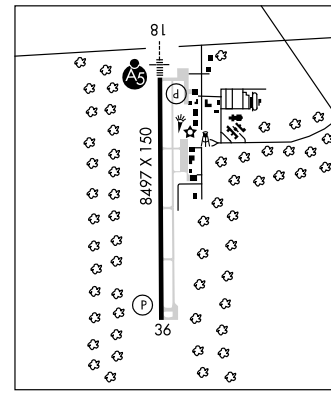
BATESVILLE

PANOLA CO (PMU) 4 NE UTC−6(−5DT) N34°21.81′ W89°53.57′ — MEMPHIS
221 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO — H–6J, L–18G
RWY 01–19: H5000X75 (ASPH) S–30 MIRL — IAP
RWY 01: PAPI(P2L)—GA 4.0° TCH 39′. Thld dsplcd 590′. Trees.
RWY 19: PAPI(P2L)—GA 4.0°TCH 39′. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Self–service on 100LL with credit card. For attendant after hrs call 662–487–2609 or 662–563–5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01–19 lgts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z‡. After 0400Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.225 (662) 563–6267.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MEMPHIS APP/DEP CON** 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22′ W89°29.79′ 216° 31.3 NM to fld. 630/03E.
ILS/DME 110.35 I–PMU Chan 40(Y) Rwy 19. LOC only.

BAYOU N30°29.13′ W89°09.73′ NOTAM FILE GPT. NEW ORLEANS
NDB (LOM) 360 GP 132° 6.7 NM to Gulfport–Biloxi Intl. L–21C, 22G

BAY ST LOUIS

STENNIS INTL (HSA) 8 NW UTC−6(−5DT) N30°22.07′ W89°27.28′ NEW ORLEANS
23 B S4 **FUEL** 100LL JET A Class IV, ARFF Index A. NOTAM FILE HSA H–7E, 8F, L–21B, 22G, GOMC
RWY 18–36: H8497X150 (ASPH–GRVD) S–120, D–170, ST–175, DT–270 HIRL IAP
RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 55′. Trees.
AIRPORT REMARKS: Attended 1230–0130Z‡. For fuel after hrs call 228–463–0404 or 228–467–7070. For major and minor repairs after hrs call 228–467–3222. CLOSED to air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 228–467–7070. Numerous flocks of birds AER 36. Numerous low flying fish spotter acft ops near shoreline between Gulfport and Bay St Louis SR–SS. ACTIVATE HIRL Rwy 18–36, REIL Rwy 36—CTAF. ACTIVATE MALSR Rwy 18 127.15.
WEATHER DATA SOURCES: AWOS–3 118.375 (228) 466–9320. OTS indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **GULFPORT APP/DEP CON** 124.6 (130°–309°) 127.5 (310°–129°) (1200–0500Z‡)
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 (0500–1200Z‡)
TOWER 127.15 (1300–0300Z‡) **GND CON** 121.725
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.
GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41′ W89°04.61′ 263° 19.7 NM to fld. 23/02E. **HIWAS.**
HANCO NDB (MHW/LOM) 221 HS N30°27.06′ W89°27.32′ 179° 5 NM to fld.
ILS 110.35 I–HSA Rwy 18. LOM Hanco NDB.

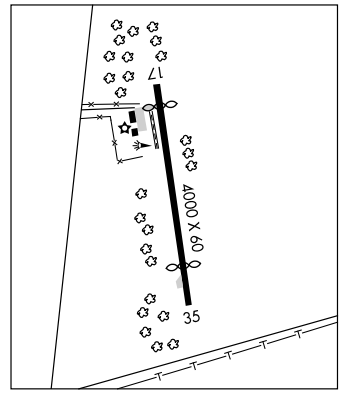


BAY SPRINGS

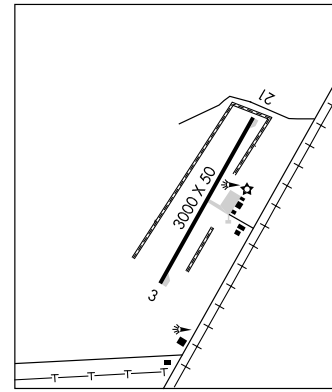
THIGPEN FLD (ØØM) 3 SE UTC−6(−5DT) N31°57.23′ W89°14.12′ NEW ORLEANS
351 B NOTAM FILE GWO L–18G
RWY 16–34: H3000X50 (ASPH) S–8 MIRL
RWY 16: Trees. **RWY 34:** Tree.
AIRPORT REMARKS: Attended Mon-Fri 1300–2300Z‡.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12′ W89°20.26′ 004° 32.5 NM to fld. 290/05E.

BELMONT

TISHOMINGO CO (Ø1M) 2 S UTC−6(−5DT) N34°29.50′ W88°12.07′ MEMPHIS
578 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO L–18H
RWY 17–35: H4000X60 (ASPH) S–20 MIRL
RWY 17: Thld dsplcd 500′. Trees.
RWY 35: Thld dsplcd 977′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. For fuel and svc after hrs call 662–454–9989 or 662–424–0846. Rwy 17 dsplcd thld not lighted. BCN lgt does not rotate. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.
HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.71′ W88°00.75′ 330° 20.1 NM to fld. 810/02E. **HIWAS.**

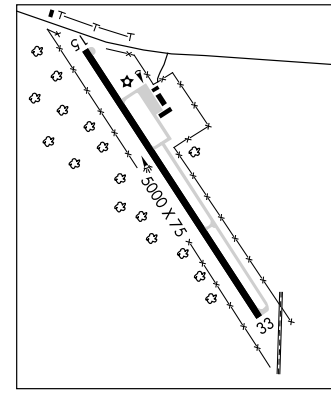


BELZONI MUNI (1M2) 3 SW UTC−6(−5DT) N33°08.71′ W90°30.92′ **MEMPHIS**
110 B TPA—1210(1100) NOTAM FILE GWO **L–18G**
RWY 03–21: H3000X50 (ASPH) S–24 MIRL
RWY 03: P-line. **RWY 21:** Twr.
AIRPORT REMARKS: Unattended. Arpt CLOSED at ngt. Rwy 21 has 4′ ditch 130′ from thld. MIRL Rwy 03–21 Preset low ints; higher ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 209° 22.5 NM to fld. 125/03E.



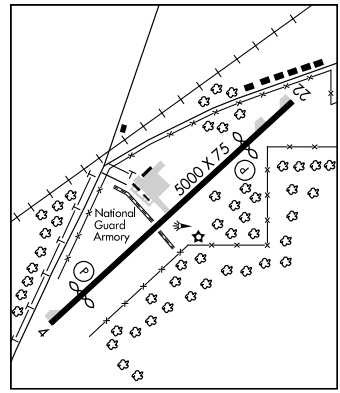
BIGBEE N33°29.13′ W88°30.82′ NOTAM FILE GWO. **MEMPHIS**
(L) VORTACW 116.2 IGB Chan 109 238° 4.4 NM to Golden Triangle Rgnl. 240/04E. **HIWAS.** **H–6J, L–18H**
VOR portion unusable: 200°–260° blo 5000′.
RCO 123.65 (GREENWOOD RADIO)

BOONEVILLE/BALDWYN (8M1) 6 SW UTC−6(−5DT) N34°35.51′ W88°38.91′ **MEMPHIS**
384 B **FUEL** 100LL, JET A NOTAM FILE GWO **H–6J, L–18G**
RWY 15–33: H5000X75 (ASPH–GRVD) S–20 MIRL **IAP**
RWY 15: REIL. Trees. **RWY 33:** REIL. Trees.
AIRPORT REMARKS: Attended 1300–2000Z‡. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TUP.
TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43′ W88°47.84′ 015° 23.2 NM to fld. 360/04E.



BRENZ N32°24.78′ W90°15.68′ NOTAM FILE HKS. **MEMPHIS**
NDB (MHW/LOM) 260 JH 157° 5.1 NM to Hawkins Fld. NDB unmonitored 0300–1300Z‡. **L–18G**

BROOKHAVEN–LINCOLN CO (1R7) 3 NE UTC−6(−5DT) N31°36.35′ W90°24.56′ **NEW ORLEANS**
489 B **FUEL** 100LL, JET A NOTAM FILE GWO **H–6J, L–22F**
RWY 04–22: H5000X75 (ASPH) S–27 MIRL **IAP**
RWY 04: PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 632′. Trees.
RWY 22: PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 1000′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–1800Z‡. For attendant after hours call 601–918–3671. Fuel svc avbl 24 hrs with credit card. Tall trees on AER 22. MIRL Rwy 04–22 preset low ints dusk–dawn, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (601) 833–3209.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.
McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27′ W90°15.49′ 334° 19.6 NM to fld. 440/03E. **HIWAS.**



BRUCE CAMPBELL FLD (See MADISON)

BRYAN N33°25.92′ W88°51.02′ NOTAM FILE GWO. **MEMPHIS**
NDB (MHW) 281 STF at George M. Bryan. NDB unmonitored. **L–18G**

CALEDONIA N33°38.49′ W88°26.31′ NOTAM FILE CBM. **MEMPHIS**
(T) VORTAC 115.2 CBM Chan 99 at Columbus AFB. 220/0E. Monitored Mon–Fri 1300–0100Z‡, Sun 1600–2300Z‡. No NOTAM MP Mon-Fri 0300–1030Z‡. Sun 1300–1500Z‡. **L–18H**

CALHOUN CO (See PITTSBORO)

C. A. MOORE (See LEXINGTON)

CARTHAGE–LEAKE CO (Ø8M) 2 N UTC−6(−5DT) N32°45.67′ W89°31.80′ **MEMPHIS**
454 B S4 **FUEL** 100LL NOTAM FILE GWO **L–18G**
RWY 17–35: H3000X50 (ASPH) S–20 MIRL
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. For fuel call 601–267–7717. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.
JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45′ W90°10.06′ 060° 35.7 NM to fld. 360/05E.

CHARLESTON MUNI (Ø9M) 2 S UTC−6(−5DT) N33°59.49′ W90°04.69′ **MEMPHIS**
175 B NOTAM FILE GWO **L–18G**
RWY 18–36: H3000X50 (ASPH) S–18 MIRL
RWY 18: Trees. **RWY 36:** Poles.
AIRPORT REMARKS: Unattended. Public phone avbl 662–647–9484.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 016° 32.9 NM to fld. 125/03E.

CLARKE CO (See QUITMAN)

CLARKSDALE

FLETCHER FLD (CKM) 7 NE UTC−6(−5DT) N34°17.98′ W90°30.74′

MEMPHIS
H–6J, L–18G
IAP

173 B **FUEL** 100LL, JET A NOTAM FILE GWO

RWY 18–36: H5404X100 (ASPH) S–25, D–32 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 27′.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 27. Trees.

AIRPORT REMARKS: Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18–36 1 hr PPR for acft over 30,000 lbs, call 662–624–5554. Public phone avbl 662–624–9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef. ACTIVATE MIRL Rwy 18–36; PAPI and REIL Rwy 18 and 36—CTAF.

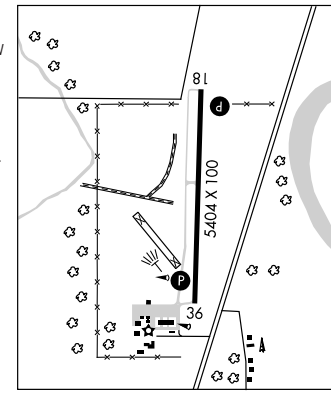
WEATHER DATA SOURCES: AWOS–3 120.675 (662) 624–9777. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 344° 51.3 NM to fld. 125/03E.



CLEVELAND MUNI (RNV) 2 NW UTC−6(−5DT) N33°45.67′ W90°45.47′

MEMPHIS
L–18F
IAP

139 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO

RWY 17–35: H4002X75 (ASPH) S–26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63′. Tree.

RWY 35: PAPI(P4L)—GA 3.0°TCH 40′. Tree.

AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡, Sun 1900–2300Z‡. Heavy concentration of student activity on and invof arpt—please check fld. PAEW invof Rwy 17–35 and twy indef. Rwy 17–35 thld lgts 93 ft from thld. Public telephone avbl in pre–flight room 662–843–8016. ACTIVATE MIRL Rwy 17–35—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.175 (662) 843–3021.

COMMUNICATIONS: CTAF/UNICOM 122.725

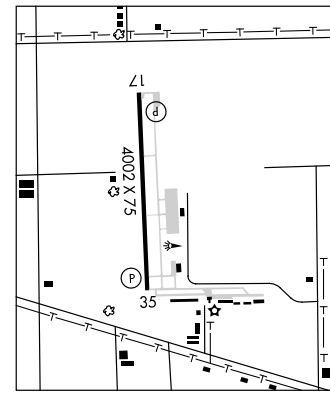
MEMPHIS CENTER APP/DEP CON 135.875

RADIO AIDS TO NAVIGATION: NOTAM FILE GLH.

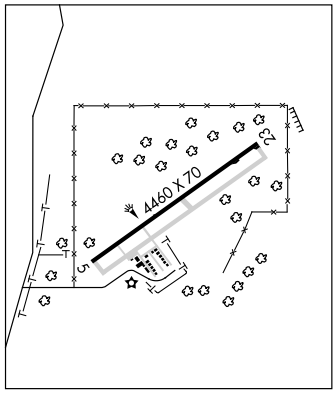
GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41′ W90°58.98′ 034° 18.2 NM to fld. 130/04E.

RENOVA NDB (MHW) 272 RNV N33°48.42′ W90°45.76′ 171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.

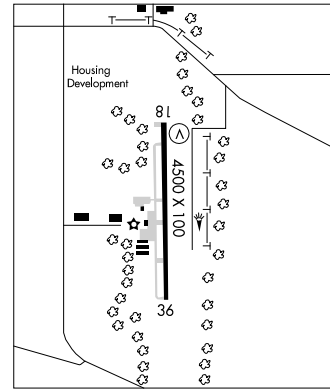


COLUMBIA–MARION CO (ØRØ) 3 N UTC−6(−5DT) N31°17.82′ W89°48.77′ **NEW ORLEANS**
265 B S4 **FUEL** 100LL NOTAM FILE GWO **L–21B, 22F**
RWY 05–23: H4460X70 (ASPH) S–30 MIRL 0.5% up NE **IAP**
RWY 05: Trees. **RWY 23:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. For attendant after hrs call 601–517–4042. Fuel svc avbl 24 hrs with credit card. Rwy 23 REIL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12′ W89°20.26′ 249° 25.5 NM to fld. 290/05E.



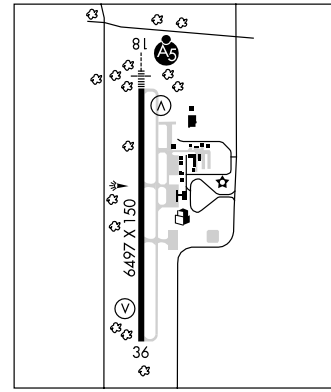
COLUMBUS AFB (CBM)(KCBM) AF 9 N UTC−6(−5DT) N33°38.71′ W88°26.76′ **MEMPHIS**
219 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE CBM Not insp. **H–6J, L–18H**
RWY 13C–31C: H12004X300 (ASPH–CONC) PCN 52 F/A/W/T HIRL **DIAP, AD**
RWY 13C: ALSF1. PAPI(P2L)—GA 3.0° TCH 40′. **RWY 31C:** ALSF1. PAPI(P2L)—GA 3.0° TCH 48′.
RWY 13L–31R: H8001X150 (ASPH–CONC) PCN 35 R/B/W/T HIRL
RWY 13L: PAPI(P2L)—GA 3.5°. **RWY 31R:** PAPI(P2L)—GA 3.5°.
RWY 13R–31L: H6315X175 (CONC–GRVD) PCN 69 R/B/W/T MIRL
RWY 13R: PAPI(P2L). **RWY 31L:** PAPI(P2L).
ARRESTING GEAR/SYSTEM
RWY 13C MA–1A CHAG (101′ OVRN) MA–1A CHAG (103′) **RWY 31C**
RWY 13L BAK–15 CHAG (120′ OVRN) MA–1A CHAG (120′ OVRN) **RWY 31R**
MILITARY SERVICE: A–GEAR MA–1A continue raised position on dep end of center rwy, down and disconnected on apch end. **JASU** 1(MD–3) 2(A/M32A–86) 3(MA–1A) **FUEL** J8 **FLUID** LPOX LOX **OIL** O–148–156; SOAP—results avbl Mon–Fri. **TRAN ALERT** Limited fleet svc avbl.
MILITARY REMARKS: Tran opr weekdays 1300–0100Z‡, Sun 1800–2300Z‡, CLOSED holidays. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR, ctc Base OPS DSN 742–2998, C662–434–2998/2861 PPR ltd during student training. Overhead apch not authorized during student training opr. All tran aircrews check in with Base OPS. Expect radar vector for full stop ldg during student training. Altitude restricted for VMC dep acft. PPR, only 4 acft per hr during student training. **CAUTION** Uncontrolled vehicle tfc on twy and ramps. Do not mistake parallel twy to Rwy 13R–31L for rwy. Rwy 13R–31L additional markings for base assign T–38 emergency lndg only. Rwy 13R overrun 1000′ full strength pavement, Rwy 31L overrun 1635′ full strength pavement. Exercise caution braking when wet, ponding conditions exist. Braking action less than expected, reduced rwy skid resistance and high potential for hydroplaning all rwys when wet. T–1 Ramp E of control twr is located in Rwy 31L clear zone. Acft within Rwy Supervisory Unit (RSU) practice area are not Class C participants. RSU practice areas are defined in FLIP AP/1 Supplementary Arpt Remark. **TFC PAT** TPA—Overhead 1700(1481), Rectangular 1200(981), Helicopter 700(481). **NS ABTMT** Quiet hr daily 0400–1200Z‡. **MISC** Call Base OPS to determine available tran parking space and status of student training on weekend. Base OPS DSN 742–2861/2998, C662–434–2998/2861. Limited hangar space avbl Apr–Dec. First 3500′ Rwy 13C and first 3525′ Rwy 31C is grooved concrete, middle 4975′ is asphalt. First 1000′ Rwy 13L–31R is concrete, mid 6000′ is asphalt. Augmented wx observation view limited, restricted from 140°–320° by flightline facilities and trees. Standard USAF RSRS applied. ATC personnel in accordance with the cooperative wx watch will alert wx personnel on any unreported wx condition that could affect flt safety. Auto AN/FMQ–19 ASOS in use located near GS Rwy 13C–31C. Augmented/backed up AN/FMQ–19 ASOS in use when requested during opr hr and for resource protection. Opr hr may vary with local flying schedule. ASOS obsn avbl at DSN 742–1281.
COMMUNICATIONS: ATIS 115.2 273.5 (Mon–Fri 1300–0100Z‡, 1600–2300Z‡ Sun, clsd Sat and holidays.)
PTD 142.3 376.0
Ⓡ **APP CON** 126.075 239.25 (310°–090°) 132.025 291.65 (090°–165°) 135.6 323.275 (165°–310°) (133.25 307.8 Arr) 121.075 134.55
TOWER 126.65 379.925 (Mon–Fri 1300–0100Z‡, 1600–2300Z‡ Sun, clsd Sat and holidays.)
GND CON 121.9 275.8 **CLNC DEL** 269.55
Ⓡ **DEP CON** 132.025 135.6 291.65 323.275 **PMSV METRO** 354.6 (Full svc weekdays 1000–0100Z‡; Sun 1400–2300Z‡, C800–982–4257 Option 6; no service other times, and hol. Opr hr may vary with local flying schedule. Remote briefing svc avbl Barksdale AFB from 26 OWS DSN 781–4775, C866–223–9328. ASOS obsn avbl at DSN 742–1281.) **SOF** 252.1
AIRSPACE: CLASS C svc Mon–Fri 1300–0100Z‡, Sat, Sun and holidays 1600–2300Z‡, other times CLASS G. Class E airspace 700′ AGL and above.
RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.
CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49′ W88°26.31′ at fld. 220/0E. Monitored Mon–Fri 1300–0100Z‡, Sun 1600–2300Z‡. No NOTAM MP Mon–Fri 0300–1030Z‡, Sun 1300–1500Z‡.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 016° 10.1 NM to fld. 240/4E. **HIWAS.**
ILS 109.3 I–CBM Rwy 13C. Monitored Mon–Fri 1300–0100Z‡, Sun 1600–2300Z‡. No NOTAM MP Mon–Fri 0300–1030Z‡ Sun 1200–1400Z‡.
ILS 108.7 I–TBB Rwy 31C.

COLUMBUS–LOWNDES CO (UBS) 3 SE UTC−6(−5DT) **MEMPHIS**
N33°27.92′ W88°22.82′ **L–18H**
188 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO **IAP**
RWY 18–36: H4500X100 (ASPH) S–40, D–70, ST–89, DT–120
MIRL
RWY 18: VASI(V2L)—GA 3.0°TCH 25′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2300Z‡. For fuel service after hrs, call 662–242–8120. Public phone avbl outside terminal building 662–327–9852. MIRL Rwy 18–36 ops dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri; 1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc
Ⓡ **MEMPHIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 096° 6.8 NM to fld. 240/04E. **HIWAS.**



COLUMBUS/W POINT/STARKVILLE

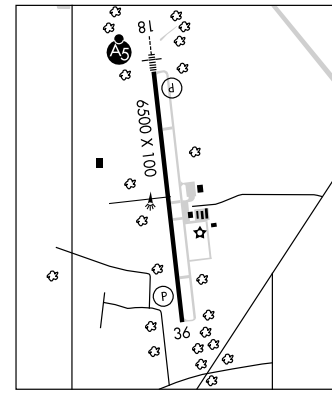
GOLDEN TRIANGLE RGNL (GTR) 10 W UTC−6(−5DT) N33°27.02′ W88°35.48′ **MEMPHIS**
264 B S2 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE GTR **H–6J, L–18H**
RWY 18–36: H6497X150 (ASPH) S–133, D–200, DT–300 **IAP, AD**
PCN 30 F/B/Y/T HIRL
RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 56′.
RWY 36: REIL. VASI(V4L)—GA 3.0°TCH 56′.
AIRPORT REMARKS: Attended continuously. Class I, Index B ARFF equipment avbl ctc arpt manager 662–327–4422. Birds and wildlife invof arpt. When twr clsd, all acft opr locally at GTR arpt must have a two way radio capable of transmitting/receiving CTAF and maintain radio contact. One stop transient acft exempt from requirement. ACTIVATE HIRL Rwy 18–36; MALSR Rwy 18; REIL Rwy 36 and twy lgts—118.2.
WEATHER DATA SOURCES: AWOS–3 126.375 (662) 328–7798.
COMMUNICATIONS: CTAF 118.2 **ATIS** 126.375 **UNICOM** 122.95
Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri, 1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc
MEMPHIS CENTER APP/DEP CON 127.1
COLUMBUS CLNC DEL 126.25
TOWER 118.2 (1200–0200Z‡) **GND CON/CLNC DEL** 135.375
AIRSPACE: CLASS D svc (1200–0200Z‡) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 238°4.4 NM to fld. 240/04E. **HIWAS.**
ILS 110.7 I–GTR Rwy 18. (Unmonitored 0500–1130Z‡).



COPIAH CO (See CRYSTAL SPRINGS)

CORINTH

ROSCOE TURNER (CRX) 4 SW UTC−6(−5DT) N34°54.90′ W88°36.21′ **MEMPHIS**
425 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO **H–6J, L–18G**
RWY 18–36: H6500X100 (ASPH–GRVD) S–30 MIRL 0.3% up S **IAP**
RWY 18: MALSR. PAPI(P2L)—GA 3.0° TCH 45′.
RWY 36: PAPI(P2L)—GA 3.0° TCH 54′.
AIRPORT REMARKS: Attended Mon–Sat dalgt, Sun 1400Z‡–dusk.
ACTIVATE MIRL Rwy 18–36, MALSR Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (662) 287–5103.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.
JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94′ W88°21.54′ 194° 42.7 NM to fld. 630/02E.
SEYER NDB(LOM) 334 UU N35°00.93′ W88°36.94′ 173° 6.1 NM to fld.
ILS 111.1 I–UUR Rwy 18 Class IA. LOM SEYER NDB.



CROSBY MUNI (C71) 1 NE UTC−6(−5DT) N31°17.76′ W91°03.17′ **HOUSTON**
336 NOTAM FILE GWO Not insp. **L–21B, 22F**
RWY 17–35: H3127X60(ASPH) S–16
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HEZ.
NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09′ W91°17.98′ 147° 20.7 NM to fld. 280/03E. (DME unmonitored).

CRYSTAL SPRINGS

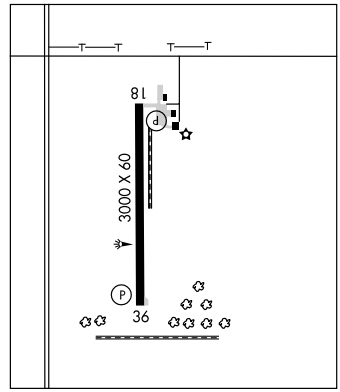
COPIAH CO (M11) 4 S UTC−6(−5DT) N31°54.18′ W90°22.12′ **NEW ORLEANS**
443 B S4 **FUEL** 100LL NOTAM FILE GWO **L–22F**
RWY 17–35: H3000X75 (ASPH) S–10 MIRL
RWY 17: REIL. Trees. **RWY 35:** REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. For svc after hrs call 601–754–0500. Livestock on and invof rwy. Rwy 17–35 cracks in pavement and loose gravel all sfcs. Terrain drops off abruptly 100′ from both ends of rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.
McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27′ W90°15.49′ 348° 36.3 NM to fld. 440/03E.
HIWAS

DEAN GRIFFIN MEML (See WIGGINS)

DIAMONDHEAD (66Y) 0 SW UTC−6(−5DT) N30°21.78′ W89°23.26′ **NEW ORLEANS**
14 **Fuel** 100LL NOTAM FILE GWO **L–21C, 22G**
RWY 18–36: H3800X75 (ASPH) S–12 LIRL
RWY 18: Thld dsplcd 613′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Sat 1330–2230Z‡. Fuel avbl 24 hrs with credit card. Rwy 18–36 LIRL OTS indef. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.
GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41′ W89°04.61′ 261° 16.3 NM to fld. 23/02E. **HIWAS.**

DREW

RULEVILLE–DREW (M37) 2 S UTC−6(−5DT) N33°46.58′ W90°31.50′ — MEMPHIS
137 B NOTAM FILE GWO — L–18G
RWY 18–36: H3000X60 (ASPH) S–16 MIRL — IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 36: PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended irregularly. MIRL Rwy 18–36 ops dusk–0400Z‡; after 0400Z‡ ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 on continuously. Rwy 18–36 MIRL OTS indef.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.875
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 324° 22.5 NM to fld. 125/03E.



EATON N31°25.12′ W89°20.26′ NOTAM FILE GWO. — NEW ORLEANS
(L) VORTAC 110.6 LBY Chan 43 356° 2.9 NM to Hattiesburg–Laurel Rgnl. 290/05E. — L–22G
Unusable 300°–000° byd 30 NM. VOR portion unusable 241°–251°.
RCO 122.1R 110.6T (GREENWOOD RADIO)

EUPORA (Ø6M) 2 W UTC−6(−5DT) N33°32.07′ W89°18.75′ — MEMPHIS
450 B NOTAM FILE GWO — L–18G
RWY 14–32: H3000X60 (ASPH) S–20 MIRL
RWY 14: PAPI(P2L)—GA 3.0° TCH 35′. Trees. **RWY 32:** PAPI(P2L)—GA 3.0° TCH 42′. Tree.
AIRPORT REMARKS: Unattended. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF 122.9.
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 270° 40.2 NM to fld. 240/04E. **HIWAS.**

FERNI N31°15.27′ W90°30.63′ NOTAM FILE MCB. — NEW ORLEANS
NDB (MHW/LOM) 413 MC 156° 5 NM to Mc Comb–Pike Co—John E Lewis Fld. — L–21B, 22F

FLETCHER FLD (See CLARKSDALE)

FOREST

G. V. MONTGOMERY (2M4) 1 S UTC−6(−5DT) N32°21.21′ W89°29.32′ — MEMPHIS
517 B NOTAM FILE GWO — L–18G
RWY 16–34: H3600X75 (ASPH) S–25 MIRL
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. For arpt attendant Mon–Fri 1400–2200Z‡, Sat 1400–1700Z‡ call 601–469–4141. Rwy 16–34 uneven pavement. MIRL Rwy 16–34 present med ints dusk–dawn, to incr ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71′ W88°48.26′ 263° 34.8 NM to fld. 580/05E. **HIWAS.**

GEORGE M. BRYAN (See STARKVILLE)

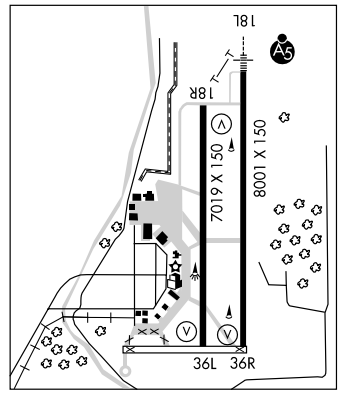
GOLDEN TRIANGLE RGNL (See COLUMBUS/W POINT/STARKVILLE)

GREENE CO N31°05.88′ W88°29.17′ NOTAM FILE GWO. — NEW ORLEANS
(H) VORTACW 115.7 GCV Chan 104 030° 26 NM to Roy Wilcox. 300/05E. — H–6J, L–21C, 22G
VOR portion unusable: 138°–238° blo 5000′; 291°–339° blo 4000′.

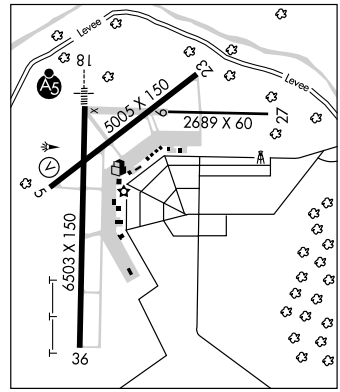
GREENEVILLE N33°31.41′ W90°58.98′ NOTAM FILE GLH. **MEMPHIS**
(L) VOR/DME 110.2 GLH Chan 39 179° 2.4 NM to Mid Delta Rgnl. 130/4E. **L–18F**
RCO 122.1R 110.2T (GREENWOOD RADIO)

GREENVILLE

MID DELTA RGNL (GLH) 5 NE UTC−6(−5DT) N33°28.97′ W90°59.14′ **MEMPHIS**
131 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE GLH **H–6J, L–18F**
RWY 18L–36R: H8001X150 (ASPH–GRVD) S–75, D–112, ST–142, DT–182, DDT–540 HIRL **IAP, AD**
RWY 18L: MALSR.
RWY 36R: REIL VASI (V4L)—GA 3.0° TCH 51′. Tree. Rgt tfc.
RWY 18R–36L: H7019X150 (ASPH–CONC) S–29, D–47, DT–78 MIRL
RWY 18R: VASI(V4L)—GA 3.0° TCH 52′. Rgt tfc.
RWY 36L: VASI(V4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1200–0400Z‡. Rwy 18R–36L no tkf or lndg authorized for air carrier aircraft. Rwy 18R–36L surface is rough and has several large bumps or heaves. Rwy 18L–36R center 50′ of pavement is fair. Outer edges of Rwy 18L–36R are in poor condition producing foreign object debris. Rwy 18R–36L MIRL OTS indef. VASI Rwy 36R opr continuously. When twr clsd HIRL Rwy 18L–36R preset med ints, to increase ints and ACTIVATE MALSR Rwy 18L—CTAF.
WEATHER DATA SOURCES: ASOS 125.525 (662) 332–0863. LAWRS.
COMMUNICATIONS: CTAF 119.0 **UNICOM** 122.95
MEMPHIS CENTER APP/DEP CON 135.875
GREENVILLE TOWER 119.0 (1300–0100Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GLH.
GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41′ W90°58.98′ 179° 2.4 NM to fld. 130/04E.
METCALF NDB (MHW) 359 MTQ N33°25.52′ W90°58.93′ 354° 3.5 NM to fld.
ILS 109.1 I–GLH Rwy 18L. Class IE. (Unmonitored when twr clsd). LOC Backcourse unusable. MM OTS indef.

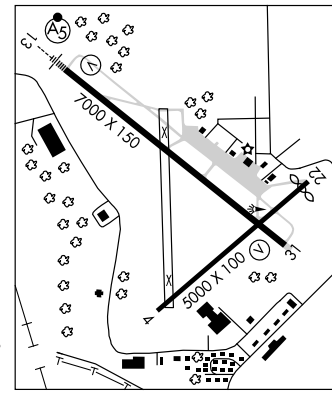


GREENWOOD–LEFLORE (GWO) 6 E UTC−6(−5DT) N33°29.66′ W90°05.08′ **MEMPHIS**
162 B S4 **FUEL** 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO **H–6J, L–18G**
RWY 18–36: H6503X150 (ASPH) S–100, D–176, ST–175, DT–300, DDT–560 HIRL **IAP**
RWY 18: MALSR. Trees.
RWY 05–23: H5005X150 (ASPH) S–30 MIRL 0.3% up NE
RWY 05: VASI(V4L)—GA 3.0° TCH 34′.
RWY 23: Trees.
RWY 09–27: H2689X60 (ASPH) S–30 0.4% up E
RWY 27: Tree.



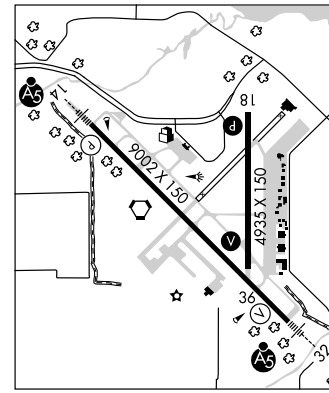
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. CLOSED 2 days each at Thanksgiving and Christmas and one day for New Years. Fuel avbl Mon–Fri 1300–0100Z‡, Sat–Sun 1400–2300Z‡. Fee for fuel after hrs call 662–453–5756 or 662–299–5616 or 662–455–5530 by appointment after hrs. Powerplant and airframe repairs in emergency or by appt. Migratory birds and deer invof arpt. PAEW invof Rwy 18–36. Rwy 09 and 27 rapidly rising terrain. Rwy 09–27 not controlled by twr. Rwy 09 restricted to tkf; Rwy 27 restricted to ldg. Ctc twr or AFSS for ARFF assistance. Arpt mgr limits gross weight Rwy 05–23 to S–42, D–60 in unusual situations. Operator using Rwy 09–27 must be familiar with Greenwood twr Letter to Airman 97–1. Rwy 09–27 no centerline. Rwy 05–23 has minor cracking and is rough and uneven. Rwy 09–27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MIRL Rwy 05–23, HIRL Rwy 18–36 and MALSR Rwy 18—CTAF. VASI Rwy 05 opr continuously.
WEATHER DATA SOURCES: ASOS 119.975 (662) 453–3304.
COMMUNICATIONS: CTAF 118.35 **UNICOM** 122.95
RCO 122.55 122.2 122.1R (GREENWOOD RADIO)
Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5
TOWER 118.35 (1400–0000Z‡) **GND CON** 125.55 **CLNC DEL** 125.55
AIRSPACE: CLASS D svc 1400–0000Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 076° 9.8 NM to fld. 125/03E.
TEOCK NDB (LOM) 349 GW N33°35.52′ W90°05.06′ 178° 5.8 NM to fld.
ILS 111.3 I–GWO Rwy 18. LOM TEOCK NDB.
COMM/NAV/WEATHER REMARKS: Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.

GRENADA MUNI (GNF) 3 N UTC−6(−5DT) N33°49.95′ W89°47.89′ **MEMPHIS**
208 B **FUEL** 100LL, JET A NOTAM FILE GWO **H–6J, L–18G**
RWY 13–31: H7000X150 (ASPH) S–60, D–200, ST–175, DT–300 MIRL **IAP**
RWY 13: MALSR VASI(V4L)—GA 3.0° TCH 52′.
RWY 31: VASI(V4L)—GA 3.0° TCH 56′. Trees.
RWY 04–22: H5000X100 (ASPH) S–60, D–200, ST–175, DT–300
RWY 04: Trees. **RWY 22:** Thld dsplcd 225′. Road.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–0000Z‡. For fuel, after hrs call 662–226–7330, 662–307–0892, 662–809–1550 or 662–417–0880. Aerobatic acft 4,500′ and below within 3 NM of arpt, dalgt hrs. Extensive agriculture ops invof arpt SR–SS between Mar–Oct annually.
WEATHER DATA SOURCES: AWOS–3 118.025 (662) 227–3407.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 128.5
GCO 121.72 (GREENWOOD FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 044° 32.6 NM to fld. 125/03E.
SCOBEY NDB (MHW) 245 SBQ N33°53.47′ W89°52.47′ 132° 5.2 NM to fld. Unusable byd 20 NM.
ILS/DME 110.9 I–GNF Chan 46 Rwy 13.

GULFPORT–BILOXI INTL (GPT) 3 NE UTC−6(−5DT) N30°24.44′ W89°04.21′ **NEW ORLEANS**
28 B S4 **FUEL** 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index B **H–7E, 8F, L–21C, 22G, GOMC**
NOTAM FILE GPT **IAP, AD**



RWY 14–32: H9002X150 (ASPH–CONC) S–60, D–155, ST–175, DT–265 HIRL
RWY 14: MALSR. PAPI(P4R)—GA 3.0° TCH 60′ Trees.
RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 47′. Tower.
RWY 18–36: H4935X150 (ASPH) S–20, DT–115 MIRL
RWY 18: PAPI(P4R)—GA 3.0° TCH 47′. Tree.
RWY 36: VASI(V4L)—GA 3.0° TCH 34′. Trees.
ARRESTING GEAR/SYSTEMS
RWY 14 ←BAK–14 BAK–12B (B) (1800′)
BAK–14 BAK–12B (B) (1300′) →**RWY 32**
AIRPORT REMARKS: Attended 1200–0500Z‡. After hrs call 228–864–2576. 150′ AGL crane 4600′ N of Rwy 18 thld. Numerous low flying fish spotter acft opr near shoreline between Pascagoula and Gulfport SR–SS. Maverick pad apron area on N end of Twy C restricted to military acft use only. TPA— jets 1528(1500) conventional 1228(1200) light single-engine 828(800). Arresting gear avbl during ANG ops with 30 min prior notice. Acft over 115,000 lbs are restricted from 180° turns on asph portion of Rwy 18–36. Acft with wingspan greater than 223′ are restricted from opr on Twy C between Twy A and AER 32. Civil acft with wingspan of 132′ or greater and all air carrier acft must be escorted along Twy A north of Twy C by gnd handling agent. Military acft or acft supporting mil mission with wingspan of 132′ or greater must have escort or coordinate taxi procedures with gnd handling agent prior to taxiing on Twy A. Acft opr as scheduled or charter passenger svc shall not taxi on Twy A north of Twy B intersection without escort from gnd handling agent or arpt authority. Twy F clsd indef. Acft over 155,000 lbs are restricted from using the N part of Twy A at Rwy 18–36. Acft over 316,000 lbs are restricted from using the S part of Twy A between Twy C and Rwy 14–32. Due to apron activity acft with wingspan greater than 170′ should be alert on Twy A between Twy C and Twy B. Rwy 14 and Rwy 32 touchdown, runway visual range avbl. When twr clsd ACTIVATE HIRL Rwy 14–32, PAPI Rwy 18, VASI Rwy 36, MALSR Rwy 14 and Rwy 32—CTAF. MIRL Rwy 18–36 not avbl when twr clsd. PAPI Rwy 14 and VASI Rwy 32 on continuously. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS (228) 867–9937. **HIWAS** 109.0 GPT. LAWRS.
COMMUNICATIONS: CTAF 123.7 **ATIS** 119.45 **UNICOM** 122.95
RCO 122.1R 109.0T (GREENWOOD RADIO)
Ⓡ **GULFPORT APP/DEP CON** 124.6 (130°–309°) 127.5 (310°–129°) (1200–0500Z‡)
Ⓡ **HOUSTON CENTER APP/DEP CON** 127.65 (0500–1200Z‡)
TOWER 123.7 (1200–0500Z‡) **GND CON** 120.4
AIRSPACE: CLASS D svc 1200–0500Z‡ other times CLASS G.
TRSA svc ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.
(L) VORTAC 109.0 GPT Chan 27 N30°24.41′ W89°04.61′ at fld. 23/02E. **HIWAS.**
BAYOU NDB (LOM) 360 GP N30°29.13′ W89°09.73′ 132° 6.7 NM to fld.
ILS 110.9 I–GPT Rwy 14. LOM BAYOU NDB. ILS unmonitored when twr closed.
ILS 108.3 I–UXI Rwy 32. Class IA. Unmonitored when twr clsd.
ASR (1200–0500Z‡)

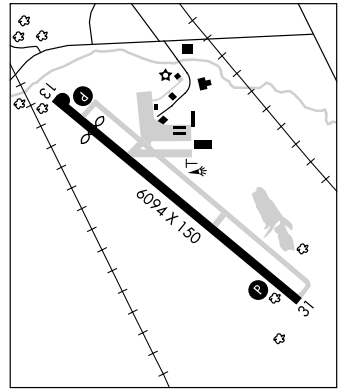
G. V. MONTGOMERY (See FOREST)

HANCO N30°27.06′ W89°27.32′ NOTAM FILE HSA. **NEW ORLEANS**
NDB (MHW/LOM) 221 HS 179° 5 NM to Stennis Intl. **L–21B, 22G, GOMC**

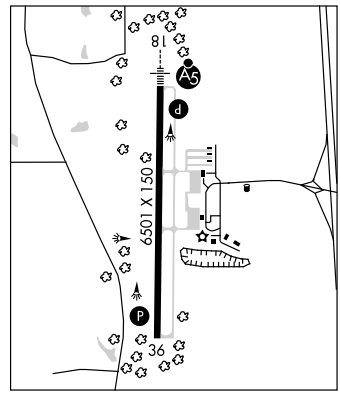
HARDY–ANDERS FLD NATCHEZ–ADAMS CO (See NATCHEZ)

HATTIESBURG

HATTIESBURG BOBBY L CHAIN MUNI (HBG) 4 SE UTC−6(−5DT) N31°15.90′ W90°15.17′ NEW ORLEANS
151 B S4 **FUEL** 100LL, JET A NOTAM FILE HBG H–6J, L–21C, 22G
RWY 13–31: H6094X150 (ASPH–GRVD) S–48, D–68, ST–114, DT–145 HIRL IAP
RWY 13: REIL. PAPI(P4L) —GA 3.0° TCH 40′. Thld dsplcd 996′. Trees.
RWY 31: PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended dalgt hours. For fuel after hrs page 601–271–6919, also, fuel avbl 24 hrs self serve with credit card. ACTIVATE HIRL Rwy 13–31; PAPI Rwys 13 and 31 and REIL Rwy 13—CTAF.
WEATHER DATA SOURCES: ASOS 135.425 (601) 544–2185.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOUSTON CENTER APP/DEP CON 126.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12′ W89°20.26′ 150° 10.2 NM to fld. 290/05E.



HATTIESBURG–LAUREL RGNL (PIB) 9 N UTC−6(−5DT) N31°28.03′ W89°20.22′ NEW ORLEANS
298 B S2 **FUEL** 100, JET A, Class I, ARFF Index A NOTAM FILE PIB H–6J, L–22G
RWY 18–36: H6501X150 (ASPH–GRVD) S–125, D–225, ST–175, DT–275 HIRL IAP
RWY 18: MALSR. REIL. PAPI(P4L)—GA 3.0°TCH 60′.
RWY 36: REIL. PAPI(P4L)—GA 3.0°TCH 59′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–6501 TODA–6501 ASDA–6501 LDA–6501
RWY 36: TORA–6501 TODA–6501 ASDA–6501 LDA–6501
AIRPORT REMARKS: Attended 1100–0500Z‡. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR, call arpt manager 601–545–3111. HIRL Rwy 18–36 preset on med ints; to increase ints and ACTIVATE PAPI Rwys 18 and 36, MALSR Rwy 18 and REILS Rwys 18 and Rwy 36–CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (601)584–6701. LAWRS.
COMMUNICATIONS: CTAF/UNICOM 123.0
HOUSTON CENTER APP/DEP CON 126.8
AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12′ W89°20.26′ 356° 2.9 NM to fld. 290/05E.
ILS 109.5 I–PIB Rwy 18. Class IB. Back Course Unusable.



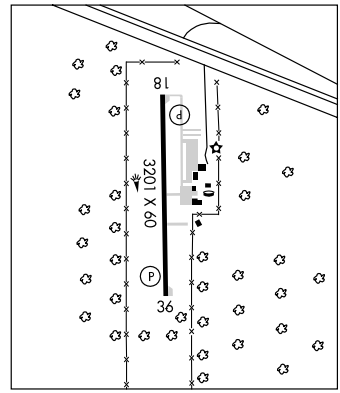
HAWKINS FLD (See JACKSON)

HERNANDO VILLAGE AIRPARK, INC (H75) 2SW UTC−6(−5DT) N34°47.89′ W90°02.22′ MEMPHIS
242 **FUEL** 100LL NOTAM FILE GWO Not insp.
RWY 14–32: 3340X65 (TURF) S–12 LIRL
RWY 14: Trees. **RWY 32:** Tower.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 14–32 LIRL OTS indef. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8

HESLER–NOBLE FLD (See LAUREL)

HOLLANDALE MUNI (14M) 2 NE UTC−6(−5DT) N33°10.96′ W90°49.84′ MEMPHIS
114 B NOTAM FILE GWO L–18F
RWY 08–26: H3000X50 (ASPH) S–21 MIRL
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 08–26 opr 2300–0400Z‡; after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE GLH.
GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41′ W90°58.98′ 155° 21.9 NM to fld. 130/04E.

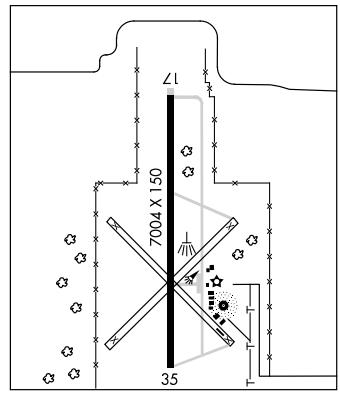
HOLLY SPRINGS–MARSHALL CO (M41) 4 W UTC−6(−5DT) N34°48.26′ W89°31.27′ **MEMPHIS**
553 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO **L–18G**
RWY 18–36: H3201X60 (ASPH) S–15 MIRL 1.1% up S **IAP**
RWY 18: PAPI(P2L)—GA 2.75° TCH 86′.
RWY 36: PAPI(P2L)—GA 3.25° TCH 65′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel 24 hr credit card svc avbl.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.4T (GREENWOOD RADIO)
RCO 122.3 (GREENWOOD RADIO)
Ⓡ **MEMPHIS APP CON** 125.8 120.07
Ⓡ **MEMPHIS DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
(L) VORTAC 112.4 HLI Chan 71 N34°46.22′ W89°29.79′ 326° 2.4 NM to fld. 630/03E.



HOUSTON MUNI (M44) 2 SW UTC−6(−5DT) N33°53.51′ W89°01.42′ **MEMPHIS**
337 B S2 NOTAM FILE GWO **L–18G**
RWY 03–21: H3800X75 (ASPH) S–26 MIRL
RWY 03: PAPI(P2L)—GA 3.92° TCH 52′. Trees. **RWY 21:** PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun on call. For arpt attendant Sat–Sun call 662–456–2554/2861. Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. PAEW on and invof rwy. MIRL Rwy 03–21 preset low ints 2300–0400Z‡ after 0400Z‡ to increase ints ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.
CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49′ W88°26.31′ 297° 32.9 NM to fld. 220/00E. Monitored Mon–Fri 1300–0100Z‡, Sun 1600–2300Z‡. No NOTAM MP Mon–Fri 0300–1030Z‡, Sun 1300–1500Z‡.

I H BASS JR MEML (See LUMBERTON)

INDIANOLA MUNI (IDL) 2 NW UTC−6(−5DT) N33°29.14′ W90°40.73′ **MEMPHIS**
126 B S4 **FUEL** 100LL NOTAM FILE GWO **H–6J, L–18F**
RWY 17–35: H7004X150 (CONC) S–20 MIRL **IAP**
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hours call 662–887–2580. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 135.875
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 271° 20.2 NM to fld. 125/03E.
NDB (MHW) 284 IDL N33°28.81′ W90°40.54′ at fld. NDB unmonitored.

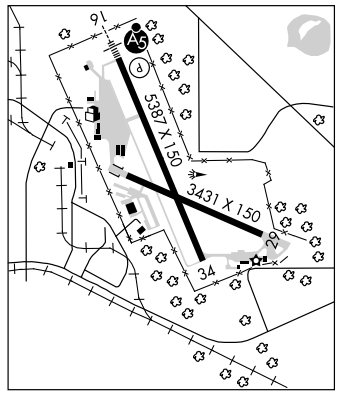


INNOVATOR MYT N28°13.23′ W89°36.90′ **L–21B, GOMC**
AWOS–3 119.975

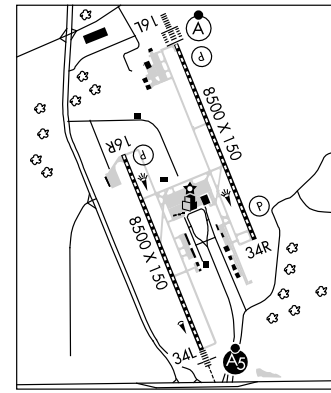
IUKA (15M) 3 SE UTC−6(−5DT) N34°46.34′ W88°09.95′ **MEMPHIS**
630 B **FUEL** 100LL NOTAM FILE GWO **L–18H**
RWY 18–36: H4000X75 (ASPH–GRVD) S–30 MIRL
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended dalgt hours. Fuel 24 hr credit card svc avbl. For after hrs svc ctc arpt manager 662–423–3427 or 662–432–6699. ACTIVATE MIRL Rwy 18–36—CTAF. Rwy lgts ints cannot be changed.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.
MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41′ W87°29.49′ 276° 33.6 NM to fld. 580/01E.

JACKSON

HAWKINS FLD (HKS) 3 NW UTC−6(−5DT) N32°20.09′ W90°13.35′ **MEMPHIS**
341 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE HKS **H–6J, L–18G**
RWY 16–34: H5387X150 (ASPH–GRVD) S–30, D–40, DT–80 HIRL 0.7% up NW **IAP, AD**
RWY 16: MALSR. PAPI(P4L). **RWY 34:** REIL. Trees.
RWY 11–29: H3431X150 (CONC) S–30, D–40, DT–80
MIRL 0.3% up SE
RWY 11: P-line.
RWY 29: Trees.
AIRPORT REMARKS: Attended 1300–0300Z‡. Landing fee. Fee for acft over 25,500 lbs without purchase of fuel. When twr is clsd Rwy 11–29 MIRL unavailable, Rwy 34 REIL left on. Rwy 16–34 lgts on continuous step 3–PCL OTS indef. ACTIVATE HIRL Rwy 16–34 and MALSR Rwy 16—CTAF.
WEATHER DATA SOURCES: ASOS 120.625 (601) 354–4037.
COMMUNICATIONS: CTAF 119.65 **UNICOM** 122.95
Ⓡ **JACKSON APP/DEP CON** 123.9 (333°–152°) 125.25 (153°–332°)(1200–0500Z‡)
Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500–1200Z‡)
TOWER 119.65 (1300–0300Z‡) **GND CON** 121.9
JACKSON CLNC DEL 121.9
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.
JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45′ W90°10.06′ 190° 10.7 NM to fld. 360/05E.
BRENZ NDB (MHW/LOM) 260 JH N32°24.78′ W90°15.68′ 157° 5.1 NM to fld. NDB unmonitored 0300–1300Z‡. NOTAM FILE HKS.
ILS 111.7 I–JHF Rwy 16. LOM BRENZ NDB. BRENZ NDB unmonitored 0300–1300Z‡. (ILS Unmonitored when Jackson twr closed)



JACKSON–EVERS INTL (JAN)(KJAN) CIV/MIL/P/ANG 5 E UTC−6(−5DT) N32°18.67′ W90°04.55′ **MEMPHIS**
346 B S4 **FUEL** 100, 100 LL, JET A, A+ OX 3 LRA Class I, ARFF Index C **H–6J, L–18G**
NOTAM FILE JAN **IAP, DIAP, AD**



RWY 16R–34L: H8500X150 (ASPH–GRVD) S–130, D–140, ST–175, DT–250, DDT 720 HIRL CL
RWY 16R: REIL. PAPI(P4L)—GA 3.0° TCH 80′. 0.4% up.
RWY 34L: MALSR. TDZL. Trees.
RWY 16L–34R: H8500X150 (ASPH–GRVD) S–75, D–200, ST–175, DT–390, DDT 850 HIRL CL
RWY 16L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Trees. 0.3% up.
RWY 34R: REIL. PAPI(P4R)—GA 3.0° TCH 52′. Trees. 0.7% down.
MILITARY SERVICES: JASU 8(A/M32A–86D) 3(MC–1A) **FUEL** (NC–100, JET A). JET A+ (C601–939–9366.)
AIRPORT REMARKS: Attended continuously. Rwy 16L +8′ stop sign at end of rwy 160′ from thld 280′ right. Weight bearing capacity for Rwy 16L–34R and Rwy 16R–34L is TRT 585 to accommodate C–17 acft. Be alert when crossing AER 16R. Rwy 16L and Rwy 34R rwy visual range touchdown, midpoint and rollout avbl. Rwy 34L rwy visual range touchdown avbl. When twr clsd HIRL Rwy 16L–34R and HIRL Rwy 16R–34L on continuously step 3. ACTIVATE MALSR Rwy 34L, HIRL Rwy 16L–34R HIRL Rwy 16R—34L, REIL Rwy 34R—CTAF. ACTIVATE REIL Rwy 16R—120.7. Rwy 16L ALSF—2 preset on med ints. Ldg fee for non–commercial acft over 25,500 pounds, fee waived for larger non–scheduled acft with sufficient fuel purchase. U.S. Customs user fee arpt.
MILITARY REMARKS: See FLIP AP/1 supplementary arpt remark. **ANG** Official business only. All tran acft 48 hr PPR, ctc Base Ops. Tran acft use FBO for svc. Base Ops opr weekdays 1300–2230Z‡, DSN 828–8372, C601–405–8372, fax DSN 828–8100, C601–405–8100. Command Post opr 24 hr., DSN 828–8350, C601–405–8350.
WEATHER DATA SOURCES: ASOS (601)932–2822. LLWAS.
COMMUNICATIONS: CTAF 120.9 **ATIS** 121.05 **UNICOM** 122.95
RCO 122.65 122.2 (GREENWOOD RADIO) **RCO** 122.1R 112.6T (GREENWOOD RADIO)
Ⓡ **APP/DEP CON** 123.9 317.7 (333°–152°) 125.25 319.2 (153°–332°)(1200–0500Z‡)
Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 259.1 (0500–1200Z‡)
TOWER 120.9 352.0 (1200–0500Z‡) **GND CON** 121.7 348.6
ANG COMD POST 264.6 (172nd AW CP)
AIRSPACE: CLASS C svc 1200–0500Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.
(H) VORTAC 112.6 JAN Chan 73 N32°30.45′ W90°10.06′ 153° 12.6 NM to fld. 360/05E.
ALLEN NDB (LOM) 365 JA N32°24.75′ W90°07.17′ 157° 6.5 NM to fld. Unmonitored 0500–1200Z‡.
ILS 109.3 I–FRL Rwy 34L. Class IB. Unmonitored 0500–1200Z‡.
ILS 110.5 I–JAN Rwy 16L. Class IIIE. LOM ALLEN NDB. Unmonitored 0500–1200Z‡.
ASR (1200–0500Z‡)
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

JAMES H EASOM FLD (See NEWTON)

JOE WILLIAMS NOLF (NJW) N32°47.77′ W88°49.90′ **MEMPHIS**
AIRSPACE: CLASS D svc Mon–Fri 1400–2330Z‡ other times CLASS G. **H–6J, L–18G**

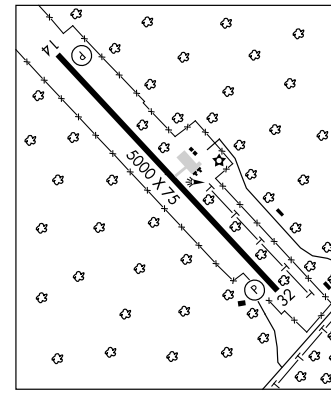
JOHN BELL WILLIAMS (See RAYMOND)

KEESLER AFB (BIX)(KBIX) AF (AFRC) 0 W UTC−6(−5DT) N30°24.63′ W88°55.47′ **NEW ORLEANS**
33 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE BIX Not insp. **H–7E, 8F, L–21C, 22G, GOMC**
RWY 03–21: H7630X150 (PEM) PCN 35 F/B/W/T HIRL 0.3% up SW **DIAP, AD**
RWY 03: REIL. PAPI(P4L). Thld dsplcd 1599′. **RWY 21:** ALSF1. PAPI(P4L). Thld dsplcd 1000′. Rgt tfc.
MILITARY SERVICE:
JASU 1(MA–1A) 3(A/M32A–86A) **FUEL** J8 **FLUID** SP PRESAIR LPOX LOX **OIL** O–148–156
TRAN ALERT Opr Mon–Thu 1400–2200Z‡, Fri 1400–0500Z‡, Sat–Sun 1700–2300Z‡ clsd hol. Unit training assembles Sun 1900–0500Z‡.
MILITARY REMARKS: Opr Mon–Fri 1400–0500Z‡, Sat and Sun 1500–2300Z‡ closed holidays. Unit training assembles Sun 1900–0500Z‡. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Aircrews ctc GND prior to acft engine start. PPR for all acft ctc Afld management OPS at DSN 579–2120 or C228–377–2120. Pilots will avoid flying over the USAF Medical Center located on the Back Bay 1 NM E of rwy, and the VA Hospital on the Back Bay 1 NM W of rwy. Twy E rstd to small acft. Acft rinse facility (Bird Bath) Twy C avbl to C–130 and larger acft. Outside of published opr hour, coordinate mission essential (EVAC, Storm Tracking and High HQ (JSC) Mission) acft arr/dep with Base OPS when open or Command Post. All C130 or larger must face N on Twy B for maintenance runs or engine run–ups. **CAUTION** Rwy hazard men or equipment opr randomly to include within 100′ of rwy daily. Lgtd trees pent 50:1 plane on Rwy 03–21. Lgtd water tower located 1775′ rgt of Rwy 03 centerline and 2900′ left of Rwy 21 centerline. Glide slope antenna 250′ W of centerline and 1050′ from apch end Rwy 21. 141′ AGL crane 1 NM west of rwy centerline. 190′ AGL crane 1 NM west of rwy centerline. Bird Alert—Concentration of birds in vicinity of airfield during inclement weather. Large frame and heavy acft will make 180° tums on concrete portion of rwy. Weather forecast: Marina trees hinder wind, low wind speed on Rwy 21 apch when wind direction from 280°–340°. During augmenation/backup, ltd wx obsn to E and visibility marker byd 1 statute mile only avbl in the W to N sector, night flood lgt hinder cloud and visibility observation and ceilings frequently 100′–200′ lower than observation on Rwy 21 apch from Nov–Mar. Rwy edge lgts past thresholds greater than 10′ from full strength pavement. Spot 24/25 (Twy B and Twy F) light–alls used when C–5 or C–17 parked during hrs of darkness and inclement wx. Night vision devices training Tue and Thu 0200–0400Z‡. **TFC PAT** TPA—Overhead 1500(1467), Conventional 1000(967), Helicopter 500(467). Rwy 03 precision instrument apch not avbl. **MISC** Rwy 03 avbl tkf 6632′ from key–hole. Rwy 21 avbl tkf 6034′ from key–hole. See US Terminal Low Arpt Sketch for NSTD Rwy 03–21 configuration. Rwy 03 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5′ non–weight bearing asph edge each side, and remaining 598X150 is concrete. Rwy 21 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5′ non–weight bearing asph edge each side. VIP acft ctc PTD 372.2 15 minutes prior to ldg with firm chock time. During opr hours, LIFEGUARD/MEDEVAC/SAR/MSN essential acft ctc Afld Management OPS DSN 597–2120, C228–377–2120 1 hour prior to arr for proper coordination, during non–opr hours, ctc Command Post DSN 597–4330, C228–377–4330 1 hour prior to req airfield be opened. Hanger space not avbl for severe weather. COMSEC materials are not avbl. Dsplcd thld may be used for tkf and ldg rollout, ctc twr with req to back taxi. Assault Zone marker on rwy. Rwy Surface Condition/Rwy Condition Reading not reported during published afld clsd times. **403 WG AFRC** C130/WC130 acft opr weekdays.
COMMUNICATIONS: ATIS 281.55 (Mon–Fri 1400–0300Z‡, Sat–Sun 1700–2300Z‡, clsd hol. Unit training assembles Sun 1900–0500Z‡) **PTD** 372.2
Ⓡ **GULFPORT APP/DEP CON** 124.6 354.1 (130°–309°) 127.5 254.25 (310°–129°) (1200–0500Z‡)
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 387.05 (0500–1200Z‡)
TOWER 120.75 269.075 Opr Mon–Fri 1400–0500Z‡, Sat and Sun 1700–2300Z‡, clsd hol. Unit training assembles Sun 1900–0500Z‡ **GND CON** 121.8 275.8 **CLNC DEL** 121.8 275.8
403 WG AFRC COMD 252.8 (Call ACCOUNTANT) **PMSV METRO** 267.4 Full svc during afld opr hrs, extd as required, clsd holidays. Remote briefing svc avbl from 26 OWS Barksdale AFB, LA, DSN 781–4775, C1–866–223–9328. Automatic FMQ–19 in use 24 hrs. Augmented/backed up FMQ–19 in use when required during opr hrs and for resource protection. ASOS obsn avbl at DSN 597–0438 or C228–377–0438.
AEROMEDICAL EVAC 236.6
AIRSPACE: CLASS D svc Opr Mon–Fri 1400–0500Z‡, Sat and Sun 1700–2300Z‡ clsd Hol. Unit Training Assembles Sun 1900–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.
GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41′ W89°04.61′ 086° 7.9 NM to fld. 23/2E. **HIWAS.** TACAN azimuth OTS indef.
(T) TACAN Chan 55 BIX (111.8) N30°24.41′ W88°55.80′ at fld. 10/1E. NOTAM FILE BIX. Monitored during published opr hours only. No NOTAM MP Wed 1200–1400Z‡ (1000/2+1).
ILS 109.7 I–BIX Rwy 21. Monitored during published opr hr only. No NOTAM MP Tue and Thu 1200–1400Z‡ (1000/2+1). Critical area not protected.

KEWANEE N32°22.01′ W88°27.50′ NOTAM FILE GWO. **MEMPHIS**
(L) VORTAC 113.8 EWA Chan 85 047° 12.4 NM to Mallard. 300/04E. VORTAC unusable 250°–290° byd 30 NM blo 3000′. **L–18H**
RCO 122.1R 113.8T (GREENWOOD RADIO)

KEY FLD (See MERIDIAN)

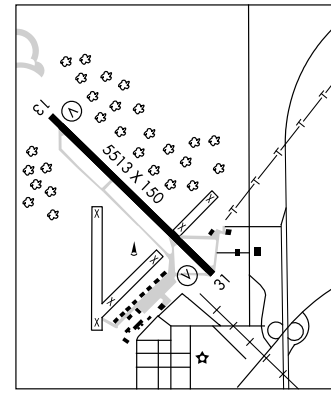
KOSCIUSKO–ATTALA CO (OSX) 3 NE UTC−6(−5DT) N33°05.42′ W89°32.52′ — MEMPHIS
480 B **FUEL** 100LL, JET A NOTAM FILE GWO — H–6J, L–18G
RWY 14–32: H5000X75 (ASPH) S–18 MIRL — IAP
RWY 14: PAPI(P2L)—GA 3.50° TCH 52′. Trees.
RWY 32: PAPI(P2L)—GA 3.50° TCH 49′. Trees.
AIRPORT REMARKS: Attended continuously. Wildlife on and invof rwy. Remote control model acft flying off end of Rwy 14. ACTIVATE MIRL Rwy 14–32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 118° 43.2 NM to fld. 125/03E.



LAUREL N31°40.21′ W89°10.44′ — NEW ORLEANS
RCO 122.3 (GREENWOOD RADIO) at Hesler–Noble Fld. — L–22G

LAUREL

HESLER–NOBLE FLD (LUL) 3 SW UTC−6(−5DT) N31°40.38′ W89°10.37′ — NEW ORLEANS
238 B S2 **FUEL** 100LL, JET A1 + NOTAM FILE GWO — H–6J, L–22G
RWY 13–31: H5513X150 (ASPH) S–41, D–65, ST–83, DT–110 HIRL — IAP
RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54′.
RWY 31: VASI(V4L)—GA 3.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1330–0000Z‡, Sat 1500–0000Z‡, Sun 1900–0000Z‡. For svc after hrs call 601–426–2626. Trucks near AER 13 creating dust/haze. Crop duster activity invof arpt. Ultralight activity on and invof arpt. ACTIVATE HIRL Rwy 13–31 and REIL Rwy 13—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (601) 425–9792.
COMMUNICATIONS: CTAF/UNICOM 123.05
LAUREL RCO 122.3 (GREENWOOD RADIO)
HOUSTON CENTER APP/DEP CON 126.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12′ W89°20.26′ 024° 17.4 NM to fld. 290/05E.
TALLAHALA NDB (MHW) 346 THJ N31°41.25′ W89°11.39′ 135° 1.2 NM to fld.



LEXINGTON

C. A. MOORE (19M) 2 NE UTC−6(−5DT) N33°07.53′ W90°01.53′ — MEMPHIS
340 B NOTAM FILE GWO — L–18G
RWY 01–19: H3199X60 (ASPH) S–20 MIRL 0.5% up NE — IAP
RWY 01: Trees. **RWY 19:** Tree.
AIRPORT REMARKS: Unattended. Arpt rotating bcn OTS indef.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 145° 23.9 NM to fld. 125/03E.

LONG BEACH

VORTEX HELIPORT (35M) 4 N UTC−6(−5DT) N30°23.32′ W89°09.92′ **NEW ORLEANS**

24 B NOTAM FILE GWO Not insp.

HELIPAD H1: 75X75 (TURF)

AIRPORT REMARKS: Attended 1400–2300Z‡. 30′ p–line west, 45′ trees and 30′ p–line south of helipad. Maintain tfc patterns east of helipad. High volume student training on and invof heliport.

COMMUNICATIONS: CTAF 122.9

LOUISVILLE WINSTON CO (LMS) 1 N UTC−6(−5DT) N33°08.77′ W89°03.75′ **MEMPHIS**

575 B **FUEL** 100LL, JET A NOTAM FILE GWO **L–18G**

RWY 17–35: H4519X75 (ASPH) S–12 MIRL 0.3% up S **IAP**

RWY 17: PAPI(P2L)—GA 3.25° TCH 48′. Trees.

RWY 35: PAPI(P2L)—GA 3.75° TCH 52′. Trees.

AIRPORT REMARKS: Unattended. For fuel and other svcs call 601–773–8304. Deer on and invof arpt. PAEW adjacent Rwy 17–35. ACTIVATE MIRL Rwy 17–35—CTAF.

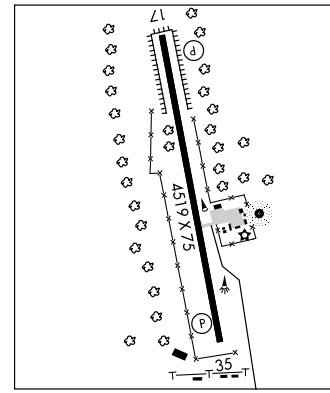
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 230° 34.3 NM to fld. 240/04E. **HIWAS.**

NDB (MHW) 212 LMS N33°08.63′ W89°03.65′ at fld.



LUMBERTON

I H BASS JR MEML (4R1) 2 NW UTC−6(−5DT) N31°00.93′ W89°28.95′ **NEW ORLEANS**

310 B NOTAM FILE GWO **L–21B, 22G**

RWY 14–32: H3000X75 (ASPH) S–22 MIRL

RWY 14: PAPI(P2L). Trees. **RWY 32:** PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. Skydiving activity on weekend. ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12′ W89°20.26′ 192° 25.3 NM to fld. 290/05E.

MACON MUNI (2ØM) 2 E UTC−6(−5DT) N33°08.01′ W88°32.14′ **MEMPHIS**

238 B NOTAM FILE GWO **L–18H**

RWY 18–36: H3000X50 (ASPH) S–28 MIRL

RWY 36: Trees.

AIRPORT REMARKS: Unattended. Due to limited line of sight all acft are required to announce tkf and ldg CTAF—122.7. MIRL Rwy 18–36 ops dusk–0400Z‡, after 0400Z‡ ACTIVATE MIRL Rwy 18–36—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 179° 21.1 NM to fld. 240/04E. **HIWAS.**

MADISON

BRUCE CAMPBELL FLD (MBO) 2 SE UTC−6(−5DT) N32°26.32′ W90°06.19′ — MEMPHIS, L–18G, IAP

326 B S2 **FUEL** 100LL, JET A1 + NOTAM FILE GWO

RWY 17–35: H4444X75 (ASPH) S–25 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 40′. Trees.

RWY 35: PAPI(P2L)—GA 4.0° TCH 50′. Trees.

AIRPORT REMARKS: Attended 1200–0100Z‡. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.125 (601) 605–8137.

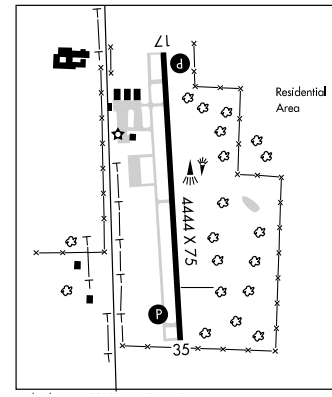
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **JACKSON APP/DEP CON** 123.9 (333°–152°) 125.25 (153°–332°) (1200–0500Z‡). **CLNC DEL** 125.9

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45′ W90°10.06′ 137° 5.3 NM to fld. 360/05E.



MAGEE MUNI (17M) 3 W UTC−6(−5DT) N31°51.77′ W89°48.04′ — NEW ORLEANS, L–22F

555 B **FUEL** 100LL NOTAM FILE GWO

RWY 18–36: H3104X50 (ASPH) S–19 MIRL

RWY 18: Thld dsplcd 165′. Tree. **RWY 36:** Trees.

AIRPORT REMARKS: Attended continuously. Rwy 36 4′ deep ditch 350′ from thld. ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12′ W89°20.26′ 313° 35.6 NM to fld. 290/05E.

MAIN PASS MIS N29°17.73′ W88°50.53′ — L–21C, 22G, GOMC

AWOS–3 119.825

MARKS

SELFS (MMS) 2 SW UTC−6(−5DT) N34°13.89′ W90°17.37′ — MEMPHIS, L–18G, IAP

162 S4 **FUEL** 100LL NOTAM FILE GWO

RWY 02–20: H3348X70 (ASPH) S–10 MIRL

RWY 20: Trees.

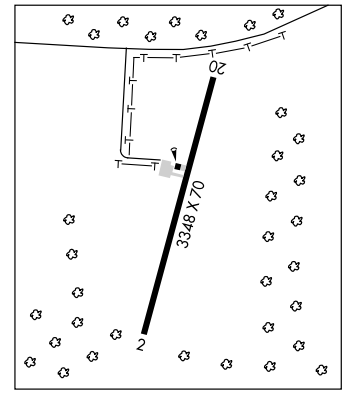
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat and Sun irregularly. For attendance hrs Sat and Sun call 662–444–4736. Public phone avbl 662–326–9404.
Fuel avbl 24 hr self service with credit card.

COMMUNICATIONS: CTAF 122.9

Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 356° 46.0 NM to fld. 125/03E.

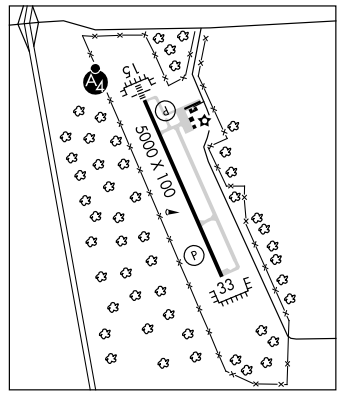


MC CAIN FLD (See MERIDIAN NAS)

McCHAREN FLD (See WEST POINT)

Mc COMB–PIKE CO–JOHN E LEWIS FLD (MCB) 4 S UTC−6(−5DT)
N31°10.71′ W90°28.31′
413 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE MCB
RWY 15–33: H5000X100 (ASPH–GRVD) S–25, D–30, DT–60
MIRL 0.5% up NW
RWY 15: MALSF. PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 33: PAPI(P2L)—GA 3.0° TCH 46′. Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For attendant and fuel after hrs call 601–684–8950. MIRL Rwy 15–33 preset low ints dusk–0600Z‡, after 0600Z‡ increase ints, ACTIVATE MALSF—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (601) 249–3223. **HIWAS** 116.7 MCB.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.4 122.2 (GREENWOOD RADIO)
RCO 122.1R 116.7T (GREENWOOD RADIO)
Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8
AIRSPACE: CLASS E svc continuously.
RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.
(H) VORTAC 116.7 MCB Chan 114 N31°18.26′ W90°15.49′
233° 13.3 NM to fld. 440/03E. **HIWAS**
FERNI NDB (MHW/LOM) 413 MC N31°15.27′ W90°30.63′
156° 5 NM to fld.
ILS 109.1 I–MCB Rwy 15. Class IA. LOM FERNI NDB. LOC unusable byd 0.5 NM. GS unusable byd 5 degrees left of course.

NEW ORLEANS
H–6J, L–21B, 22F
IAP



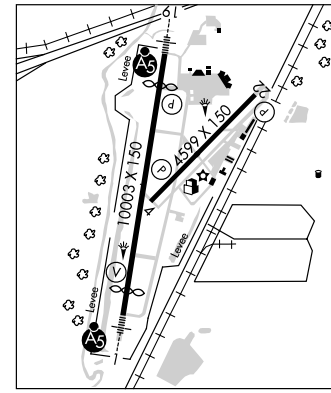
MERIDIAN N32°22.71′ W88°48.26′ NOTAM FILE MEI.
(H) VORTAC 117.0 MEI Chan 117 131° 3.8 NM to Key Fld. 580/5E. **HIWAS.**
RCO 122.1R 117.0T (GREENWOOD RADIO)
RCO 122.6 122.2 (GREENWOOD RADIO).

MEMPHIS
H–6J, L–18G

MERIDIAN

KEY FLD (MEI) 3 SW UTC−6(−5DT) N32°19.96′ W88°45.11′ **MEMPHIS**
297 B S4 **FUEL** 100, JET A OX 1, 2 Class I, ARFF Index A NOTAM FILE MEI **H–6J, L–18G**
RWY 01–19: H10003X150 (ASPH–CONC) S–105, D–175, ST–175, DT–325 HIRL **IAP, AD**

RWY 01: MALSR. VASI(V4L)—GA 3.0°TCH 54′. Thld dsplcd 1000′. Tree.
RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 1000′. Tree.
RWY 04–22: H4599X150 (ASPH) S–15, D–35, DT–60 MIRL
RWY 04: PAPI(P2L)—GA 3.13° TCH 19′. Trees.
RWY 22: PAPI(P2L)—GA 3.59° TCH 20′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–10003 TODA–10003 ASDA–10003 LDA–9003
RWY 04: TORA–4599 TODA–4599 ASDA–4599 LDA–4599
RWY 19: TORA–10003 TODA–10003 ASDA–10003 LDA–9003
RWY 22: TORA–4599 TODA–4599 ASDA–4599 LDA–4599
AIRPORT REMARKS: Attended 1200–0400Z‡. For attendant after hrs call 601–693–7282. Air National Guard ramp clsd exc PPR, 601–484–9734/9714. Rwy 01–19 dsplcd thlds are concrete. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 04–22, MALSR Rwy 01 and Rwy 19, twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS (601) 693–5650. **HIWAS** 117.0 MEI.
COMMUNICATIONS: CTAF 119.8 **ATIS** 126.475 **UNICOM** 122.95
MERIDIAN RCO 122.6 122.2 (GREENWOOD RADIO)
Ⓡ **MERIDIAN APP/DEP CON** 120.5 (1300–0500Z‡)
Ⓡ **MEMPHIS CENTER APP/DEP CON** 125.975 (0500–1300Z‡)
TOWER 119.8 (1200–0400Z‡), other times by NOTAM.
GND CON 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡, other times by NOTAM.
RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71′ W88°48.26′ 131° 3.8 NM to fld. 580/05E. **HIWAS.**
SAVOY NDB (MHW/LOM) 356 ME N32°14.84′ W88°46.30′ 010° 5.2 NM to fld.
ILS 110.1 I–MEI Rwy 01. Class IA. LOM SAVOY NDB. (Unmonitored when twr clsd).
ILS/DME 111.35 I–IKQ Chan 50(Y) Rwy 19.



MERIDIAN NAS (MC CAIN FLD) (NMM)(KNMM) N 11 NE UTC−6(−5DT) **MEMPHIS**
N32°33.21′ W88°33.32′ **H–6J, L–18H**
316 B TPA—See Remarks NOTAM FILE NMM Not insp. **DIAP, AD**
RWY 01L–19R: H8003X200 (CONC) PCN 64 R/C/W/T HIRL CL
RWY 01L: ALSF1. OLS. WAVE–OFF. 0.5% up.
RWY 01R–19L: H7999X200 (CONC) PCN 68 R/C/W/T HIRL CL
RWY 19L: SSALR. OLS. WAVE–OFF. 0.6% down.
RWY 10–28: H6402X200 (CONC) PCN 30 R/C/W/T HIRL
RWY 28: OLS. WAVE–OFF.
ARRESTING GEAR/SYSTEM
RWY 01L HOOK E28(B) (1750′) HOOK E28(B) (1251′) **RWY 19R**
RWY 01R HOOK E28(B) (1250′) HOOK E28(B) (1747′) **RWY 19L**
RWY 10 HOOK E28(B) (1250′) HOOK E28(B) (1251′) **RWY 28**
MILITARY SERVICE: LGT Portable OLS avbl Rwy 01L, Rwy 01R, Rwy 19L, Rwy 19R and Rwy 28. **JASU** 2(NC–8A) (GTC–85) 1(NCPP–105) **FUEL** J8. Exp 1 hr refuel delays. **TRAN ALERT** Svc avbl Mon–Thu 1300–0500Z‡, Fri 1300–2300Z‡. Drag chute repack unavbl.
MILITARY REMARKS: Opr Mon–Thu 1300–0500Z‡, Fri 1300–2300Z‡, CLOSED Sat, Sun and holidays except by NOTAM, hr subject to change in support CTW–1 flt opr. **RSTD** PPR all acft expect JOSAC Mission ctc Base OPS DSN 637–2470/2505, C601–679–2470/2505. PPR good for +/− 1 hr PPR time. Coord of PPR outside of block time by telephone is rqr or PPR Nr will be cancelled. Arpt subject to no notice closure. PPR civilian acft Official Business. **CAUTION** Rwy 19L, 19R have 1 percent down gradient first 6000′. Wildlife in vicinity all rwy. Mat and twy south of hangar not visible from twr. Ints student jet training during fld opr hr. **TFC PAT** Jet break 1400′, TPA—(1216)900. Tran acft expect visual apch when WX 2000–3 SM or abv. High altitude apch not normally avbl when Meridian–1 West active. VFR acft ctc Meridian APP within 25 NM. **MISC** Ramp elev 283′. Expect arr/dep delay during student flying periods. Extensive student jet training.
COMMUNICATIONS: SFA **ATIS** 290.525 (Mon–Fri 1300–0500Z‡, clsd holidays).
Ⓡ **APP CON** 119.2 348.7 (E) 120.5 269.6 (S) 120.95 276.4 (W) 379.275 (N) (Mon–Fri 1300–0500Z‡), other times ctc Ⓡ**MEMPHIS CENTER APP CON** 125.975 351.7
MC CAIN TOWER 126.2 340.2 (Rwy 01L, Rwy 19L and Rwy 28) 360.2 (Rwy 01R, Rwy 19R and Rwy 10) (Mon–Thu 1300–0500Z‡, Fri 1300–2300Z‡, clsd Sat, Sun and holidays exc by NOTAM. **MC CAIN GND CON** 336.4
CLNC DEL 301.0
Ⓡ **DEP CON** 124.8 (S) 343.7 (E) (Mon–Fri 1300–0500Z‡), other times ctc Ⓡ**MEMPHIS CENTER DEP CON** 125.975 351.7
PMSV METRO 282.525 (Avbl 1200–0300Z‡.) **BASE OPS** 352.2
AIRSPACE: CLASS D svc Mon–Thu 1300–0500Z‡, Fri 1300–2300Z‡ clsd Sat, Sun and holidays exc by NOTAM other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
(L) TACAN Chan 56 NMM (111.9) N32°34.70′ W88°32.71′ 198° 1.6 NM to fld. 309/1E. Opr during flt opr hr only.
TACAN unusable:
010°–085° byd 21 NM blo 3,000′ 105°–110°
ILS 109.7 I–NMM Rwy 19L. GS unusable byd 3° right of course. GS unusable byd 7° left of course.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

METCALF N33°25.52′ W90°58.93′ NOTAM FILE GLH. **MEMPHIS**
NDB (MHW) 359 MTQ 354° 3.5 NM to Mid Delta Rgnl. **L–18F**

MID DELTA RGNL (See GREENVILLE)

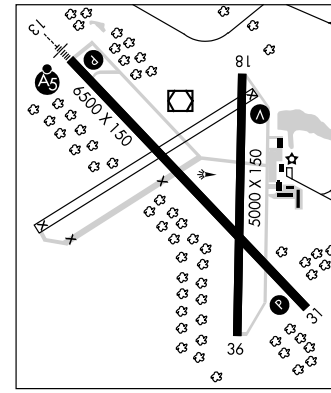
MONROE CO (See ABERDEEN/AMORY)

NAKIKA IKT N28°31.25′ W88°17.33′ **L–21C, GOMC**
AWOS–3 118.825

NATCHEZ N31°37.09′ W91°17.98′ NOTAM FILE HEZ. **HOUSTON**
(L) VOR/DME 110.0 HEZ Chan 37 at Hardy–Anders Fld/Natchez–Adams Co. 280/03E. **L–22F**
DME unmonitored. DME portion unusable byd 25 NM blo 3000′.
RCO 122.1R 110.0T (GREENWOOD RADIO)

NATCHEZ

HARDY–ANDERS FLD NATCHEZ–ADAMS CO (HEZ) 6 NE UTC−6(−5DT) **HOUSTON**
N31°36.82′ W91°17.84′ **H–6J, L–22F**
272 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A. NOTAM FILE HEZ **IAP**
RWY 13–31: H6500X150 (ASPH–GRVD) S–50, D–78, ST–100, DT–172 HIRL
RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 54′.
RWY 31: PAPI(P4L)—GA 3.0° TCH 42′. Trees.
RWY 18–36: H5000X150 (ASPH) S–83, D–113, ST–143, DT–65 MIRL
RWY 18: VASI(V2L)—GA 3.0°TCH 37′. **RWY 36:** Trees.
AIRPORT REMARKS: Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 601–442–5171. Deer on and invof rwys. ACTIVATE MIRL Rwy 18–36, MALSR Rwy 13, VASI Rwy 18 and PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.675 (601) 446–8022 LAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
NATCHEZ RCO 122.1R 110.0T (GREENWOOD RADIO)
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.97
RADIO AIDS TO NAVIGATION: NOTAM FILE HEZ.
NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09′ W91°17.98′ at fld. 280/03E. DME unmonitored.
NATCHEZ–ADAMS CO NDB (MHW) 388 HAH N31°41.41′ W91°17.60′ 180° 4.6 NM to fld.
ILS 111.35 I–HEZ Rwy 13. Class IB. GS unmonitored.



NATCHEZ–ADAMS CO N31°41.41′ W91°17.60′ NOTAM FILE HEZ. **HOUSTON**
NDB (MHW) 388 HAH 180° 4.6 NM to Hardy–Anders Fld Natchez–Adams Co. **L–22F**

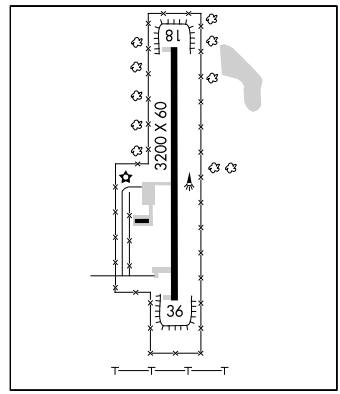
NEW ALBANY–UNION CO (M72) 3 N UTC−6(−5DT) N34°32.94′ W89°01.47′ **MEMPHIS**
413 B S4 **FUEL** 100LL NOTAM FILE GWO **L–18G**
RWY 18–36: H3903X75 (ASPH) S–20 MIRL **IAP**
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri dalgt hrs, Sat 1400–1800Z‡. Fuel 24 hr credit card svc avbl. MIRL Rwy 18–36 opr dusk–0400Z‡. After 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22′ W89°29.79′ 116° 26.9 NM to fld. 630/03E.

NEWTON

JAMES H EASOM FLD (M23) 1 SE UTC−6(−5DT) N32°18.71′ W89°08.15′ **MEMPHIS**
369 B S4 **FUEL** 100LL NOTAM FILE GWO **L–18G**
RWY 13–31: H3000X75 (ASPH) S–21 MIRL
RWY 13: Tree. **RWY 31:** PVASI(PSIL)—GA 7.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For attendant after hrs and emergencies only call 601–416–4981. 24 hr fuel avbl with credit card. Public phone avbl 601–683–2664. ACTIVATE MIRL Rwy 13–31—CTAF. PAPI Rwy 31 opr continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71′ W88°48.26′ 252° 17.3 NM to fld. 580/05E.
HIWAS.

OCEAN SPRINGS (5R2) 3 E UTC−6(−5DT) N30°23.37′W88°45.21′ **NEW ORLEANS**
20 B S6 **FUEL** 100LL NOTAM FILE GWO **L–21C, 22G**
RWY 18–36: H3500X50 (ASPH) S–10 MIRL
RWY 18: Tree.
AIRPORT REMARKS: Attended 1500–2300Z‡. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE rotating bcn and lgtd windsock—CTAF. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SEMMES (H) VORTAC 115.3 SJI Chan 100 N30°43.56′ W88°21.56′ 220° 28.7 NM to fld. 190/05E.

OKOLONA MUNI–RICHARD STOVALL FLD (5A4) 2 NE UTC−6(−5DT) **MEMPHIS**
N34°00.95′ W88°43.57′ **L–18G**
335 B NOTAM FILE GWO **IAP**
RWY 18–36: H3200X60 (ASPH) S–12.5 MIRL
RWY 18: Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 terrain drops off abruptly 200′ from both ends. PAEW on and invof Rwy 18–36. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300–0100Z‡ Mon–Fri, 1600–2300Z‡ Sun, clsd Sat and holidays, other times ctc.
MEMPHIS CENTER APP/DEP CON 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE TUP.
TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43′ W88°47.84′ 160° 13 NM to fld. 360/04E.

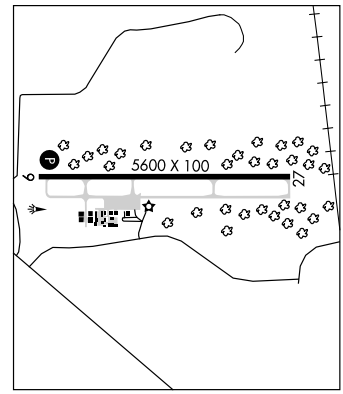


OKTIBBEHA (See STARKVILLE)

OLIVE BRANCH (OLV) 3 NE UTC−6(−5DT) N34°58.73′ W89°47.21′ **MEMPHIS**
402 B S4 **FUEL** 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV **H–6J, L–18G**
RWY 18–36: H6000X100 (ASPH–GRVD) S–50 HIRL **IAP**
RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31′. **RWY 36:** VASI(V4L)—GA 3.0° TCH 31′. Tree.
AIRPORT REMARKS: Attended 1300–0200Z‡. Bottle oxygen avbl on request call 662–895–2978. Read back required of all hold back instructions. Public phone avbl 662–895–9975 or 662–895–9978. Twy H clsd except to single and light twin acft only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (662) 893–5906. LAWRS.
COMMUNICATIONS: CTAF 125.275 **ATIS** 119.925 **UNICOM** 122.7
Ⓡ **MEMPHIS APP CON** 125.8 120.07
Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)
TOWER 125.275 (1300–0300Z‡) **GND CON** 121.2 **CLNC DEL** 121.2
AIRSPACE: CLASS D svc 1300–0300Z‡.
RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.
MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91′ W89°58.99′ 102° 9.9 NM to fld. 360/01E.
ILS/DME 109.3 I–OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.

OXFORD

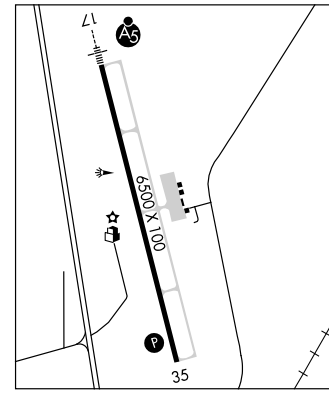
UNIVERSITY–OXFORD (UOX) 2 NW UTC−6(−5DT) N34°23.06′ W89°32.21′ **MEMPHIS**
452 B S1 **FUEL** JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO **H–6J, L–18G**
RWY 09–27: H5600X100 (ASPH) S–38, D–55, DT–90 MIRL 0.7% up E **IAP**
RWY 09: PAPI(P4L)—GA 3.0°TCH 40′.
RWY 27: REIL. Tree.
AIRPORT REMARKS: Attended 1300–0000Z‡. For arpt attendant ngts call 662–234–2036. Deer invof Rwy 09–27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662–234–2036. TPA—1252(800), High speed—1652(1200). MIRL Rwy 09–27 opr dusk–0400Z‡, after 0400Z‡, ACTIVATE MIRL Rwy 09–27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.725 (662) 234–9751.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22′ W89°29.79′ 182° 23.2 NM to fld. 630/03E.
TUNNG NDB (LOM) 426 UV N34°23.11′ W89°37.56′ 089° 4.4 NM to fld.
ILS 111.7 I–UVD Rwy 09. LOM TUNNG NDB. (Loc Only) Unmonitored 2300–1400Z‡.



PANOLA CO (See BATESVILLE)

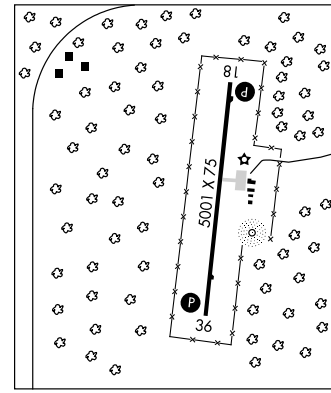
PASCAGOULA

TRENT LOTT INTL (PQL) 6N UTC−6(−5DT) N30°27.77′ W88°31.75′ **NEW ORLEANS**
17 B S4 **FUEL** 100LL, JET A NOTAM FILE PQL **H–7E, 8F, L–21C, 22G, GOMC**
RWY 17–35: H6500X100 (ASPH–GRVD) D–60 MIRL **IAP**
RWY 17: MALSR.
RWY 35: PAPI(P4L)—GA 3.03° TCH 40′.
AIRPORT REMARKS: Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR–SS. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.
WEATHER DATA SOURCES: ASOS 135.175 (228) 474–2836.
COMMUNICATIONS: CTAF 118.575 **ATIS** 135.175 **UNICOM** 122.8
MOBILE APP/DEP CON 121.0 (1200–0500Z‡)
HOUSTON CENTER APP/DEP CON 127.65 (0500–1200Z‡)
TOWER 118.575 (Mon–Fri 1100–0200Z‡, Sat–Sun 1400–0000Z‡) **GND CON** 121.725
CLNC DEL 121.725
AIRSPACE: CLASS D svc Mon–Fri 1100–0200Z‡, Sat–Sun 1400–0000Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.
SEMMES (H) VORTACW 115.3 SJI Chan 100 N30°43.56′ W88°21.56′ 204° 18.1 NM to fld. 190/05E.
TLOTT NDB (LOM) 209 PQ N30°32.89′ W88°33.19′ 165° 5.3 NM to fld. NOTAM FILE PQL.
ILS 110.1 I–PQL Rwy 17. Class IB. LOM TLOTT NDB.



PAUL PITTMAN MEML (See TYLERTOWN)

PHILADELPHIA MUNI (MPE) 2 NW UTC−6(−5DT) N32°47.95′ W89°07.56′ **MEMPHIS**
458 B **FUEL** 100LL, JET A NOTAM FILE GWO **H–6J, L–18G**
RWY 18–36: H5001X75 (ASPH) S–30 MIRL 0.4% up S **IAP**
RWY 18: PAPI(P2L)—GA 3.0° TCH 42′. Bldg.
RWY 36: PAPI(P2L)—GA 3.0° TCH 42′. Trees.
AIRPORT REMARKS: Attended Mon–Sun 1300–2300Z‡. After hrs svc call 601–416–1721. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.725 (601) 663–0040.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71′ W88°48.26′ 322° 30.0 NM to fld. 580/05E.
HIWAS.
NDB (MHW) 219 MPE N32°47.89′ W89°07.49′ at fld. NOTAM FILE GWO. NDB unusable byd 15 NM.



PICAYUNE MUNI (MJD) 2 SE UTC−6(−5DT) N30°29.25′ W89°39.07′ **NEW ORLEANS**
55 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO **H–7E, 8F, L–21B, 22G**
RWY 18–36: H5000X75 (ASPH) S–30 MIRL **IAP**
RWY 18: PAPI(P2L)—GA 3.0° TCH 36′. Trees. **RWY 36:** PAPI(P2L)—GA 3.0° TCH 43′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. ACTIVATE MIRL Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.075 (601) 798–4136.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.2T (GREENWOOD RADIO)
Ⓡ **GULFPORT APP/DEP CON** 124.6 (1200–0500Z‡)
Ⓡ **HOUSTON CENTER APP/DEP CON** 127.65 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
(L) VOR/DME 112.2 PCU Chan 59 N30°33.67′ W89°43.83′ 132° 6.0 NM to fld. 70/05E.

PITTSBORO

CALHOUN CO (Ø4M) 1 SW UTC−6(−5DT) N33°55.81′ W89°20.57′ MEMPHIS
383 B NOTAM FILE GWO L–18G

RWY 15–33: H3200X60 (ASPH) S–15 MIRL
RWY 15: PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 33: PAPI(P4L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended dalgt hours Mon–Sat, Apr–Oct. PAEW adjacent Rwy 15–33. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 15–33—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49′ W88°26.31′ 291° 48.4 NM to fld. 220/00E. Monitored Mon–Fri 1300–0100Z‡, Sun 1600–2300Z‡. No NOTAM MP Mon–Fri 0300–1030Z‡, Sun 1300–1500Z‡.

PONTOTOC CO (22M) 2 NW UTC−6(−5DT) N34°16.56′ W89°02.30′ MEMPHIS
440 S4 **FUEL** 100LL NOTAM FILE GWO L–18G

RWY 11–29: H3000X50 (ASPH) S–16 MIRL
RWY 11: Trees. **RWY 29:** Trees.

AIRPORT REMARKS: Attended Mon–Fri dalgt hours. For attendant after hours and emerg svc call 662–489–8187/3950.

COMMUNICATIONS: CTAF/UNICOM 122.8 (unicom out of svc indefinitely)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22′ W89°29.79′ 139° 37.3 NM to fld. 630/03E.

POPLARVILLE–PEARL RIVER CO (M13) 3 SE UTC−6(−5DT) N30°47.16′ W89°30.27′ NEW ORLEANS
320 B **FUEL** 100LL NOTAM FILE GWO L–21B, 22G

RWY 16–34: H4000X100 (ASPH) S–25.2 MIRL
RWY 16: PAPI(P2L). Trees. **RWY 34:** PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. Fuel 24 hr self–serve with credit card. Ultralight activity on and in vicinity of arpt. Rwy 34 terrain drops off abruptly 200′ from thld. Rotating bcn OTS indef. MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34 operate dusk–0300Z‡, after 0300Z‡ ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

PICAYUNE (L) VOR/DME 112.2 PCU Chan 59 N30°33.67′ W89°43.83′ 036° 17.8 NM to fld. 70/05E.

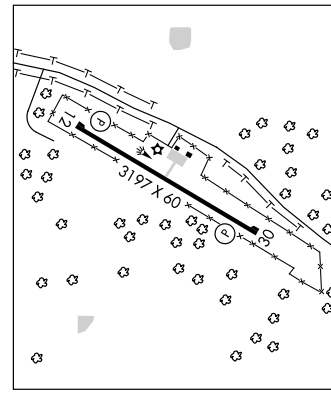
PRENTISS–JEFFERSON DAVIS CO (M43) 2 W UTC−6(−5DT) N31°35.72′ W89°54.39′ NEW ORLEANS
455 B **FUEL** 100LL NOTAM FILE GWO L–22F
RWY 12–30: H3197X60 (ASPH) S–20 MIRL IAP
RWY 12: PAPI(P2L). Trees. **RWY 30:** PAPI(P2L). Tree.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. For emergency call police department 601–792–5198. For rwy lgts after 0500Z‡ key 121.9 5 times. Ultralight activity on and in vicinity of arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8
HOUSTON CENTER APP/DEP CON 126.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27′ W90°15.49′ 043° 25.1 NM to fld. 440/03E. **HIWAS**

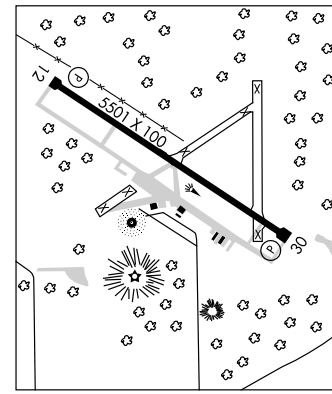


QUITMAN

CLARKE CO (23M) 3 N UTC−6(−5DT) N32°05.09′ W88°44.34′ **MEMPHIS**
320 B **FUEL** 100LL NOTAM FILE GWO **L–17D, 18G**
RWY 16–34: H3200X60 (ASPH) S–12.5 MIRL
RWY 16: PAPI (P2L). Thld dsplcd 245′. Trees. **RWY 34:** Thld dsplcd 245′. Trees.
AIRPORT REMARKS: Attended continuously. Ultralight activity on and in vicinity of arpt. Rwy 16 ground drops abruptly 200′ from thld. Ground drops abruptly from Rwy 34 thld. Rwy 16 PAPI unusable byd 5° left of course. After 0400Z‡ ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71′ W88°48.26′ 164° 17.9 NM to fld. 580/05E.
HIWAS.

RAYMOND

JOHN BELL WILLIAMS (M16) 3 NE UTC−6(−5DT) N32°18.27′ W90°24.63′ **MEMPHIS**
247 B S3 **FUEL** 100LL, JET A NOTAM FILE GWO **H–6J, L–18G**
RWY 12–30: H5501X100 (ASPH–RFSC) S–60, D–75 MIRL **IAP**
RWY 12: PAPI(P2L)—GA 3.0°TCH 38′.
RWY 30: PAPI(P2L)—GA 3.0°TCH 39′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Fuel avbl 24 hrs with card. ACTIVATE MIRL Rwy 12–30—CTAF. PAPI Rwys 12 and Rwy 30 operate continuously.
WEATHER DATA SOURCES: AWOS–3 118.675 (601) 857–3887.
COMMUNICATIONS: CTAF/UNICOM 122.8
JACKSON APP/DEP CON 125.25 (153°–332°) (1200–0500Z‡)
Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.
JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45′ W90°10.06′ 220° 17.3 NM to fld. 360/05E.
RAYMOND NDB (MHW) 375 RYB N32°18.09′ W90°24.69′ at fld. NOTAM FILE GWO.

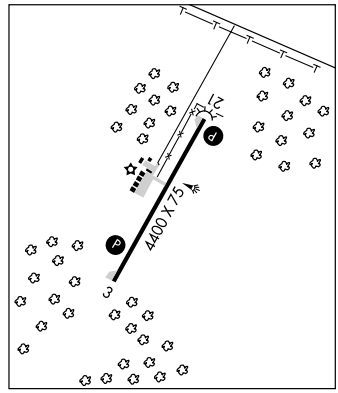


RAYMOND N32°18.09′ W90°24.69′ NOTAM FILE GWO. **MEMPHIS**
NDB (MHW) 375 RYB at John Bell Williams. **L–18G**

RENOVA N33°48.42′ W90°45.76′ NOTAM FILE GWO. **MEMPHIS**
NDB (MHW) 272 RNV 171° 2.8 NM to Cleveland Muni. NDB unmonitored. NDB unusable byd 20 NM. **L–18F**

RICHTON–PERRY CO (M59) 2 S UTC−6(−5DT) N31°19.04′ W88°56.10′ **NEW ORLEANS**
167 B NOTAM FILE GWO **L–21C, 22G**
RWY 18–36: H3000X60 (ASPH) S–20. MIRL
RWY 18: PAPI(P2L). Trees. **RWY 36:** PAPI(P2L). Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 MIRL OTS indef. PAPI Rwy 18 OTS indef. PAPI Rwy 36 OTS indef. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12′ W89°20.26′ 101° 21.6 NM to fld. 290/05E.

RIPLEY (25M) 3 W UTC−6(−5DT) N34°43.34′ W89°00.90′ **MEMPHIS**
465 B **FUEL** 100LL NOTAM FILE GWO **L–18G**
RWY 03–21: H4400X75 (ASPH) S–20 MIRL 0.6% up NE **IAP**
RWY 03: PAPI(P2L)—GA 3.25° TCH 15′. Tree.
RWY 21: PAPI(P2L)—GA 3.5° TCH 16′. Tree.
AIRPORT REMARKS: Unattended. Self–service credit card fuel avbl 24 hrs. After 0400Z‡ ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and 21—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22′ W89°29.79′ 094° 24 NM to fld. 630/03E.



ROSCOE TURNER (See CORINTH)

RULEVILLE–DREW (See DREW)

SAVOY N32°14.84′ W88°46.30′ NOTAM FILE MEI. **MEMPHIS**
NDB (MHW/LOM) 356 ME 010° 5.2 NM to Key Fld. **L–18G**

SCOBEY N33°53.47′ W89°52.47′ NOTAM FILE GWO. **MEMPHIS**
NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM. **L–18G**

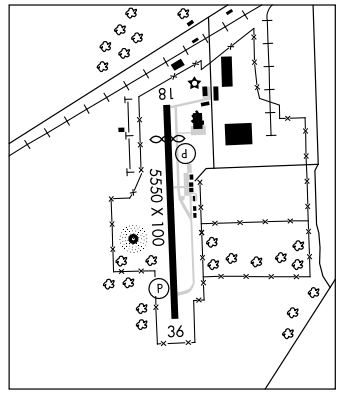
SELFS (See MARKS)

SEYER N35°00.93′ W88°36.94′ NOTAM FILE GWO. **MEMPHIS**
NDB (LOM) 334° UU 173° 6.1 NM to Roscoe Turner.

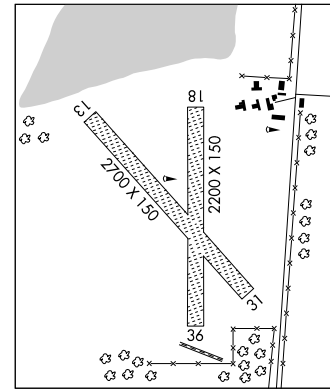
SIDON N33°27.83′ W90°16.64′ NOTAM FILE GWO. **MEMPHIS**
(H) VORTAC 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E. **H–6J, 5C, L–18G**
RCO 122.1R 114.7T (GREENWOOD RADIO)

STARKVILLE

GEORGE M BRYAN (STF) 3 SW UTC−6(−5DT) N33°25.99′ W88°50.92′ **MEMPHIS**
333 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO **H–6J, L–18G**
RWY 18–36: H5550X150 (ASPH–CONC) S–25, D–30 HIRL **IAP**
RWY 18: PAPI(P2L)—GA 3.0°TCH 24′. Thld dsplcd 1380′. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0°TCH 26′.
AIRPORT REMARKS: Attended Mon–Sat 1400–0100Z‡, Sun 1400–2300Z‡. Fuel 24 hr credit card svc avbl. Rwy 18–36 HIRL opr 1400–2230Z‡, after 2230Z‡ ACTIVATE HIRL Rwy 18–36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.975 (662) 323–4966.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri, 1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc
MEMPHIS CENTER APP/DEP CON 127.1
COLUMBUS CLNC DEL 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 256° 17.1 NM to fld. 240/04E. **HIWAS.**
BRYAN NDB (MHW) 281 STF N33°25.92′ W88°51.02′ at fld. NDB unmonitored.
ILS/DME 109.9 I–STF Chan 36 Rwy 36. (LOC only)



OKTIBBEHA (M51) 7 NE UTC−6(−5DT) N33°29.85′ W88°40.88′ **MEMPHIS**
250 S4 NOTAM FILE GWO **L–18G**
RWY 13–31: 2700X150 (TURF) **IAP**
RWY 13: Trees **RWY 31:** Trees
RWY 18–36: 2200X150 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended continuously. Rwy 13–31 marked by mowing and white jugs 75′ apart. Rwy 18–36 marked by mowing and white jugs 75′ apart. UNICOM OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri, 1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc
MEMPHIS CENTER APP/DEP CON 127.1
COLUMBUS CLNC DEL 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 271°8.5 NM to fld. 240/04E. **HIWAS.**



STENNIS INTL (See BAY ST LOUIS)

TALLAHALA N31°41.25′ W89°11.39′ NOTAM FILE GWO. **NEW ORLEANS**
NDB (MHW) 346 THJ 135° 1.2 NM to Hesler–Noble Fld. **L–22G**

TEOCK N33°35.52′ W90°05.06′ NOTAM FILE GWO. **MEMPHIS**
NDB (LOM) 349 GW 178° 5.8 NM to Greenwood–Leflore. **L–18G**

THIGPEN FLD (See BAY SPRINGS)

TISHOMINGO CO (See BELMONT)

TLOTT N30°32.89′ W88°33.19′ NOTAM FILE PQL. **NEW ORLEANS**
NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

TRENT LOTT INTL (See PASCAGOULA)

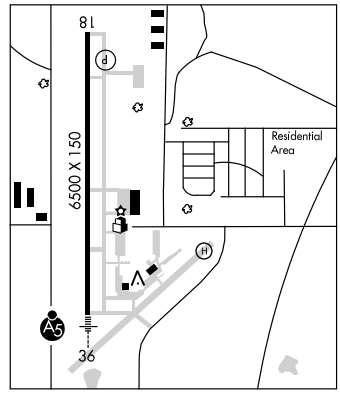
TUNICA

TUNICA (3ØM) 2 S UTC−6(−5DT) N34°40.01′ W90°22.01′ **MEMPHIS**
195 S2 **FUEL** 100LL, JET A NOTAM FILE GWO
RWY 01–19: 2508X80 (ASPH–TURF)
RWY 01: Thld dsplcd 108′.
AIRPORT REMARKS: Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01–19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.
COMMUNICATIONS: CTAF/UNICOM 122.8

TUNICA MUNI (UTA) 1 E UTC−6(−5DT) N34°41.10′ W90°20.87′ **MEMPHIS**
194 B S4 **FUEL** 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO **H–6J, L–18G**
RWY 17–35: H8500X150 (ASPH–GRVD) S–94, D–215, DT–460, TRT–510, DDT–720 HIRL **IAP**
RWY 17: ODALS.
RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Rgt tfc.
AIRPORT REMARKS: Attended continuously. Public phone 662–363–9956. Large flocks of geese invof arpt Nov–Feb. Agricultural acft activity invof the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. ACTIVATE HIRL Rwy 17–35 and MALSR Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (662) 363–1652.
COMMUNICATIONS: CTAF/UNICOM 123.0
MEMPHIS APP/DEP 119.1
RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.
MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91′ W89°58.99′ 221° 26.7 NM to fld. 360/01E.
ILS/DME 110.95 I–UTA Chan 46(Y) Rwy 35. Class IE.

TUNNG N34°23.11′ W89°37.56′ NOTAM FILE GWO. MEMPHIS
NDB (LOM) 426 UV 089° 4.4 NM to University–Oxford. L–18G

TUPELO RGNL (TUP)(KTUP) CIV/MIL/P/ANG 3 W UTC−6(−5DT) N34°16.09′ W88°46.19′ MEMPHIS
346 B S4 **FUEL** 100LL, JET A, A+, A1+ ARFF Index—See Remarks NOTAM FILE TUP H–6J, L–18G
RWY 18–36: H6500X150 (ASPH–GRVD) S–90, D–135, DT–150 HIRL DIAP, AD
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45′. **RWY 36:** MALSR.



MILITARY SERVICE: FUEL A+ (NC–100, 100LL, A1+) (Weekdays 1200–0200Z‡, weekends 1400–0200Z‡, C662–823–4359).
AIRPORT REMARKS: Attended 1200–0400Z‡. Helicopter ops all hrs 700′ AGL East of Rwy 18–36 contact CTAF for advisories. Helicopter parking and refueling—ctc FBO on 128.85. Air carrier ramp restricted to air carrier ops except with PPR call arpt manager Mon–Fri 1400–2300Z‡; 662–841–6570 ext. 8. Class I, ARFF Index A, PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 662–841–6570 ext. 8. Scheduled air carrier ops using acft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager and confirmation that ARFF svcs are avbl prior to ldf or tkf. Index B ARFF equipment avbl. ACTIVATE HIRL Rwy 18–36, MALSR Rwy 36, and REIL Rwy 18—CTAF. PAPI Rwy 18 opr continuously.
MILITARY REMARKS: RSTD Helicopter parking and refueling rstd to east end of clsd rwy, ctc FBO on 128.85. Acft ramp rstd to acft ops except with PPR call arpt manager C662–841–6570 extension 8. **CAUTION** Helicopter ops all hours 700′ AGL east of Rwy 18–36, ctc CTAF.
ANG Support facility ops Mon–Fri 1300–2200Z‡ except holidays. Limited parking avbl. No tran fuel. DSN 293–3400, C662–891–4400.
WEATHER DATA SOURCES: ASOS 133.525 (662) 840–8528.
COMMUNICATIONS: CTAF 118.775
RCO 122.5 (GREENWOOD RADIO)
MEMPHIS CENTER APP/DEP CON 128.5 279.55
TOWER 118.775 254.275 (1200–0400Z‡) **GND CON** 121.825 254.275 **ARNG OPS** 33.50 241.0
AIRSPACE: CLASS D 1200–0400Z‡. Other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TUP.
(L) VORW/DME 109.8 OTB Chan 35 N34°13.43′ W88°47.84′ 023° 3 NM to fld. 360/04E. VOR portion unusable 190°–220°.
VERON NDB (LOM) 420 TU N34°10.82′ W88°46.13′ 358° 5.3 NM to fld.
ILS/DME 108.5 I–TUP Chan 22 Rwy 36. Class IA. LOM VERON NDB. ILS unmonitored 0500–1100Z‡. ILS unusable 25° right of course.

TYLERTOWN

PAUL PITTMAN MEML (T36) 3 NW UTC−6(−5DT) N31°08.76′ W90°10.09′ NEW ORLEANS
384 B **FUEL** 100 NOTAM FILE GWO L–21B, 22F
RWY 18–36: H3000X60 (ASPH) S–20 MIRL
RWY 18: PAPI(P2L)—GA 3.0°. **RWY 36:** PAPI(P2L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs with credit card. MIRL Rwy 18–36 preset low ints dusk–dawn; to increase ints ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.
McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27′ W90°15.49′ 151°10.6 NM to fld. 440/03E.
HIWAS

UNIVERSITY–OXFORD (See OXFORD)

VERON N34°10.82′ W88°46.13′ NOTAM FILE TUP. MEMPHIS
NDB (LOM) 420 TU 358° 5.3 NM to Tupelo Rgnl. L–18G

VICKSBURG MUNI (VKS) 7 SW UTC−6(−5DT) N32°14.36′ W90°55.71′ **MEMPHIS**
106 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE GWO **H–6J, L–18F**
RWY 01–19: H5000X100 (ASPH) S–30, D–50, DT–90 MIRL **IAP**
RWY 01: Thld dsplcd 300′. Trees. **RWY 19:** Thld dsplcd 480′. Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.
JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45′ W90°10.06′ 243° 41.9 NM to fld. 360/05E.
NDB (MHW) 382 VKS N32°13.98′ W90°55.59′ at fld. NOTAM FILE GWO. NDB OTS indef.

VICKSBURG TALLULAH RGNL (See TALLULAH/VICKSBURG, LA)

VORTEX HELIPORT (See LONG BEACH)

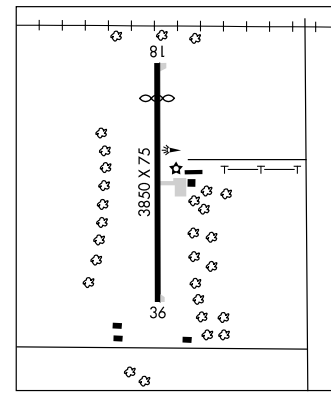
WATER VALLEY MUNI (33M) 3 NW UTC−6(−5DT) N34°10.01′ W89°41.17′ **MEMPHIS**
270 B NOTAM FILE GWO **L–18G**
RWY 15–33: H3000X50 (ASPH) S–20 LIRL
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Attended on call. For part time attendant call 662–473–7676. Large flocks of ducks over lake.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22′ W89°29.79′ 192° 37.3 NM to fld. 630/03E.

WAYNESBORO MUNI (2RØ) 2 S UTC−6(−5DT) N31°38.76′ W88°38.09′ **NEW ORLEANS**
164 B **FUEL** 100LL NOTAM FILE GWO **H–6J, L–22G**
RWY 02–20: H5000X75 (ASPH) S–15 MIRL
RWY 02: PAPI (P2L). Trees. **RWY 20:** PAPI (P2L). Thld dsplcd 665′. Railroad.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For arpt attendant after hrs call 601–735–9282, cell number 601–381–5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02–20 and PAPI Rwy 02 and 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88′ W88°29.17′ 342° 33.7 NM to fld. 300/05E.

WEST DELTA DLP N29°07.28′ W89°32.83′ **L–21B, 22G, GOMC**
AWOS–3 120.425

WEST POINT

McCHAREN FLD (M83) 2 S UTC−6(−5DT) N33°35.04′ W88°40.00′ **MEMPHIS**
205 B NOTAM FILE GWO **L–18G**
RWY 18–36: H3850X75 (ASPH) S–30, D–36 MIRL **IAP**
RWY 18: Thld dsplcd 392′. Trees.
RWY 36: Trees.
AIRPORT REMARKS: Unattended. Public phone avbl 662–494–9854. MIRL Rwy 18–36 opr dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri, 1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc **MEMPHIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13′ W88°30.82′ 304° 9.7 NM to fld. 240/04E. **HIWAS.**



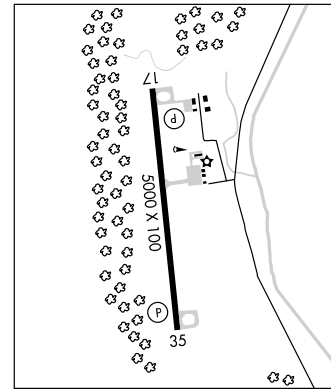
WIGGINS

DEAN GRIFFIN MEML (M24) 1 W UTC−6(−5DT) N30°50.59′ W89°09.59′ — NEW ORLEANS
270 B **FUEL** 100LL NOTAM FILE GWO — L–21C, 22G
RWY 17–35: H3000X50 (ASPH) S–20 MIRL
RWY 17: PAPI(P2L) Tree. **RWY 35:** PAPI(P2L). Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl call (601) 766–5341. ACTIVATE MIRL Rwy 17– 35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.
PICAYUNE (L) VOR/DME 112.2 PCU Chan 59 N30°33.67′ W89°43.83′ 055° 34 NM to fld. 70/05E.

WINONA–MONTGOMERY CO (5A6) 1 S UTC−6(−5DT) N33°27.90′ W89°43.81′ — MEMPHIS
363 B S2 **FUEL** 100LL NOTAM FILE GWO — L–18G
RWY 03–21: H4000X60 (ASPH) S–18 MIRL 0.4% up NE — IAP
RWY 03: PAPI(P2L)—GA 3.0° TCH 30′. Tree.
RWY 21: PAPI(P2L)—GA 3.0° TCH 30′. Trees.
AIRPORT REMARKS: Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03–21 and associated twys. Arpt rotating bcn OTS indef. MIRL opr dusk–0400Z‡. After 0400Z‡ ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83′ W90°16.64′ 087° 27.5 NM to fld. 125/03E.

YAZOO CITY

YAZOO CO (87I) 4 NW UTC−6(−5DT) N32°52.99′ W90°27.82′ — MEMPHIS
104 B S2 **FUEL** 100LL NOTAM FILE GWO — H–6J, L–18G
RWY 17–35: H5000X100 (ASPH) S–30 DT–64 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 35′
RWY 35: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800‡. Fuel 24 hr credit card svc avbl. Parachute Jumping. MIRL Rwy 17–35 preset low ints; dusk–0400Z‡, after 0400Z‡ to incr intst ACTIVATE—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.
JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45′ W90°10.06′ 321° 27 NM to fld. 360/05E.



YAZOO CO (See YAZOO CITY)

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2010 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2010, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2010 aerial demonstration locations, subject to change without notice, are:

DATE:		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
April	10-11	Eglin AFB, FL			
	11		NAS Key West, FL		
	17		Charleston AFB, SC		
	17-18	Lakeland, FL			
	24-25	Barksdale AFB, LA	Vidalia, GA	Ft. Lauderdale, FL	
	24-25			Galena, FL	
May	1	Dyess AFB, TX			
	2	Altus AFB, OK			
	1-2		St. Joseph, MO		
	8-9	Shaw AFB, SC	Tuscaloosa, AL	Shaw AFB, SC	Niagara Falls, NY
	8-9			Tuscaloosa, AL	
	13			Union, NJ	
	15-16	Columbus AFB, MS	Andrews AFB, MD	Columbus AFB, MS	
	15-16			Andrews AFB, MD	
	22	Grand Forks AFB, ND			
	22-23		MCAS Cherry Point, NC		
	26	Colorado Springs, CO	Annapolis, MD		
	29-30	Janesville, WI	Jones Beach, NY	Jones Beach, NY	
	29-30			Janesville, WI	
June	5-6	Ocean City, MD	Eau Claire, WI	Eau Claire, WI	
	5-6			Florence, SC	
	12-13		Milwaukee, WI	Milwaukee, WI	
	19-20	Tinker AFB, OK	Cape Girardeau, MO	Cape Girardeau, MO	
	19-20			Gaylord, MI	
	26-27	North Kingstown, RI	St. Cloud, MN	Findlay, OK	
July	3			Madison, WI	
	3			Dubuque, IA	
	3-4		Traverse City, MI		
	4			Ft Bragg, NC	
	10		Pensacola Beach, FL		
	10-11	Gary, IN		Gary, IN	
	17-18	Duluth, MN	Dayton, OH		
	24-25	Fairchild AFB, WA	Idaho Falls, ID		
	28	Cheyenne, WY			
	29			Goshen, IN	
	29			Ft AP Hill, VA	
	31	Rockford, IL	Anchorage, AK	Rockford, IL	Elmendorf AFB, AK
	31			Johnstown, PA	

DATE:		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
August	1	Rockford, IL	Anchorage, AK	Rockford, IL	Elmendorf AFB, AK
	1			Johnstown, PA	
	7-8	TBD	Seattle, WA		
	14-15		Chicago, IL	Chicago, IL	
	21-22	Westfield, MA		Westfield, MA	
	21-22			Kansas City, MO	
	25			Atlantic City, NJ	
	26			Ft Monroe, VA	
	28-29	Coney Island (Brooklyn), NY	Portsmouth, NH	Coney Island (Brooklyn), NY	
	28-29			Portsmouth, NH	
September	4-5	Martinsburg, WV		Cleveland, OH	
	4-5			Martinsburg, WV	
	4-6		Cleveland, OH		
	11-12	Corapolis (Pittsburgh), PA	Scott AFB, IL	Corapolis (Pittsburgh), PA	
	11-12			Scott AFB, IL	
	18-19	Whiteman AFB, MO	NAS Oceana, VA	Whiteman AFB, MO	Reno, NV
	25-26	McConnell AFB, KS	MCAS Kaneohe Bay, HI		
October	1-3		MCAS Miramar, CA		MCAS Miramar, CA
	2-3	Salinas, CA		MCAS Miramar, CA	
	2-3			Jackson, MS	
	9-10	Little Rock AFB, AR	San Francisco, CA	Little Rock, AFB, AR	Daytona Beach, FL
	16-17	El Paso, IX	Dobbins AFB, GA	El Paso, TX	Atlanta, GA
	23-24	Houston, TX	NAS Jacksonville, FL	Washington, DC	
	30-31	Cocoa Beach, FL	Ft Worth Alliance, TX	Ft Worth Alliance, TX	
November	6-7	Lackland AFB, TX	Homestead ARB, FL	Lackland AFB, TX	
	6-7			Homestead ARB, FL	
	11-14			Ft Bragg, NC	
	12-13		NAS Pensacola, FL		
	13-14	Nellis AFB, NV			

Note: Dates and locations are scheduled ''show dates'' only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

PROHIBITED AREA P–49, CRAWFORD, TEXAS

In response to a request from the United States Secret Service, the FAA has established a prohibited area over President George W. Bush's ranch in Crawford, Texas. The prohibited area extends from the SFC up to 5,000′ MSL within a 3 NMR of lat. N31°34′45″, long. W97°32′00″ (ACT242R/15).

Bomb Disposal Area
McAlester, Oklahoma Vicinity

Bomb disposal area, one NM radius, MLC 240°/006, SFC to 2000 AGL. Times of use: Daily, 30 min after SR to 30 min before SS. Avoidance advised. For further information contact McAlester AFSS.

AEROBATIC PRACTICE AREA

Coushatta, LA, Red River Airport (0R7)

Aerobatic practice will be conducted at Red River Airport between the surface and 5,000 feet AGL within the boundaries of the airspace bounded on the west by the western edge of Rwy 17/35, extending northward and southward to the respective airport boundaries, extending eastward for 1.5 miles to an imaginary line connecting to the northeast and southeast corners, to create the practice area. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Crowley, LA, Le Gros Airport (3R2)

Aerobatic practice will be conducted at Le Gros Airport within the area defined as a semicircle extending southward from its diameter centered on the north end of the north/south taxiway at its intersection with the south edge of the east/west taxiway extending eastward 6,000 feet and westward 6,000 feet from the surface to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Farmerville, LA, Union Parish Airport (F87)

Aerobatic practice will be conducted within a 2 NM radius of the Union Parish Airport, SFC to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Jennings, LA, Jennings Airport (3R7)

Aerobatic practice will be conducted centered from 1 NM northwest of Jennings Airport, within an approx. 2.5 NM radius, 500 feet to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Opelousas, LA, St. Landry Parish Airport (OPL)

Aerobatic practice will be conducted at St. Landry Parish Airport within 1 NM radius of the Lafayette VORTAC, LFT343022, SFC to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Springhill Airport (SPH), Springhill, LA

Aerobatic practice conducted at the Springhill (SPH) Airport, from SFC to 5000 MSL, within the area defined as having its western boundary along the western edge of Rwy 18/36, extending northward 1000 feet beyond the north end of the runway; then eastward 150 feet to the eastern boundary; then southward parallel to the runway to a line which runs along the southern edge of Rwy 18/36, extending from its western edge 1500 feet to a point where it intersects the eastern boundary. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information, contact DeRidder AFSS on 1–800–WX–BRIEF (992–7433).

Sulphur, LA, Southland Field (UXL)

Aerobatic practice will be conducted at West Calcasieu Airport, Southland Field within a 2 NM radius of the Lake Charles VORTAC, LCH261014, SFC to 4,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information Flight Services at 1–800–WX–BRIEF (992–7433).

Bristow, OK, Jones Memorial Airport (3F7)

Aerobatic practice will be conducted within 2 NM radius of Jones Memorial Airport (3F7), SFC to 6,000 feet AGL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Cookson, OK, Tenkiller Lake Airpark (44M)

Aerobatic practice will be conducted at Tenkiller Airpark in a 3,000 foot box, beginning at the centerline of the approach end of RY23 and extending 400 feet beyond the departure end of RY23, thence extending 3,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

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Ketchum, OK, South Grand Lake Regional Airport (1K8)

Aerobatic practice will be conducted within 1 NM radius of the South Grand Lake Regional Airport (1K8), SFC to 4,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Muskogee, OK, Davis Field (MKO)

Aerobatic practice will be conducted within 1.25 NM radius of Davis Field, Muskogee, OK (MKO), SFC to 4,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Nowata, OK, Nowata Airport (H66)

Aerobatic practice will be conducted centered from 3 NM northwest of the Nowata Airport (H66), SFC to 3,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Tulsa, OK

Aerobatic practice will be conducted within 3 NM radius of TUL350022, SFC to 5,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Brenham, TX, Brenham Muni Airport (11R)

Aerobatic practice will be conducted within 2 NM radius of the Brenham Muni Airport (11R), SFC to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Celina, TX, Four Winds Ranch (1TS9)

Aerobatic flight activity will be conducted at Four Winds Ranch, bound on the north by County Road 102, on the south by an imaginary line parallel to and 800 feet south of County Road 134, on the west by an imaginary line just east of the three lakes, and on the east by a tree line, SFC to 4,500 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Edna, TX, Jackson County Airport (26R)

Aerobatic practice will be conducted within a 1 NM radius of the Jackson County Airport (26R), from SFC to 1,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Fort Worth, TX, Naval Air Station JRB (NFW)

Aerobatic practice will be conducted centered from 1 NM East and 3 NM West, North and South of NAS JRB Forth Worth (NFW) runway 17/35, from SFC to 6,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Georgetown (GTU), TX

Aerobatic practice will be conducted within 1 NM radius of CWK342019, SFC to 4000′ AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. Pilots should use caution within this area. For further information, contact San Angelo AFSS on 1–325–223–6041.

Graford, TX, Possum Kingdom (F35)

Aerobatic practice will be conducted within 1 NM radius of MQP289929 3.5 NM west of Possum Kingdom Airport, SFC to 5,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Hondo Muni (HDO), Hondo, TX

Aerobatic flight activity will be conducted in a 2 NM radius of Hondo Muni Airport. Flights will occur SR–SS, SFC to 3,500 AGL. Pilots should use caution when operating within this area. For further information, contact San Angelo AFSS, 325–223–6041.

Huber Airpark, Sequin, TX

Aerobatic flight activity will be conducted within an area 3300 feet by 3300 feet located on the SAT 089/25. Flights will occur SR–SS Sat/Sun, SFC to 4600 MSL. Pilots should use caution when operating in this area. For further information contact San Angelo AFSS on 1–325–223–6041.

LaGrange, TX, Fayette Regional Air Center (3T5)

Aerobatic flight activity will be conducted within a 2 NM radius of the Fayette Regional Airport (3T5), from 900 feet MSL up to and including 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

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Lubbock, TX, Biggin Hill Strip (TA67)

Aerobatic flight activity will be conducted within 0.5 NM radius of the LBB280008.3/TA67, SFC to 6,500 MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Navasota, TX

Glider operations will be conducted within a 5 NM radius of the TNV VOR 130/007, from SFC to 8000 feet MSL, SR–SS. Pilots should use caution when operating in this area. For further information, contact Montgomery County AFSS on 866–689–5992.

O'Brien Airpark, Waxahachie, TX

Aerobatic flight practice will be conducted within 1 1/2 NM radius of TTT 148/024 from SFC to 3500 MSL. Pilots should use caution when operating within this area. For further information contact Fort Worth AFSS on 1–800–992–7433.

Olney, TX, Olney Muni (ONY)

Aerobatic flight activity will be conducted within a 4,000 square foot area located over the Olney Muni airport property commencing from the west side of Rwy 17–35, SFC to 3,500 AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Sherman/Denison, TX, North Texas Rgnl/Perrin Field (GYI)

Aerobatic flight activity will be conducted within a 2 NM radius of the BYP290024.4, SFC to 5700′ MSL, SR–SS daily. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Fort Worth AFSS on 1–800–992–7433.

Skywest Inc. Airport, Midland, TX

Aerobatic flight activity will be conducted within a 3300′ by 3300′ square box, located 1/4 mile south southeast of the approach end of Rwy 34 at Skywest airport, Midland, Texas. Flights will occur between sunrise and sunset, from the surface to 6,500 feet MSL.

Slidell, TX, Akroville Airport (XA68)

Aerobatic practice will be conducted within 1.5 NM radius of the UKW108026, SFC to 4,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Songbird Airport, Friendswood, Texas

Aerobatic flight activity will be conducted within a 2 NM radius of the Houston Hobby VOR 185° radial at the 18 mile DME fix. Flight will occur from sunrise to sunset, from the surface to 3500 feet AGL. Pilots should use caution when operating within this area. For further information contact Montgomery County AFSS, 866–689–5992.

Waller, TX, Simaron Ranch Airport, (9TS3)

Aerobatic practice will be conducted within 1 NM radius of TNV130007.5/3.8 NNE 9TS3, 800 feet MSL to 3,500 feet MSL. SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Wichita Falls, TX, Kickapoo Downtown Airport (CWC)

Aerobatic practice will be conducted within 1.5 NM radius of the SPS136009.2, SFC to 4,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Wichita Falls, TX, Sheppard AFB (SPS)

Aerobatic practice will be conducted within a 1.5 NM radius of the SPS200007, SFC to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Wichita Falls, TX, Wichita Valley Airport (F14)

Aerobatic practice will be conducted within a 1 NM radius of the SPS190003, SFC to 4,000 feet AGL. The activation of this practice area is only authorized when 80th Flying Training Wing Flying operations are not active at Sheppard Air Force Base. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

MODEL AIRCRAFT ACTIVITY

Haskell, OK (2K9)

Model rocket activity will be conducted within a 1 NM radius of GNP092008, SFC to 9,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Oklahoma City, OK

Model rocket activity will be conducted within a 1 NM radius of IRW270023, SFC to 6,400 feet MSL, SR–SS. For further information, contact Flight Services at 1–800–992–7433.

Fort Stockton—Pecos Co (FST), TX

Model rocket activity will be conducted within a 2.6 NM radius of FST 146/014, SFC to 20,000 MSL, SR–SS. For further information, contact San Angelo AFSS on 1–325–223–6041.Model rocket activity will be conducted within a 2 NM radius of FST 212/9, SFC to 23,100 MSL, SR–SS. For further information, contact San Angelo AFSS on 1–325–223–6041.

Kileen (ILE), Texas, Vicinity

Model airplane activity conducted 1 NM radius ILE 138R/006NM, 10008 AGL and below. Intermittent launches daily. For further information, contact San Angelo AFSS on 1–325–223–6041.

Lake Jackson TX (LHB)

Model rocket activity will be conducted within a 1 NM radius of the Hearne Muni Airport (LHB) or the CLL 319/018 SFC to 12,500′ MSL, SR–SS. For further information, contact Flight Services at 1–800–992–7433.

Nacogdoches, TX (OCH)

Model Rocket activity will be conducted within a 1 NM radius of the Mangham Rgnl Arpt (OCH) 045018, SFC to 3,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Wills Point, TX (76F)

Model rocket activity will be conducted within a 5 NM radius of TTT100051, SFC to 24,000 feet MSL, SR–SS. For further information, contact Flight Services at 1–800–992–7433.

Waco Rgnl, TX (ACT)

Model rocket activity will be conducted within a 5 NM radius of ACT 131014, SFC to 24,000 feet MSL, SR–SS. For further information, contact Flight Services at 1–800–992–7433.

UNMANNED AIRCRAFT SYSTEM (UAS)

Hondo, TX

Unmanned Aircraft System (UAS) activity will be conducted within 2 NM radius of HDO 220/010, SFC to 1,700′ MSL 0800–1600 LCL, Mon–Fri, through April 16, 2011. For further information, contact Fort Worth AFSS on 1–800–WX–BRIEF.

DALLAS–FORT WORTH, TX, DALLAS/FORT WORTH INTL AIRPORT (DFW) NOISE ABATEMENT PROCEDURES

Successive or simultaneous departures from Runways 17R, 17C, 18R, 18L, 35L, 35C, 36L and 36R are authorized, with course divergence beginning within 5 miles from the departure end of parallel runways, due to noise abatement restrictions.

LASER LIGHT DEMONSTRATIONS

Biloxi, Mississippi

A permanent Laser Light Demonstration will be conducted at Casino Magic, located in Biloxi, Mississippi, on Gulfport VORTAC 096° Radial, 12 NM Lat 30°23″N/Long 88°51″W, nightly from dusk until 2 AM. Laser light beam is not expected to elevate above the horizon from a 120 foot high platform. Laser light beam may be injurious to eyes if viewed within 1 nautical mile laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

Biloxi, Mississippi

A permanent Laser Light Demonstration will be conducted at Palace Casino, located in Biloxi, Mississippi, on the Gulfport VORTAC 094° Radial, 12 NM Lat 30°23″N/Long 88°51″W, nightly 8:00 P.M. until 4:00 A.M. Laser light beam is not expected to elevate above the horizon from a 70 foot high platform. Laser light beam may be injurious to eyes if viewed within 1 nautical mile laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

Robinsonville, Mississippi

Laser light activity will be conducted at the Grand Casino, Robinsonville, MS, N34°52′22″/W90°17′40″ MEM VOR 243R/18.3 NM, from 0000 to 0700 UTC daily. Laser light beams may be injurious to eyes within 300 feet vertically and 21,000 feet laterally. Flash blindness or cockpit illumination may occur beyond these distances.

Vicksburg, Mississippi

A permanent Laser Light Demonstration will be conducted at Harrah's Casino Hotel, Vicksburg, MS, (JAN VORTAC 255° Radial, 38 Nautical Miles, Latitude 32°21″N, Longitude 90°53″W), nightly from sunset until 12:00 A.M. Laser Light beam may be injurious to eyes if viewed within 1000 feet vertically and/or 3000 feet laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

DFW INTERNATIONAL AIRPORT
LAND AND HOLD SHORT OPERATIONS

DFW is authorized to instruct aircraft to land on a runway and hold short of an intersecting taxiway while aircraft/vehicles simultaneously taxi across the runway at beyond the hold–short point for the following runway/taxiway combinations.

18R	AND	TAXIWAY B	10,100 feet
17C	AND	TAXIWAY B	10,460 feet
35C	AND	TAXIWAY EJ	9,050 feet
36L	AND	TAXIWAY Z	10,650 feet

These procedures are governed by the following conditions and limitations:

a. The tailwind on the hold short runway shall be calm (less than 3 knots).

b. A statement that simultaneous landings and runway crossings are being conducted shall be included on the ATIS.

c. LAHSO wet runway operations are authorized provided pilot reported braking action is not less than good, the runway is not classified as contaminated by the airport operator, and the hold short position lights are operational and ''on''.

d. The weather conditions must be at or greater than ceiling 1,000 feet, and visibility 3 miles.

e. Traffic information shall be exchanged and a readback shall be obtained from the landing aircraft with a LAHSO clearance. An acknowledgment shall be received from the crossing aircraft/vehicle.

f. Operations beyond the hold short point except for runway crossings are not authorized during LAHSO.

g. Hold short markings, taxiway identification signs, and in–pavement lights will be used to identify the hold–short points. The lighting system consists of six or seven in–pavement white lights, flashing/pulsing simultaneously, arranged in a line across the landing runway perpendicular to the runway centerline.

The safety and operation of an aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

h. Vertical guidance required for LAHSO (Glideslope, VASI, PAPI).

INTERSECTION DEPARTURES DURING PERIODS OF DARKNESS
DALLAS–FORT WORTH INTERNATIONAL AIRPORT (DFW)
DALLAS–FORTH WORTH, TEXAS

Dallas–Fort Worth Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into ''position and hold'' at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into ''position and hold'' during period of darkness, at the intersections listed below.

Runway 17R at Taxiway Yankee
Runways 17R/C and 18R/L at Taxiway Zulu
Runway 18L at Taxiway Yankee
Runways 35L/C and 36L/R at Taxiway Alpha
Runways 35L/C and 36L/R at Taxiway Bravo
Runway 13L at Taxiway Papa
Runway 31L at Taxiway ''A5''

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Simultaneous taxi into position and hold are not authorized on the same runway. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into ''position and hold'' prior to takeoff clearance.

SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

ALBUQUERQUE ARTCC
VFR Services South of El Paso, Texas

VFR radar advisory service and merging target service available to transponder equipped aircraft above 10,000 feet MSL from a point 75 miles south of El Paso, Texas, to the U.S./Mexican border.

HOUSTON ARTCC
Secondary–Only Radar in the Vicinity of Lufkin, Texas

The Air Traffic Control Beacon Interrogator–6 (ATCBI—6) located at the Angelina County Airport (LFK), Lufkin, Texas, is the only source of radar data within an approximate 50 NM radius of LFK. This is a secondary radar system; therefore radar services are available on transponder equipped aircraft only.

CAUTION—HIGH DENSITY STUDENT FLYING
Little Rock AFB, AR

High density student flying training in the vicinity of Little Rock AFB and on low level Slow Routes (SR) within Arkansas; 0600–0200 Mon–Fri, occasional weekend. Extensive use of All American Drop Zone, Little Rock VORTAC 332° radial 15.0 NM, and Blackjack Drop Zone, Little Rock VORTAC 009° radial 33.0 NM; 0600–0200, Mon–Fri, occasional weekend. Drop Zones are used for personnel and cargo, including IMC (AWDS) drops. For further information, contact Little Rock AFB, Base Operations, on 1–501–988–6125.

CAUTION—VERTICAL LIGHTS ON BUILDING
Downtown Tulsa, Oklahoma

Approximately ten miles southwest of Tulsa International Airport in the area of downtown Tulsa, four 4,000-watt xenon lights are mounted on each corner of the roof of a 40-story building. Illumination is vertical and hours of use are daily, dusk to midnight.

BAYOU SAUVAGE NATIONAL WILDLIFE REFUGE, LA

Request aircraft remain at or above 2,000 ft in the vicinity of Bayou Sauvage National Wildlife Refuge bounded by Lake Pontchartrain to the Northwest and Northeast, Lake Borgue to the Southeast and New Orleans to the Southwest.

CAUTION–LARGE CONCENTRATION OF BATS
San Antonio, Texas, Vicinity

From April to October large concentration of bats are observed in the vicinity of Braken Cave located 5.5 miles east of SAT VORTAC. Most activity is observed around sunset and sunrise at altitudes up to 10,000 feet.

U.S. SPECIAL CUSTOMS REQUIREMENT

Air Commerce Regulations of the Treasury Department's Customs Service require all private aircraft arriving in the U.S. from a foreign place in the Western Hemisphere, (a) south of 33 degrees north latitude which cross into the U.S. over a point on the U.S./Mexican border between 97 and 120 degrees west longitude, or (b) south of 31 degrees north latitude which enter the U.S. via the Gulf of Mexico and Atlantic Coasts, to provide notice of intended arrival to the Customs Service at least one hour prior to crossing the U.S./Mexican border or the U.S. coastline. This notice may be provided by: (1) radio through an appropriate FAA Flight Service Station, (2) normal FAA flight plan notification procedures (a flight plan filed in Mexico does not meet this requirement due to unreliable relay of data), or (3) directly to the District Director of Customs or other Customs officer at place of first intended landing. Unless an exemption has been granted by Customs, private aircraft are required to make first landing in the U.S. at one of the following designated airports nearest to the point of border or coastline crossing:

Brownsville/South Padre Island International, Corpus Christi International, Del Rio International, El Paso International, Laredo International, Maverick County Memorial International, McAllen Miller International, Presidio–Lely International, Southwest Texas Regional, or William P. Hobby Airport in Texas; Calexico International, or Brown Field Municipal in California; Bisbee Douglas International, Nogales International, Tuscon International, or Yuma MCAS/Yuma International in Arizona; Las Cruces Intl in New Mexico; Lakefront or Louis Armstrong New Orleans Intl in Louisiana; Fort Lauderdale Executive, Fort Lauderdale–Hollywood International, Key West International, Miami International, Opa–Locka Executive Airport, Palm Beach International, St. Lucie County International, or Tampa International in Florida.

CAUTION–HIGH DENSITY AIR TRAFFIC AREA

Heavy helicopter and seaplane traffic exists over the Gulf of Mexico and adjacent onshore areas. Thousands of operations per month occur in this area in support of oil drilling and exploration.

Itinerant pilots traversing this area should familiarize themselves with offshore operating practices and frequencies through contact with the pertinent Flight Standards District Office (FSDO) or Flight Service Station.

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army Installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

FEDERAL AVIATION REGULATION 91.713

The provisions of FAR 91.713 will apply as follows:

Air traffic clearances to aircraft of Cuban registry not engaged in scheduled International Air Service in U.S. airspace will require that the flight plan be filed with appropriate authorities at least five days prior to the proposed departure time. Route changes while en route will normally not be authorized. The procedures set forth herein do not apply at this time to overflights by aircraft of Cuban registry engaged in scheduled International Air Service.

CONTROLLED FIRING

Camden, Harrell Fld, AR
6E Camden 2 NM radius surface–005 avoidance advised Mon–Fri daylight hours.
El Dorado, South Arkansas Rgnl
ELD 021/024 2 NM radius surface—500 AGL avoidance advised Mon–Fri daylight hours.
Texarkana Rgnl Webb Fld, AR.
.25 NM radius TXK 223010 2000/blo Mon–Thu. 1900–0500Z‡
.5 NM radius TXK 240014 1000/blo Mon–Sat SR–SS.

Camp Bullis Training Site
Controlled Firing Area (CTA)
Camp Bullis, TX

1. CFA Description:

a. Boundaries: Beginning at
Lat. 29°41′10.07″N., Long. 98°31′41.40″W. to
Lat. 29°40′25.05″N., Long. 98°33′57.40″W. to
Lat. 29°39′20.22″N., Long. 98°34′44.18″W. to
Lat. 29°38′03.77″N., Long. 98°34′13.26″W. to
Lat. 29°37′53.94″N., Long. 98°33′46.90″W. to
Lat. 29°38′36.77″N., Long. 98°31′55.13″W. to
Lat. 29°39′48.07″N., Long. 98°31′06.07″W. to
Point of beginning.

b. Altitudes: Surface to 3,000 feet AGL.

c. Times of use: Approximately 70 times per year. Utilization will normally be 7 days per week, 0700–2300 local time. Give prior notice of all activities to the San Angelo Automated Flight Service Station (AFSS). Notify the AFSS when activities are terminated each day.

2. Activities:

a. M203 40mm Grenade Launcher, HE/Target Practice Training (TPT) rounds, average use 50 times per year.

b. Heavy Demolitions Range, types of explosives will vary, but all are conventional (no nuclear, biological, or chemical), 20 times per year.

c. Emergency destruction of illegal explosive devices will be unscheduled due to the nature of the event.

3. Using Agency: U.S. Army, Commander, Camp Bullis Training Site, Camp Bullis, TX

4. Effective date: The effective date is February 1, 2004. Biannual approval of the CFA is automatic upon receipt of a biannual status report from the Department of the Army Regional Representative containing a statement that the activities for which the area was established have not changed.

5. Conditions, Operating Limitations, and Safety Precautions:

a. Camp Bullis Training Site will maintain observers with direct communications to the Range Towers located in positions that allow for sufficient visual surveillance of the entire area.

b. Firing will cease upon observation of low–flying aircraft.

c. The ceiling shall be at least 1,000 feet above the maximum ordinate of projectiles and/or debris.

d. Visibility shall be sufficient to maintain visual surveillance of the entire CFA plus a distance of 5 statute miles beyond the CFA in all directions.

e. All user responsibilities, precautionary measures, and surveillance requirements listed in FAA Order 7400.2 shall be complied with.

f. All activities will be contained within the designated impact area at Camp Bullis.

6. With the exception of the emergency destruction of unsafe explosive devices, the following information shall be filed with the San Angelo AFSS in sufficient time to permit a NOTAM to be transmitted at least 2 hours prior to scheduled operations:

a. Location of the CFA.

b. Time of use.

c. Activity to be conducted.

d. Maximum altitudes.

e. User.

7. Any violation of the conditions, as outlined above, shall be the basis for the FAA to withdraw authorization of the CFA.

CONTROLLED FIRING AREA
CAMP STANLEY, SAN ANTONIO, TEXAS

The Military has established a controlled firing area bordered by the following geographic coordinates: beginning at N29°40′37″/W98°37′53″; thence to N29°41′17″/W98°35′49″; to N29°43′51″/W98°35′50″; to N29°43′51″/W98°37′23″; to point of beginning. Operating SR–SS daily, SFC to 1,500 feet AGL (2,500 feet MSL). For further information contact San Angelo AFSS on 1–325–223–6041.

CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commerical power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

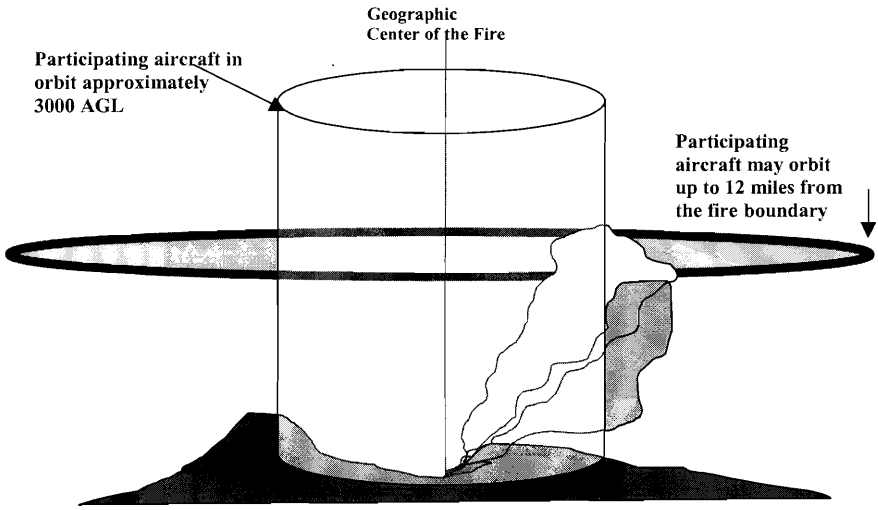
1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated ''Continuous Power Airports,'' and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ)	08	Milwaukee, WI (MKE)	01L
Anchorage, AK (ANC)	07R	Minneapolis, MN (MSP)	30L
Andrews AFB, MD (ADW)	01L	Nashville, TN (BNA)	02L
Atlanta, GA (ATL)	09R	New Orleans, LA (MSY)	10
Baltimore, MD (BWI)	10	New York, NY (JFK)	04R
Bismarck, ND (BIS)	31	New York, NY (LGA)	22
Boise, ID (BOI)	10R	Newark, NJ (EWR)	04R
Boston, MA (BOS)	04R	Oklahoma City, OK (OKC)	35R
Charlotte, NC (CLT)	36L	Omaha, NE (OMA))	14R
Chicago, IL (ORD)	14R	Ontario, CA (ONT)	26L
Cincinnati, OH (CVG)	36C	Philadelphia, PA (PHL)	09R
Cleveland, OH (CLE)	06R	Phoenix, AZ (PHX)	08
Dallas/Fort Worth, TX (DFW)	17C	Pittsburgh, PA (PIT)	10L
Denver, CO (DEN)	35R	Reno, NV (RNO)	16R
Des Moines, IA (DSM)	31	Salt Lake City, UT (SLC)	34L
Detroit, MI (DTW)	03R	San Antonio, TX (SAT)	12R
El Paso, TX (ELP)	22	San Diego, CA (SAN)	09
Fairbanks, AK (FAI)	01L	San Francisco, CA (SFO)	28R
Great Falls, MT (GTF)	03	San Juan, PR (SJU)	08
Honolulu, HI (HNL)	08L	Seattle, WA (SEA)	16C
Houston, TX (IAH)	26L	St. Louis, MO (STL)	30R
Indianapolis, IN (IND)	05L	Tampa, FL (TPA)	36L
Jacksonville, FL (JAX)	07	Tulsa, OK (TUL)	36R
Kansas City, MO (MCI)	19R	Washington, DC (DCA)	01
Los Angeles, CA (LAX)	24R	Washington, DC (IAD)	01R
Memphis, TN (MEM)	36L	Wichita, KS (ICT)	01L
Miami, FL (MIA)	08R		

NOTE—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

FIREFIGHTING TRAFFIC AREAS



Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e–CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll–free telephone number for accessing e–CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll–free areas may access e–CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e–CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high–density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e–CVRS.

FSS
TELEPHONE NUMBERS

Flight Service Station (FSS) facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large hub facilities and smaller remote facilities which are interconnected with the hubs.

Selected remote FSS facilities across the contiguous United States have variable part–time operating hours. Because of the interconnectivity between remote and hub facilities, all FSS services are available continuously using published telephone numbers and radio frequencies.

Telephone Information Briefing Service (TIBS) is the FSS service that provides continuous recordings of meteorological and/or aeronautical information including area and/or route briefings, airspace procedures and special announcements. A touch–tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings 1–800–WX–BRIEF (1–800–992–7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) 1–800–4TIBS–WX (1–877–484–2799)

Clearance Delivery Only 1–888–766–8267

Lifeguard Flights Only 1–877–LIF–GRD3 (1–877–543–4733)

Flights within DC SFRA & FRZ * 1–866–225–7410

* District of Columbia Special Flight Rules Area & Flight Restricted Zone

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA
OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
TAF	Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report	**METAR**
KPIT	ICAO location indicator	**KPIT**
091730Z	Issuance time: ALL times in UTC "Z", 2-digit date, 4-digit time	**091955Z**
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	
	In U.S. **METAR**: CORrected ob; or AUTOmated ob for automated report with no human intervention; omitted when observer logs on	**COR**
15005KT	Wind: 3 digit true-north direction, nearest 10 degrees (or VaRiaBle); next 2-3 digits for speed and unit, KT (KMH or MPS); as needed, Gust and maximum speed; 00000KT for calm; for **METAR**, if direction varies 60 degrees or more, Variability appended, e.g. 180V260	**22015G25KT**
5SM	Prevailing visibility: in U.S., Statute Miles & fractions; above 6 miles in **TAF** Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	**3/4SM**
	Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; "/"; Minus or Plus in U.S., 4-digit value, FeeT in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit value (and tendency Down, Up or No change)	**R28L/2600FT**
HZ	Significant present, forecast and recent weather: see table (on back)	**TSRA**
FEW020	Cloud amount, height and type: SKy Clear 0/8, FEW >0/8-2/8, SCaTtered 3/8-4/8, BroKeN 5/8-7/8, OVerCast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or CumulonimBus in **METAR**; in **TAF**, only CB. Vertical Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated **METAR** reports only, CLeaR for "clear below 12,000 feet"	**OVC010CB**
	Temperature: degrees Celsius; first 2 digits, temperature "/" last 2 digits, dew-point temperature; Minus for below zero, e.g., M06	**18/16**
	Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q-hectoPascals, e.g., Q1013)	**A2992**

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
WS010/31022KT	In U.S. **TAF**, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); "/"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT	
	In **METAR**, ReMarK indicator & remarks. For example: Sea-Level Pressure in hectoPascals & tenths, as shown: 1004.5 hPa; Temp/ dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	**RMK SLP045 T01820159**
FM1930	FroM and 2-digit hour and 2-digit minute **beginning** time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
TEMPO 2022	TEMPOrary: changes expected for < 1 hour and in total, < half of 2-digit hour **beginning** and 2-digit hour **ending** time period	
PROB40 0407	PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour **beginning** and 2-digit hour **ending** time period	
BECMG 1315	BECoMinG: change expected during 2-digit hour **beginning** and 2-digit hour **ending** time period	

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER

Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor

MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing

WEATHER PHENOMENA

Precipitation

DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets

UP Unknown precipitation in automated observations

Obscuration

BR Mist (≥5/8SM)	FG Fog (<5/8SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust

Other

SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE
NOAA/PA 96052 **National Oceanic and Atmospheric Administration**—National Weather Service

FAA AND NWS
KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number.....703–904–4400

RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907–271–5464
Central	816–329–2500
Eastern	718–553–4502
Great Lakes	847–294–7202
New England	781–238–7500
Northwest Mountain	425–227–2500
Southern	404–305–5500
Southwest	817–222–5500
Western Pacific	310–725–6500

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817–222–5006	7:30 a.m.–4:00 p.m.	505–856–4300
Anchorage	907–271–5936	7:30 a.m.–4:00 p.m.	907–269–1137
Atlanta	404–305–5180	7:30 a.m.–5:00 p.m.	770–210–7601
Boston	617–238–7001	7:30 a.m.–4:00 p.m.	603–879–6633
Chicago	847–294–8400	8:00 a.m.–4:00 p.m.	630–906–8221
Cleveland	847–294–8400	8:00 a.m.–4:00 p.m.	440–774–0310
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–651–4100
Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	817–858–7503
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–5300
Indianapolis	847–294–8400	8:00 a.m.–4:00 p.m.	317–247–2231
Jacksonville	404–305–5180	8:00 a.m.–4:30 p.m.	904–549–1501
Kansas City	816–329–3000	7:30 a.m.–4:00 p.m.	913–254–8500
Los Angeles	661–265–8200	7:30 a.m.–4:00 p.m.	661–265–8200
Memphis	404–305–5180	7:30 a.m.–4:00 p.m.	901–368–8103
Miami	404–305–5180	7:00 a.m.–3:30 p.m.	305–716–1500
Minneapolis	847–294–8400	8:00 a.m.–4:00 p.m.	651–463–5580
New York	718–995–5426	8:00 a.m.–4:40 p.m.	516–468–1001
Oakland	310–725–3300	6:30 a.m.–3:00 p.m.	510–745–3331
Salt Lake City	425–227–1389	7:30 a.m.–4:00 p.m.	801–320–2500
Seattle	425–227–1389	7:30 a.m.–4:00 p.m.	253–351–3500
Washington	718–995–5426	8:00 a.m.–4:30 p.m.	703–771–3401

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Chicago	847–294–8400	8:00 a.m.–4:00 p.m.	847–608–5509
Dallas/Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	972–615–2500
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1500
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–8400
New York	718–995–5426	8:00 a.m.–4:30 p.m.	516–683–2901
Northern CA	310–725–3300	7:00 a.m.–3:30 p.m.	916–366–4001
Potomac	718–995–5426	8:00 a.m.–4:30 p.m.	540–349–7500
Southern CA	310–725–3300	7:30 a.m.–4:00 p.m.	858–537–5800

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817–222–5006	8:00 a.m.–5:00 p.m.	505–842–4366
Andrews AFB, MD	718–995–5426	8:00 a.m.–4:30 p.m.	301–735–2380
Baltimore/Washington Intl Thurgood Marshall, MD	718–995–5426	8:00 a.m.–4:30 p.m.	410–962–3555
Boston Logan Intl, MA	781–238–7001	7:30 a.m.–4:00 p.m.	617–455–3100
Bradley Intl, CT	617–238–7001	7:30 a.m.–4:00 p.m.	203–627–3428
Burbank/Bob Hope, CA	310–725–3300	7:00 a.m.–5:30 p.m.	818–567–4806
Charlotte Douglas Intl, NC	404–305–5180	8:00 a.m.–4:30 p.m.	704–344–6487
Chicago Midway, IL	847–294–8400	8:00 a.m.–4:00 p.m.	773–884–3670
Chicago O'Hare Intl, IL	847–294–8400	8:00 a.m.–4:00 p.m.	773–601–7600
Cleveland Hopkins Intl, OH	847–294–8400	8:00 a.m.–4:00 p.m.	216–898–2020
Covington/Cincinnati, OH	708–294–7401	8:00 a.m.–4:30 p.m.	606–767–1006
Dallas/Ft. Worth Intl, TX	817–222–5006	8:30 a.m.–5:00 p.m.	972–615–2531
Dayton Cox Intl, OH	847–294–8400	7:30 a.m.–4:00 p.m.	937–454–7300
Denver Intl, CO	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1600
Detroit Metro, MI	847–294–8400	8:00 a.m.–4:00 p.m.	734–955–5000
Fairbanks Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–474–0050
Fort Lauderdale Intl, FL	404–305–5180	7:00 a.m.–3:30 p.m.	305–356–7932
George Bush Intercontinental/Houston, TX	817–222–5006	7:30 a.m.–4:00 p.m.	713–230–8400
Hartsfield–Jackson Atlanta Intl, GA	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Honolulu Intl, HI	310–643–3200	7:30 a.m.–4:00 p.m.	808–840–6100
Houston Hobby, TX	817–222–5006	8:00 a.m.–5:00 p.m.	713–847–1400
Indianapolis Intl, IN	847–294–8400	8:00 a.m.–4:00 p.m.	317–484–6600
Kahului/Maui, HI	310–643–3200	7:30 a.m.–4:00 p.m.	808–877–0725
Kansas City Intl, MO	816–329–3000	7:30 a.m.–4:00 p.m.	816–329–2700
Las Vegas McCarran, NV	310–725–3300	7:30 a.m.–4:00 p.m.	702–262–5978
Los Angeles Intl, CA	310–725–3300	7:00 a.m.–3:30 p.m.	310–342–4900
Louis Armstrong New Orleans Intl, LA	817–222–5006	7:00 a.m.–4:30 p.m.	504–471–4300
Memphis Intl, TN	404–305–5180	7:30 a.m.–4:00 p.m.	901–322–3350
Miami Intl, FL	404–305–5180	7:00 a.m.–4:00 p.m.	305–869–5400
Minneapolis/St. Paul, MN	847–294–8400	8:00 a.m.–4:00p.m.	612–713–4000
Nashville Intl, TN	404–305–5180	7:00 a.m.–3:30 p.m.	615–781–5460
New York Kennedy Intl, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–656–0335
New York La Guardia, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–335–5461
Newark Liberty Intl, NJ	718–995–5426	8:00 a.m.–4:30 p.m.	973–645–3103
Norman Y. Mineta San Jose Intl, CA	310–643–3200	7:30 a.m.–4:00 p.m.	408–982–0750
Ontario Intl, CA	310–643–3200	7:30 a.m.–4:00 p.m.	909–983–7518
Orlando Intl, FL	404–305–5180	7:30 a.m.–5:00 p.m.	407–850–7000
Philadelphia Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	215–492–4100
Phoenix Sky Harbor Intl, AZ	310–643–3200	7:30 a.m.–4:00 p.m.	602–379–4226
Pittsburgh Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	412–269–9237
Portland Intl, OR	425–227–1389	7:30 a.m.–4:00 p.m.	503–493–7500
Raleigh-Durham, NC	404–305–5180	8:00 a.m.–4:30 p.m.	919–840–5544
Ronald Reagan Washington National, DC	718–995–5426	8:00 a.m.–4:30 p.m.	703–413–1535
Salt Lake City, UT	425–227–1389	7:30 a.m.–4:00 p.m.	801–325–9600
San Antonio Intl, TX	817–222–5006	8:00 a.m.–4:30 p.m.	210–805–5507
San Diego Lindbergh Intl, CA	310–725–3300	8:00 a.m.–4:30 p.m.	619–299–0677
San Francisco Intl, CA	310–643–3200	7:00 a.m.–3:30 p.m.	650–876–2883
San Juan Intl, PR	404–305–5180	7:30 a.m.–5:00 p.m.	809–253–8663
Seattle–Tacoma Intl, WA	425–227–1389	7:30 a.m.–4:00 p.m.	206–768–2900
St. Louis Lambert, MO	816–329–3000	7:30 a.m.–4:00 p.m.	314–890–1000
Tampa Intl, FL	404–305–5180	7:30 a.m.–4:00 p.m.	813–371–7700
Ted Stevens Anchorage Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–271–2700
Teterboro, NJ	718–995–5426	8:00 a.m.–4:30 p.m.	201–288–1889
Washington Dulles Intl, DC	718–995–5426	8:00 a.m.–4:30 p.m.	703–661–6031
West Palm Beach, FL	404–305–5180	8:00 a.m.–4:30 p.m.	561–683–1867
Westchester Co, NY	718–995–5426	8:00 a.m.–4:30 p.m.	914–948–6520

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel) spacing is required.

ⓇALBUQUERQUE CENTER **134.6** 132.8 — **H–4–5–6–7, L–5–6–7–8–10–15–17–19** **(KZAB)**

Amarillo Nr 1 – 127.85
Amarillo Nr 2 – 134.75
El Paso A – 135.875 **134.175**
El Paso B – 128.2 **125.525**
Fort Stockton – 135.875 **132.2 120.975**
Mount Dora – 133.05 127.852

ⓇFORT WORTH CENTER 134.4 — **H–6, L–6–15–17–18–19–21–22** **(KZFW)**

Abilene – 134.25 127.45
Ardmore – 132.975 128.1
Big Spring – 133.7
Blue Ridge A – 124.875
Blue Ridge B – 127.6
Brownwood – 127.45
Clinton–Sherman – 132.45 128.4 126.3
Cumby – 132.85 132.02 **126.575**
Dublin – 128.325
Dublin A – 135.375
Dublin B – 127.15
El Dorado – 128.2
Frankston – 135.25 **134.025**
Gainsville – 126.775 124.75
Keller – 135.275 134.15 133.25
Lubbock – 132.6 126.45 **120.775**
Marshall – 135.1 **128.125**
McAlester – 135.45 132.2
Midland A – 133.1 **132.075**
Mineral Wells – 127.0 120.35
Monroe – 126.325
Oklahoma City – 133.9 **132.45**
Paducah – 134.55 133.5 126.45 **120.775**
Paris – 124.875
Plainview – 126.45
San Angelo – 126.15 **120.275**
Scurry – 135.75 126.725
Shreveport – 133.875 132.275 126.325
Snyder – 132.6
Texarkana – 134.475 126.575 123.925
Tyler – 135.25 **134.025**
Waco – 133.3
Wichita Falls Nr1 – 132.925 124.525
Wichita Falls Nr2 – 133.5 **127.95**

ⓇHOUSTON CENTER – 134.35 **H–6–7–8–9, L–17–18–19–20–21–22**
Arr-Dep US – 135.77 134.95 **133.75** 133.4 **132.65 132.4** 128.3 127.8 125.75 120.35 **(KZHU)**
Alexandria – 132.7 127.85 120.975
Austin – 132.725 125.65
Baton Rouge – 126.35
Beaumont – 133.8 126.95
Cameron County – 132.65 132.65
College Station – 135.325 134.8 134.5 125.15 120.4
Fredericksburg – 134.2 **132.725**
Galveston – 133.8
Galveston A – 133.4
Grand Isle – 134.9 **132.175**
Hattiesburg – 126.8 **119.725**
Houma – 132.65 132.65
Intracoastal City – 120.35
Kerrville – 134.95
Kingsville – 133.75 128.15
Lacombe – 126.875
Lafayette – 133.65 126.35
Lake Charles – 132.95 124.7
Laredo – 128.6 127.8 **126.75**
Lometa – 132.35
Lufkin – 134.8 **133.575 132.775** 126.95 125.17
McComb – 126.8
Mobile – 132.6 **125.775**
Natchez – 120.97
Newton – 134.8 126.95
New Orleans – 126.35 127.0
Palacios – 132.15 128.6
Rockport – 135.47 134.6 133.4 128.15
Rocksprings – 132.4 125.75
San Antonio – 134.95 132.8 **125.25**
San Antonio A – 134.6 **126.425** 120.6
Sealy – 132.15 **126.425** 119.175
Uvalde – 134.95 126.1
Vermillion – 120.35
Victoria – 135.05

ⓇKANSAS CITY CENTER – 132.325 **H–5–6, L–10–15–16–27, A–2**
Chanute – 132.9 **(KZKC)**
Gage – 126.95
Liberal – 134.675 134.0
Oklahoma City – 128.3
Ponca City – 127.8
Tulsa – 125.825 128.8

ⓇMEMPHIS CENTER – 127.975 124.025 **H–5–6–9, L–15–16–17–18–22–25–26**
Brinkley – 135.3 **124.025** 126.85 **(KZME)**
Columbus – 134.775 133.125 127.1
Fayetteville – 132.55 126.1
Fort Smith – 126.1
Greenville – 135.875 **133.075 124.925**
Greenwood – 132.5 **127.425**
Harrison – 126.85
Hot Springs – 128.475
Jackson – 132.5
Louisville – 132.75
McKellar– 134.65 127.975 **126.45** 124.35
Meridian – 128.275 125.975
Pine Bluff – 135.875 **132.425 125.475**
Russellville – 128.475
Tupelo – 135.9 135.9 134.4 128.5 **127.375**
Walnut Ridge – 132.375 120.075

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. ''T'' indicates transmit only and ''R'' indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

ALBUQUERQUE AFSS 122.55

EL PASO RCO **122.4** 122.55
FORT STOCKTON VORTAC 116.9T 122.1R
GUADALUPE PASS RCO 122.35
MARFA VOR/DME 115.9T 122.1R

DE RIDDER AFSS

BATON ROUGE RCO 122.2
DE RIDDER ROC 122.2
DRISKILL MOUNTAIN RCO 122.35
ESLER RCO **122.55**
HOUMA RCO 122.45
LAFAYETTE RCO 122.35
LAKE CHARLES RCO **122.3**
LEEVILLE VORTAC 113.5T 122.1R
MANY RCO 122.15
MONROE RCO 122.25
NEW ORLEANS RCO **122.6**
PATTERSON RCO 122.5
SHREVEPORT RCO **122.6**
SOUTH TIMBALIER RCO 122.6
TIBBY VORTAC 112.0T 122.1R
VERMILLION RCO 122.6

FORT WORTH AFSS 122.6

ABILENE RCO **122.65**
AMARILLO RCO **122.65**
BRECKENRIDGE RCO 122.5
BROWNWOOD RCO 122.5
CHILDRESS RCO 122.45
DALHART RCO 122.2
DALLAS RCO 122.3
GREGG COUNTY RCO 122.2
JACKSBORO RCO 122.4
LUBBOCK RCO 122.55
MINERAL WELLS RCO 122.2
PARIS RCO 122.25
PLAINVIEW RCO 122.55
SHERMAN/DENISON RCO 122.3
SNYDER RCO 122.45
TYLER RCO 122.3
WACO RCO **122.15**
WICHITA FALLS RCO 122.65

GREENWOOD AFSS

BIGBEE RCO 123.65
EATON VORTAC 110.6T 122.1R
GREENVILLE VOR/DME 110.2T 122.1R
GREENWOOD RCO 122.2 **122.55**
GULFPORT VOR/DME 109.0T 122.1R
HOLLY SPRINGS VORTAC 112.4T 122.1R 122.3
JACKSON VORTAC 112.6T 122.1R 122.2 122.65
KEWANEE VORTAC 113.8T 122.1R
LAUREL RCO 122.3
MC COMB RCO 122.2 122.4
MC COMB VORTAC 116.7T 122.1R 122.2 122.4
MERIDIAN VORTAC 117.0T 122.1R 122.2 122.6
NATCHEZ VOR/DME 110.0T 122.1R
PICAYUNE VOR/DME 112.2T 122.1R
SIDON VORTAC 114.7T 122.1R
TUPELO RCO 122.5

JONESBORO AFSS 122.2 122.3

BATESVILLE RCO 122.25
EL DORADO RCO 122.65
FAYETTEVILLE RCO 122.3
FAYETTEVILLE (SPRINGDALE) RCO 122.55
FLIPPIN RCO 122.35
FORT SMITH RCO 122.2
HARRISON RCO 122.45
HOT SPRINGS VOR/DME 110.0T 122.1R
JONESBORO RCO 122.2 122.3 123.6
LITTLE ROCK RCO **122.55**
MONTICELLO VOR/DME 111.6T 122.1R
PINE BLUFF RCO 122.6
SOCIAL HILL RCO 122.075
TEXARKANA RCO **122.45**
WALNUT RIDGE VORTAC 114.5T 122.1R

MC ALESTER AFSS

ADA RCO **122.45**
ARDMORE RCO **122.55**
BARTLESVILLE RCO 123.6
GAGE RCO **122.55**
HOBART RCO 122.2
MC ALESTER RCO **122.65** 123.6
MUSKOGEE RCO 122.5
NORMAN RCO **122.15**
PONCA CITY RCO **122.25**
RICH MOUNTAIN RCO 122.6
SAYRE VORTAC 115.2T 122.1R
STILLWATER VOR/DME 108.4T 122.1R 122.3
TULSA RCO 122.2 **123.65**
WILEY POST RCO 122.4 **122.65**
WOODRING RCO 122.6

MONTGOMERY COUNTY AFSS

BEAUMONT RCO 122.2
CENTER RCO 122.6
COLLEGE STATION RCO 122.2 **122.65**
EAST BREAKS RCO 122.5
GALVESTON RCO **122.15** 122.2
HIGH ISLAND RCO **122.35**
HOBBY RCO **122.35**
HOUSTON RCO **122.4**
HUNTSVILLE RCO 122.3
JASPER RCO **122.5**
LUFKIN RCO 122.2
MONTGOMERY COUNTY RCO 122.0 122.2
PALACIOS RCO **122.25**
VICTORIA RCO 122.2

SAN ANGELO AFSS

ALICE RCO 122.6
AUSTIN RCO 122.55
BIG SPRING RCO 122.4
BROWNSVILLE RCO 122.3
CENTER POINT VORTAC 117.5T 122.1R
CORPUS CHRISTI RCO **122.65**
COTULLA RCO 122.2
DEL RIO RCO 122.3
EAGLE PASS RCO **122.3**
HARLINGEN RCO **122.35**
JUNCTION RCO 122.3
LAMPASAS RCO 122.55
LAREDO RCO 122.3
MC ALLEN RCO 122.2
MIDLAND RCO 122.6
PECOS VOR/DME 111.8T 122.1R
ROCKSPRINGS VORTAC 111.2T 122.1R
SAN ANGELO RCO 122.25
SAN ANTONIO RCO 122.2 122.3
STONEWALL VORTAC 113.8T 122.1R
TEMPLE VOR/DME 110.4T 122.1R
THREE RIVERS VORTAC 111.4T 122.1R
UVALDE RCO 123.65
WINK RCO 122.05

FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office–Federal Aviation Administration.

ARKANSAS

1701 Bond Street
Little Rock, AR 72202
Telephone: 501 –918–4400
1–800–632–9566 (AR only)

LOUISIANA

9191 Plank Road
Baton Rouge, LA 70811
Telephone: 225–358–6800
1–800–821–1960

MISSISSIPPI

100 W. Cross Street, Suite C
Jackson-Evers Intl Airport
Jackson, MS 39208
Telephone: 601–664–9800

OKLAHOMA

The Parkway Building
1300 S. Meridian, Suite 601
Oklahoma City, OK 73108
Telephone: 405–951–4200

TEXAS

1431 Greenway Drive, Suite 1000
Irving, TX 75038
Telephone: 972–582–1800
972–582–1872 (Fax)
972–582–1862 (Fax)

14800 Trinity Blvd., Suite 200
Fort Worth, TX 76155
Telephone: 817–684–6700
817–684–6757 (Fax)

Route 3, Box 51
Lubbock, TX 79403–9712
Telephone: 806–740–3800
806–740–3809 (Fax)
1–800–858–4115

10100 Reunion Place, Suite 200
San Antonio, TX 78216–4128
Telephone: 210–308–3300
1–800–292–2023

2221 Alliance Blvd, Suite 400
Fort Worth, TX 76177
Telephone: 817–491–5000

13100 Space Center Blvd., Suite 5400
Houston, TX 77059–3598
Telephone: 281–212–9700
888–285–2127 (Toll free)
281–212–9759 (Fax)

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PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their routes of flight to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and enroute flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, enroute and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC navaids.
7. Intersection names are spelled out.
8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39; another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations ''pressurized'' and ''unpressurized'' for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

Sun	1300–2259 local time.
Mon thru Fri	0701–2259 local time.
Sat	0701–1459 local time.

14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
DALLAS/FORT WORTH AREA		
Atlanta (ATL)	TTT084 SOLDO UIM V54 TXK V278 VUZ V417 MAYES V325 DALAS ATL	0000–2359
Chicago Midway (MDW)	FUZ022 MLC206 MLC V63 UIN V586 PIA PIA056 MOTIF JOT	0000–2359
Chicago O'Hare (ORD)	FUZ022 MLC206 MLC V63 UIN V586 PIA V262 BDF V10 PLANO	0000–2359
Houston Hobby (HOU)	V369 TNV	0000–2359
Memphis (MEM)	TTT084 SOLDO UIM V54 TXK V16 UJM	1200–1400 and 1800–0000
New Orleans (MSO)	TTT084 SOLDO UIM V114 VEILS	0000–2359
San Antonio (SAT)	ACT V358 STV	0000–2359
HOUSTON METRO AREA		
Dallas (DAL)	LEONA–DP CQY DUMPY–STAR	
Dallas/Fort Worth (DFW)	(Non Turbojet–North Flow) LEONA CQY CEDAR CREEK–STAR or (Non Turbojet–South Flow) LEONA CQY DUMPY–STAR	

Terminals	Route	Effective Times (UTC)
New Orleans (MSY)	(100 and below–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP SBI V198 TBD V552 .. or (100 and below–all others) HUB SBI274/16 SBI V198 TBD V552 .. or (110–180 incl–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA AWDAD AWDAD–STAR .. or (110–180 incl–all others) HUB SBI274/16 SBI LLA AWDAD AWDAD–STAR .. or (100 and below) LAKE CHARLES–DP LCH V20 .. or (110–180 incl–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP AWDAD AWDAD–STAR .. or (110–180 incl–all others) LAKE CHARLES–DP LCH AWDAD–STAR ..	
NEW ORLEANS METRO AREA		
Dallas/Fort Worth (DFW)	RQR V566 AEX V114 GGG V94 CQY ..	0000–2359
TULSA (TUL)		
Indianapolis (IND)	V14 SGF V190 PXV V11 ..	0000–2359
Springfield (SPI)	V14 SGF V63 UIN V50 ..	0000–2359
Terre Haute (HUF)	V14 SGF V190 PXV V7 ..	0000–2359

HIGH ALTITUDE

Terminals	Route	Effective Times (UTC)
BATON ROUGE METRO AREA		
Atlanta (ATL)	GCV LGC–STAR .. or (RNAV only) GCV HONIE (RNAV)–STAR ..	
Houston (HOU)	(GPS or DME/DME–IRU equipped) SALVO LFT ELAAN CLMBA COLUMBIA (RNAV)–STAR .. or (Non–advanced NAV only) SALVO LFT LCH DAISETTA–STAR ..	
Houston (IAH)	(GPS OR DME/DEM–IRU EQUIPPED) SALVO LFT GIRLY WOLDE WOLDE (RNAV)–STAR .. or (Non–advanced NAV only) SALVO LFT LCH DAISETTA–STAR ..	
DALLAS/FORT WORTH METRO AREA		
Baltimore (BWI)	TXK J42 BKW J147 CSN OTT–STAR .. or (GPS or DME/DME–IRU equipped) TXK J42 BKW J147 CSN RAVNN (RNAV)–STAR ..	
Boca Raton (BCT)	(GPS OR DME/DEM–IRU EQUIPPED) SWB MCB J50 CEW J2 SZW PRRIE (RNAV) STAR or (GPS OR DME/DME–IRU EQUIPPED) SWB HRV Q105 REDFN Q100 SRQ PRRIE (RNAV STAR)	
Boston (BOS)	TTT064 LIT235 LIT J131 PXV J29 JHW J82 ALB GDM–STAR .. or SQS J52 ATL GRD J209 RDU J207 FKN J79 JFK060060 ORW PVD V151 INNDY ..	
Charlotte (CLT)	SQS J52 ATL UNARM–STAR .. or (Turbojets–GPS or DME/DME–IRU equipped) SQS J52 ATL ADENA (RNAV)–STAR ..	
Chicago Midway (MDW)	FUZ J181 MAGOO MOTIF–STAR ..	
Chicago O'Hare (ORD)	FUZ J181 BDF BDF–STAR ..	1200–0400

Terminals	Route	Effective Times (UTC)
Cincinnati (CVG)	(RNAV only) TXK J42 MEM J29 PXV SARGO (RNAV)–STAR	
Cleveland Metro Area (CLE) (CGF) (BLK) (LNN) (LPR)	PXV ABERZ–STAR	
Denver (DEN)	ADM ADM303 ROLLS J52 LAA QUAIL–STAR	
Detroit Metro–Wayne (DTW)	LIT J131 PXV VHP FWA MIZAR–STAR	1200–0400
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	TXK J131 PXV VHP FWA CRUXX–STAR	
	TXK J131 PXV VHP FWA V96 VWV VWV051 POOFE	
Fort Lauderdale (FLL)	(DME/DME–IRU OR GPS) SWB HRV Q105 BLVNS Q102 BAGGS JINGL (RNAV) STAR	
	or	
	(all others) SWB HRV Q105 BLVNS Q102 BAGGS RSW FORTL–STAR	
Houston (HOU)	(Turbojets) JPOOL–DP ELLVR TEXNN–STAR	
	or	
	(Non–Turbojets) JPOOL–DP CLL BLUBL–STAR	
Houston (IAH)	JPOOL–DP BILEE RIICE–STAR	
Kennedy (JFK)	SQS J52 ATL GRD J209 ORF J121 SIE CAMRN–STAR	
La Guardia (LGA)	SQS J52 ATL AHN J208 HPW J191 PXT KORRY–STAR	
Louisville (IIU)	TXK J42 BNA BNA037 BARRY EWO	
Miami (MIA)	(all others) SWB HRV Q105 BLVNS Q102 CYY CYY–STAR	
	or	
	(all others) SWB MCB J50 CEW J2 SZW J43 PIE CYY–STAR	
	or	
	(DME/DME/IRU OR GPS TURBOJET) SWB MCB J50 CEW J2 SZW SSCOT (RNAV)–STAR	
	or	
	(DME/DME/IRU OR GPS TURBOJET) SWB HRV Q105 BLVNS Q102 BAGGS SSCOT (RNAV)–STAR	
Newark (EWR)	TXK J42 GVE DYLIN–STAR	
	or	
	(GPS or DME/DME–IRU equipped) TXK J42 GVE PHLBO (RNAV)–STAR	
Philadelphia (PHL)	TXK J42 OTT DQO–STAR	
Phoenix (PHX)	ABI J4 SSO J50 TOTEC	0100–0500
Pittsburgh (PIT)	TXK J42 MEM J29 PXV HNN WISKE–STAR	
San Francisco (SFO)	TTT275 GTH119 GTH GTH288 TCC105 TCC J76 FTI J58 OAL MOD	
San Jose (SJC)	TTT275 GTH119 GTH GTH288 TCC105 TCC J76 FTI J58 OAL HYP	
West Palm Beach (PBI)	SWB HRV Q105 REDFN Q100 SRQ WLACE (RNAV)–STAR	
	or	
	SWB MCB J50 CEW J2 SZW WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SWB MCB J50 CEW J2 SZW WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SWB HRV Q105 REDFN Q100 SRQ WLACE (RNAV)–STAR	
GULFPORT		
Houston (HOU)	(DME/DME–IRU or GPS–equipped) HRV COLUMBIA (RNAV)–STAR	
Houston (IAH)	(DME/DME–IRU or GPS–equipped) HRV WOLDE (RNAV)–STAR	
HOUSTON METRO AREA (HOU, IAH)		
Atlanta (ATL)	(Turbojets–GPS or DME/DME–IRU equipped) LAKE CHARLES–DP BTR GCV HONIE (RNAV)–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	(all others) LAKE CHARLES–DP BTR GCV LA GRANGE–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV GCV HONIE (RNAV)–STAR	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV GCV LA GRANGE–STAR	
Austin (AUS)	INDUSTRY–DP IDU BITER–STAR	
Baltimore (BWI)	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 RIC OTT–STAR	
	or	
	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 RIC RAVNN (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 RIC RAVNN (RNAV)–STAR	
	or	
	(Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 RIC OTT–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 RIC RAVNN (RNAV)–STAR	
	or	
	(Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 SPA J14 RTC OTT–STAR	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q100 SRQ PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS JINGL (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) HUB SBI274/16 SBI LLA HRV SJI J2 SZW PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW PRRIE (RNAV)–STAR	
Boston (BOS)	(Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK ORW–STAR	
	or	
	(Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK WOONS–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK INNDY (RNAV)–STAR	
	or	
	(Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK WOONS–STAR	

Terminals	Route	Effective Times (UTC)
Charlotte (CLT)	(all others) LAKE CHARLES–DP BTR KALBE MEI J239 ATL UNARM–STAR	1400–0100
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) LAKE CHARLES–DP BTR KALBE MEI J239 ATL ADENA (RNAV)–STAR	1400–0100
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA BTR KALBE MEI J239 ATL ADENA (RNAV)–STAR	1400–0100
	or	
	(all others) HUB SBI274/16 SBI LLA BTR KALBE MEI J239 ATL UNARM–STAR	1400–0100
Chicago (ORD)	LUFKIN–DP LIT J101 STL STL349 MAGOO BDF–STAR	0111–2024 and 2126–2359
	or	
	J33 FUZ J105 BDF–STAR	2025–2125 and 0000–0110
	or	
	LUFKIN–DP LIT J180 FTZ BDF–STAR	
Cincinnati (CVG)	(GPS or DME/DME–IRU equipped) LUFKIN–DP LIT J131 PXV SARGO (RNAV)–STAR	
	or	
	(all others) LUFKIN–DP LIT J131 PXV MOSEY–STAR	
Cleveland (CLE)	LUFKIN–DP LIT J131 PXV JUDDI CVG ZABER–STAR	
	or	
	LUFKIN–DP LIT J131 PXV ZABER–STAR	
Denver (DEN)	LEONA ADM J52 LAA QUAIL–STAR	
Detroit–Wayne (DTW)	LUFKIN–DP LIT J131 PXV VHP FWA MIZAR–STAR	
	or	
	ALAMO–DP LFK J101 LIT J131 PXV VHP FWA MIZAR–STAR	
Fort Lauderdale (FLL)	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS FORTL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS RSW FORTL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS JINGL (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW JINGL (RNAV)–STAR	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J41 PIE FORTL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW JINGL (RNAV)–STAR–	
	or	
	(all others) LAKE CHARLES–DP BTR SJI J2 SZW J41 PIE FORTL–STAR	
Kennedy (JFK)	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR	
	or	
	(Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR	
	or	
	(Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR	
La Guardia (LGA)	(Turbojets–GPS or DME//DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM AHN J208 HPW J191 PXT KORRY–STAR	
	or	
	(Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 MGM AHN J208 HPW J191 PXT KORRY–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 MGM AHN J208 HPW J191 PXT KORRY–STAR	
	or	
	(Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM AHN J208 HPW J191 PXT KORRY–STAR	
Miami (MIA)	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 CYY CYY–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS SSCOT (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 CYY SSCOT (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW SSCOT (RNAV)–STAR	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J41 PIE CYPRESS–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW SSCOT (RNAV)–STAR	
	or	
	(all others) LAKE CHARLES–DP BTR SJI J2 SZW J41 PIE CYPRESS–STAR	
Newark (EWR)	(GPS or DME/DME–IRU equiped) GUSTI (RNAV)–DP SJI SPA J14 J51 FAK PHLBO (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK PHILBO (RNAV)–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	(Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)–STAR	
	or	
	(Turbojets–all others) LAKE CHARLES–DP SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)–STAR	
Orlando (MCO)	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q100 REMIS BOXKR COSTR (RNAV)–STAR	1100–0400
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q100 REMIS PIE COSTR (RNAV)–STAR	
	or	
	(all others) SABINE PASS (RNAV)–DP LEV Q100 REMIS BOXKR MINEE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW OTK PIGLT (RNAV)–STAR	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J43 PIE MINEE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW OTK PIGLT (RNAV)–STAR	
	or	
	(all others) LAKE CHARLES–DP BTR SJI J2 SZW J43 PIE MINEE–STAR	
Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q100 SRQ WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW WLACE (RNAV)–STAR	
Philadelphia (PHL)	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 J51 FAK DPNT–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK GUNNI (RNAV)–STAR	
	or	
	(Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE FAK DUPONT–STAR	
	or	
	(Turbojets–DPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 CREWE J51 FAK GUNNI (RNAV)–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	(Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 SPA J14 CREWE J151 FAK DUPONT–STAR	
Pittsburgh (PIT)	LUFKIN–DP LIT J131 PXV IIU HNN WISKE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) LEV Q100 REMIS BLOND BLOND (RNAV)–STAR	
San Antonio (SAT)	INDUSTRY–DP IDU MARCS–STAR	
Tampa (TPA)	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 REMIS BLOND BLOND (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 REMIS SIMMR BLOND (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW FOOXX (RNAV)–STAR	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW DARBS–STAR	
	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW FOOXX (RNAV)–STAR	
	or	
	(all others) LAKE CHARLES–DP BTR SJI J2 SZW DARBS–STAR	
Washington (DCA)	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 RIC OJAAY (RNAV)–STAR	
	or	
	(all others) LAKE CHARLES–DP BTR SJI J37 SPA J14 RIC IRONS–STAR	
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 RIC OJAAY (RNAV)–STAR	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 RIC IRONS–STAR	
Washington (IAD)	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 CREWE J51 FAK BARIN COATT–STAR	1630–1800
	or	
	(GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK BARIN (RNAV)–STAR	1630–1800
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE J51 FAK COATT–STAR	1630–1800
	or	
	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 CREWE J51 FAK BARIN (RNAV)–STAR	
	or	
	(all others) LAKE CHARLES–DP BTR SJI J37 SPA J14 CREWE J51 FAK COATT–STAR	1630–1800
Windsor Locks (BDL)	(GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK DPK–STAR	
	or	
	(all others) LAKE CHARLES–DP BTR SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK DPK–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	(GPS or DME/DME–IRU euipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK DPK–STAR	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK–STAR	
JACKSON (JAN)		
Houston (HOU)	(DME/DME–IRU or GPS–equipped) AEX ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) AEX DAS–STAR	
Houston (IAH)	(Turbojets–DME/DME–IRU or GPS–equipped) AEX TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) AEX DAS STAR	
LITTLE ROCK (LIT)		
Houston (HOU)	(DME/DME–IRU or GPS–equipped) J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–DME/DME–IRU or GPS–equipped) J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) J180 SWB DAS–STAR	
NEW ORLEANS (MSY)		
Atlanta (ATL)	(Turbojets–GPS or DME/DME–IRU equipped) GCV HONIE (RNAV)–STAR	
	or	
	(all others) GCV LA GRANGE–STAR	
Austin (AUS)	LCH IAH IDU BITER–STAR	
Baltimore (BWI)	(Turbojets–GPS or DME/DME–IRU equipped) J37 SPA J14 RIC RAVNN (RNAV)–STAR	
	or	
	(Turbojets–all others) J37 SPA J14 RIC OTT–STAR	
Boston (BOS)	(Turbojets–GPS or DME/DME–IRU equipped) J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK INNDY (RNAV)–STAR	
	or	
	(Turbojets–all others) J37 MGM MGM048138 GRD J209 RDU J207 FKN J79 JFK ORW–STAR	
	(all others) J35 MEM J29 PXV MOSEY–STAR	
Chicago (ORD)	J35 SQS FTZ BRADFORD–STAR	
Cincinnati (CVG)	(GPS or DME/DME–IRU equipped) J35 MEM J29 PXV SARGO (RNAV)–STAR	
	or	
	(all others) J35 MEM J29 PXV MOSEY–STAR	
Charlotte (CLT)	(Turbojets–GPS or DME/DME–IRU equipped) MEI J239 ATL ADENA (RNAV)–STAR	
	or	
	(all others) MEI J239 ATL UNARM–STAR	
Cleveland (CLE)	J31 MEI BNA J39 IIU ZABER–STAR	
Dallas–Fort Worth (DFW)	AEX CEDAR CREEK–STAR	
Denver (DEN)	J58 FUZ J21 ADM J52 LAA QUAIL–STAR	
Detroit/Wayne (DTW)	J35 MEM J29 PXV VHP FWA MIZAR–STAR	
Fort Lauderdale (FLL)	(GPS or DME/DME–IRU equipped) BLVNS Q102 BAGGS JINGL (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) CEW J2 SZW JINGL (RNAV)–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	(all others) CEW J2 SZW J41 PIE FORTL–STAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) KCEEE COLUMBIA (RNAV)–STAR or (Non–advanced NAV only) AEX DAS–STAR	
Houston (IAH)	(GPS or DME/DME–IRU equipped) JEPEG KUGLE WOLDE WOLDE (RNAV)–STAR or (Non–advanced NAV only) AEX DAS–STAR	
Kennedy (JFK)	J37 MGM MGM048138 GRD J209 ORF J121 SIE CAMRN–STAR	
La Guardia (LGA)	(Turbojets) J37 MGM AHN J208 HPW J191 PXT KORRY–STAR	
Louisville (SDF)	J35 MEM BNA BNA037 BARRY EWO	
Miama (MIA)	(Turbojets–GPS or DME/DME–IRU equipped) BLVNS Q102 CCY SSCOT (RNAV)–STAR or (Turbojets–GPS or DME/DME–IRU equipped) CEW J2 SZW SSCOT (RNAV)–STAR or (all others) CEW J2 SZW J41 PIE CYPRESS–STAR	
Newark (EWR)	(Turbojets–GPS or DME/DME–IRU equipped) J37 SPA J14 J51 FAK PHLBO (RNAV)–STAR or (Turbojets–all others) J37 SPA J14 J51 FAK DYLIN–STAR	
Orlando (MCO)	(GPS or DME/DME–IRU equipped) REDFN Q100 REMIS PIE COSTR (RNAV)–STAR or (GPS or DME/DME–IRU equipped) CEW J2 SZW OTK PIGLT (RNAV)–STAR or (all others) CEW J2 SZW J43 PIE MINEE–STAR	
Philadelphia (PHL)	(Turbojets–GPS or DME/DME–IRU equipped) J37 SPA J14 J51 FAK GUNNI (RNAV)–STAR or (Turbojets–all others) J37 SPA J14 J51 FAK DUPONT–STAR	
San Antonio (SAT)	LCH IAH IDU MARCS–STAR	
Tampa (TPA)	(GPS or DME/DME–IRU equipped) REDFN Q100 REMIS SIMMR BLOND (RNAV)–STAR or (GPS or DME/DME–IRU equipped) CEW J2 SZW FOOXX (RNAV)–STAR or (all others) CEW J2 SZW DARBS–STAR	
Washington (DCA)	(GPS or DME/DME–IRU equipped) J37 SPA J14 RIC OJAAY (RNAV)–STAR or (all others) J37 SPA J14 RIC IRONS–STAR	
Washington (IAD)	(GPS or DME/DME–IRU equipped) J37 SPA J14 CREWE J51 FAK BARIN (RNAV)–STAR or (all others) J37 SPA J14 J51 FAK COATT–STAR	
Windsor Locks (BDL)	J37 MGM MGM048138 GRD J209 RDU J207 FKN J79 JFK DPK DPK–STAR	
OKLAHOMA CITY (OKC)		
Houston HOU)	(Turbojets) CVE TEXNN–STAR or (Non–Turbojets) CVE ELLVR BLUBL–STAR	
Houston (IAH)	CVE RIICE–STAR	
SAN ANTONIO (SAT)		
Atlanta (ATL)	J2 LCH J590 GCV LGC STAR or (RNAV only) J2 LCH J590 GCV HONIE RNAV–STAR	

Terminals	Route	Effective Times (UTC)
Denver (DEN)	J17 AMA TBE J171 TODDE QUAIL–STAR	
Detroit Metro–Wayne Co (DTW)	ALAMO–DP LFK J101 LIT J131 PXV VHP FWA MIZAR–STAR	
Houston (HOU)	ALAMO ELA LISSE–STAR	
Houston (IAH)	ALAMO ELA GLAND–STAR	
TULSA (TUL)		
Houston (HOU)	(Turbojets) OKM CVE TEXNN–STAR	
Houston (IAH)	OKM CVE RIICE–STAR	

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals	Route	Effective Times (UTC)
Traffic(OCEANIC) originating South of Houston Center northbound:		
HOU	(GPS or DME/DME–IRU equipped) A766 KLAMS COLUMBIA (RNAV)–STAR or (GPS or DME/DME–IRU equipped) B753 MAHEE MCOOL COLUMBIA (RNAV)–STAR	
IAH	(GPS or DME/DME–IRU equipped) A766 KLAMS WOLDE (RNAV)–STAR or (GPS or DME/DME–IRU equipped) B753 MAHEE KUGLE WOLDE (RNAV)–STAR	

HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Airway	Segment Fixes	Direction Effective	Effective Times (UTC)
J6	Lancaster, PA to Little Rock, AR	Southwest	1100–0300
J42	Texarkana, AR to Robbinsville, NJ	Northeast	1100–0300
J180	Little Rock, AR to Humble, TX	Southwest	1200–0400

GULF OF MEXICO "Q ROUTES"

These area navigation routes extend more than 12 miles offshore in airspace controlled by the Federal Aviation Administration (FAA). Additional regulatory information for these routes can be found in the Notices to Airmen Publication, Part 3, International Notices to Airmen.

These routes have a Minimum Obstruction Clearance Altitude (MOCA) of 1500 feet (MSL). The Minimum Enroute Altitude (MEA) for these routes is 6000 feet (MSL)

Q100

LEV VORTAC	
REDFN	N28°52.98′/W088°42.11′
ROZZI	N28°18.87′/W086°42.31′
REMIS	N27°53.04′/W085°15.47′
SRQ VORTAC	

Q102

LEV VORTAC	
BLVNS	N28°22.94′/W088°02.05′
BUNNZ	N28°00.58′/W086°45.76′
BACCA	N27°35.51′/W085°20.66′
CIGAR	N27°29.61′/W084°46.99′
BAGGS	N27°08.06′/W082°50.45′
CYY VORTAC	

Q105

HRV VORTAC	
FATSO	N29°41.40′/W089°47.08′
REDFN	N28°52.98′/W088°42.11′
BLVNS	N28°22.94′/W088°02.05′

Q–ROUTES REGULATORY

Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note ''GNSS REQUIRED''.

Route	Segment	DME
Q1	ELMAA–ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE–EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON–EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY–ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE–ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
	ETCHY–POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
Q2	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL–ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
	ITUCO–NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
Q3	FEPOT–FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK–FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY–FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
	FINER–FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND–POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
Q4	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SCOLE–SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR–ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL–SKTTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
	SKTTR–EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
Q5	HAROB–HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU–HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR–HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG–HUPTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
	HUPTU–STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL

Route	Segment	DME
Q7	JINMO–JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN–JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ–JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
	JAGWA–AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
Q9	SUMMA–SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE–SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE–REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
	REBRG–DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
Q11	PAAGE–PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
	PAWLI–PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE–PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
	PUSHH–LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
Q13	All segments	None; GNSS required
Q15	All segments	None; GNSS required
Q19	PLESS–NASHVILLE	ENL, GQO, PXV, BNA, IIU, FAM, BWG, CSX
Q20	CORONA–HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
	HONDS–UNNOS	CNX, INK, CME, TXO, TCC
	UNNOS–FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO–JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
Q21	JONEZ–RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
Q22	GUSTI–OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY–ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI
	ACMES–CATLN	SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
Q23	FORT SMITH–RAZORBACK	OKM, RZC, EOS, TUL
Q24	LAKE CHARLES–BATON ROUGE	AEX, DAS, LCH, MCB, LFT, BTR
	BATON ROUGE–IRUBE	AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY
	IRUBE–PAYTN	GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW–WALNUT RIDGE	ELD, MEM, LIT, FAM, RZC
	WALNUT RIDGE–WLSUN	MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH
	WLSUN–POCKET CITY	BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE–DEVAC	LIT, JKS,GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH–ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN–PYRMD	EIC, LIT, ELD, OKM, TXK
	PYRMD–HAKAT	ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK
	HAKAT–ESTEE	ARG, LIT, FAM, SGF, MEM
	ESTEE–POCKET CITY	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA
Q29	HARES–MEMPHIS	MEM, ARG, LIT, JAN, ELD, SQS
	MEMPHIS–SIDAE	MEM, PXV, BNA, BWG, ARG, ENL
	SIDAE–POCKET CITY	PXV, TTH, BWG, ENL
Q30	SIDON–VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART–JODOX	SQS, LIT, TXK
	JODOX–MARVELL	SQS, LIT, ELD, MEM, ARG
	MARVELL–TIIDE	ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH
	TIIDE–POCKET CITY	BWG, PXV, ENL, TTH
Q32	EL DORADO–GAGLE	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK
	GAGLE–CRAMM	JAN, SQS, MEM, ARG, VUZ, BNA, LIT
	CRAMM–NASHVILLE	BWG, MEM, VUZ, BNA, GQO
	NASHVILLE–SWAPP	BWG, IIU, PXV, VXV, BNA, GQO
Q33	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
	LITTLE ROCK–PROWL	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL
Q34	TEXARKANA–MATIE	LIT, SWB, TXK, BYP, EIC, ELD, SQS
	MATIE–MEMPHIS	LIT, ARG, MEM, ELD, SQS
	MEMPHIS–SWAPP	BWG, ARG, MEM, MKL, SQS,PXV, BNA, GQO, IIU, VXV
Q35	KIMBERLY–NEERO	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO
	NEERO–WINEN	BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE
	WINEN–CORKR	CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK
	CORKR–DRAKE	TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
Q36	RAZORBACK–TWITS	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT
	TWITS–DEPEC	MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU
	DEPEC–NASHVILLE	GQO, BWG, BNA, PXV, IIU
	NASHVILLE–SWAPP	VXV, BWG, BNA, GQO, PXV, IIU

Route	Segment	DME
Q38	ROKIT–INCIN	DAS, LCH, SWB, IAH, LFK, HUB, AEX
	INCIN–LAREY	JAN, MCB, SWB, AEX
	LAREY–BESOM	JAN, JYU, MEI, SQS, VUZ
Q40	ALEXANDRIA–DOOMS	AEX, SWB, LCH, JAN, HEZ, MCB
	DOOMS–WINAP	JAN, SQS, MEI, MCB
	WINAP–MISLE	MEI, VUZ, JYU
Q42	KIRKSVILLE–STRUK	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX
	STRUK–DANVILLE	ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK
	DANVILLE–MUNCIE	GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM
	MUNCIE–HIDON	FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC
	HIDON–BUBAA	AIR, APE, HNN, CXR, HVQ, EWC, DJB
	BUBAA–PSYKO	AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB
	PSYKO–BRNAN	PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT
	BRNAN–MAALS	EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE
	MAALS–SUZIE	ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK
	SUZIE–EAST TEXAS	JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN
	EAST TEXAS–ELIOT	HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK
Q104	DEFUN–HEVVN	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG
	HEVVN–PLYER	PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD
	PLYER–SWABE	PIE, ORL, OMN, SRQ, TAY
	SWABE–ST PETERSBURG	LAL, ORL, OMN, SRQ, PHK, PIE
	ST PETERSBURG–CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN
Q106	SMELZ–BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI–DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK–GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
Q108	GADAY–HKUNA	CEW, JYU, MGM, SZW, RRS, PZD, MAI, OTK, GEF, MGR, TAY, AMG, CRG
Q110	THNDR–JAYMC	SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI
	JAYMC–RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO–KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
	GULFR–FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
Q112	DEFUN–HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVVN–INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
Q116	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
	GULFR–CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
Q118	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
Q501	VIXIS–GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT,EAU, DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
	GOPHER–SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
Q502	KENPA–GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD
	GOPHER–SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
Q504	NOTAP–CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD
	CESNA–HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
Q505	OMAGA–RIMBE	SSM, TVC, ASP, SAW, GRB
	RIMBE–CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	CESNA–HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB

RNAV Routing and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

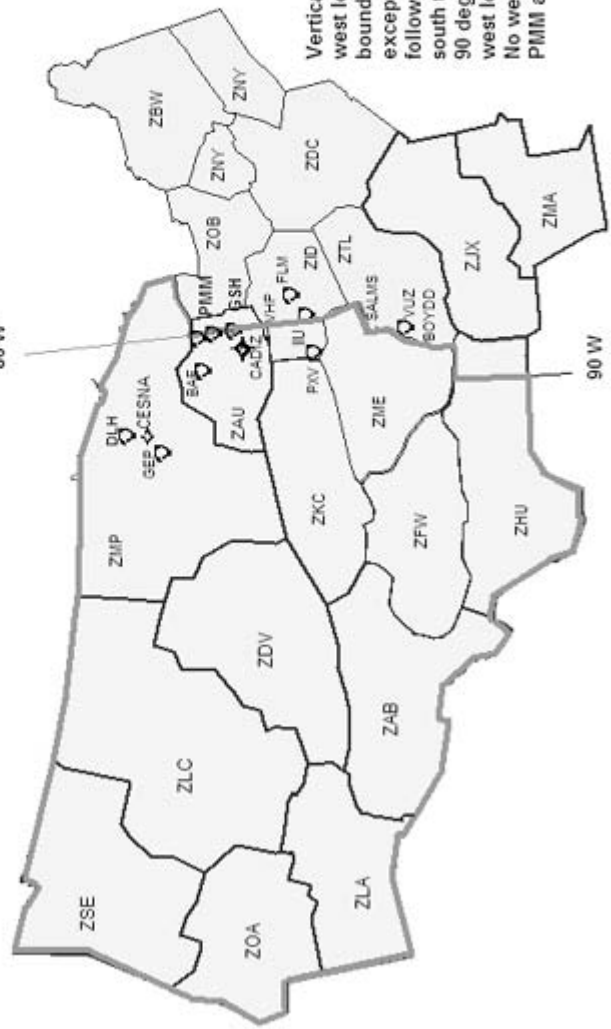
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: http://sua.faa.gov/sua/Welcome.do. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.



HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non–restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MZV or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD–STAFF Or MLC J105 SGF BDF BRADFORD–STAF
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, ELD, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE–RNAV STAR or Aircraft joining J37 to the northeast, GUSTI SID GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42

Houston Hobby	LIT, ELD, MLC, JCT, or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTS or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ, MCM or HLV MCI
San Antonio Terminal Area	FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area Oakland San Jose	GALLI, INSLO, HAROL JSICA GALLI, INSLO, HAROL JSICA GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY

*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVAC or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)–STAR or PATYN HONIE (RNAV)–STAR

Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501
or
Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP
or
Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY–STAR or ESPAN FRIHO–STAR or LAVAN LAVAN–STAR or FTI FRIHO–STAR or MIERA MIERA–STAR
Austin Terminal Area	Aircraft west of a north–south line at LFK, BLEWE or Aircraft east of a north–south line at LFK,IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)–STAR
Chicago Midway	CVA MOTIF–STAR or PIA MOTIF–STAR or DBQ CVA MOTIF–STAR or LMN MOTIF–STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE–STAR or TVC PULLMAN–STAR or FOD DBQ JVL JANESVILLE–STAR or MCW JANESVILLE–STAR or GCK IRK BRADFORD–STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

Denver Terminal Area	OATHE DANDD–STAR or HGO QUAIL–STAR or LOPEC–STAR or ALS LARKS–STAR or HBU POWDR–STAR or EKR TOMSN–STAR or CHE TOMSN–STAR or BFF LANDR–STAR or LBF SAYGE–STAR or HCT SAYGE–STAR or RSK LARKS–STAR or LAA QUAIL–STAR or GCK J154 RYLIE DANDD–STAR or OCS J154 ALPOE RAMMS–STAR or YANKI J114 SNY LANDR–STAR or Aircraft filed BIL or east, MBW RAMMS–STAR
Ft Lauderdale or Ft Lauderdale Executive	CEW DEFUN Q104 PIE SWAGS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 PIE SWAGS (RNAV)–STAR
Houston Bush	CRP, CVE, LLO, LUKIY, SAT or Aircraft south and east of LLA, JEPEG or MISLE Q40 AEX or Aircraft north and east of SJI, SJI or Aircraft east of PXV, PXV Q31 DHART SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Houston Hobby	CRP, ELLVR, SAT, SWB or Aircraft south and east of GIRLY, KCEEE or Aircraft north and east of SJI, SJI or BESOM Q38 ROKIT ROKIT–STAR or Aircraft east of PXV, PXV Q29 HARES SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Jacksonville	GADAY ZOOSS TAY Aircraft through ZHU airspace remain south of ZME and ZTL airspace or ZOOSS TAY

John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA PGS LYNSY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVVN Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLS
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW INPIN GULLO (RNAV)–STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL–STAR or LARNO BONVL–STAR or MOXEE MOXEE–STAR
St. Louis Terminal Area	SGF TRAKE–STAR or BUM TRAKE–STAR or ANX TRAKE–STAR or LMN IRK RIVRS–STAR or RBS VANDALIA–STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE–STAR or EKR MTU SPANE–STAR or BCE DTA–TCH or MLF DTA–TCH or BVL BONNEVILLE–STAR or BYI BEARR–STAR or PIH BEARR–STAR or DBS BRIGHAM CITY–STAR or JAC BRIGHAM CITY–STAR or BPI BRIGHAM CITY–STAR or OCS BRIGHAM CITY–STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north–south line at LFK, BLEWE or East of a north–south line at LFK, IDU

San Francisco	FMG GOLDEN GATE–STAR or MVA MODESTO–STAR or ENI GOLDEN GATE–STAR or OAL MODESTO–STAR or South of a line ILC to DVC, REANA KATTS OAL MODESTO–STAR
San Jose	FMG HYP EL NIDO–STAR or OAL HYP EL NIDO–STAR or ENI GOLDEN GATE–STAR or South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO–STAR
Seattle Terminal Area	Aircraft From northeast, southeast, south, TEMPL GLASR–STAR or SUNED CHINS–STAR or BTG OLMYPIA–STAR
Southwest Florida Airports RSW and FMY	CEW DEFUN Q104 SWABE JOSFF–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW HEVVN Q104 SWABE JOSFF–STAR
Tampa Terminal Area	CEW DEFUN Q104 HEVVN DARBS–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW DARBS–STAR
Tucson	DRK PXR or MOHAK GBN

VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with ''VP''. Stand–alone VFR Waypoints are portrayed on VFR Charts using the same four–point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57′/W076°20.38′
VPONX	_____	N39°06.65′/W076°55.92′
VPOOP	_____	N38°56.32′/W076°36.90′

BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17′/W070°49.48′
VPBLT	_____	N42°19.67′/W070°53.40′
VPCGS	_____	N42°22.08′/W071°03.13′
VPEVS	_____	N42°23.52′/W071°04.10′
VPFEN	_____	N42°12.58′/W071°08.88′
VPFRE	_____	N42°25.03′/W071°12.32′
VPGVL	_____	N42°21.88′/W070°52.18′
VPHAM	_____	N42°30.13′/W071°07.15′
VPPIK	_____	N42°20.37′/W071°15.93′
VPQUA	_____	N42°12.10′/W071°04.78′
VPQUB	_____	N42°12.60′/W070°59.83′
VPSPF	_____	N42°24.20′/W071°09.47′
VPTOB	_____	N42°31.42′/W070°59.82′
VPWAN	_____	N42°36.88′/W071°19.45′

BOSTON TERMINAL AREA CHART

VPCOH	Cohasset	N42°13.58′/W070°48.94′
VPCUT	Cuttyhunk Harbor	N41°25.50′/W070°55.03′
VPFRA	Framingham Shopping Center	N42°18.16′/W071°23.65′
VPHOL	Woods Hole	N41°31.06′/W070°40.60′
VPHUL	Hull	N42°18.20′/W070°55.30′
VPLPT	Nantucket Great Point	N41°23.41′/W070°02.78′
VPNED	Needham Towers	N42°18.51′/W071°14.64′
VPPEA	Peabody Shopping Center	N42°32.52′/W070°56.69′
VPROC	Rockingham Race Track	N42°46.29′/W071°13.57′
VPSCI	Scituate	N42°11.89′/W070°43.69′
VPTPT	Nantucket Third Point	N41°18.51′/W070°03.37′
VPTUC	Tuckernuck	N41°18.31′/W070°15.43′
VPWAK	Wakefield	N42°30.72′/W071°05.24′
VPWAN	Wang Towers	N42°36.88′/W071°19.45′

CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37′/W076°31.47′
VPAVA	_____	N34°57.00′/W077°16.50′
VPBFE	_____	N32°16.38′/W080°47.50′
VPBRA	_____	N36°13.75′/W076°08.08′
VPGCE	_____	N36°03.90′/W076°36.42′
VPGHI	_____	N35°15.30′/W075°31.25′
VPGIO	_____	N35°32.50′/W076°37.33′
VPKJU	_____	N35°26.58′/W076°10.22′
VPLMN	_____	N34°55.43′/W077°46.42′
VPMAB	_____	N34°42.20′/W077°03.50′
VPNPO	ISLE OF PALMS	N32°47.78′/W079°46.45′
VPOKY	_____	N35°06.53′/W075°59.17′
VPREP	_____	N32°33.98′/W080°21.82′
VPRRS	_____	N33°25.45′/W079°07.60′
VPUMO	_____	N35°35.63′/W075°28.08′
VPWZO	_____	N36°00.87′/W075°40.07′
VPZIE	_____	N32°01.62′/W080°53.42′

CHICAGO SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCOH	_____	N31°49.35′/W081°51.07′

DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN	_____	N39°44.28′/W104°26.00′
VPFTG	_____	N39°44.35′/W104°32.75′
VPNIC	NORTH INTERCHANGE	N39°58.90′/W104°59.27′

HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPBWY	_____	N29°46.25′/W095°09.24′
VPDTN	_____	N29°46.59′/W095°22.01′
VPGLA	_____	N30°08.32′/W095°06.62′
VPGLB	_____	N30°07.80′/W094°55.70′
VPKTY	_____	N29°47.05′/W095°44.92′
VPPLN	_____	N30°08.80′/W095°50.42′
VPRSN	_____	N29°30.00′/W095°41.00′
VPSND	_____	N29°23.13′/W095°28.86′
VPSNT	_____	N29°49.29′/W094°53.94′
VPTNE	_____	N29°47.48′/W095°03.34′
VPTNW	_____	N29°47.06′/W095°33.81′
VPTRK	_____	N29°24.06′/W095°10.44′

JACKSONVILLE SECTIONAL CHART

VPAFI	_____	N31°49.35′/W081°51.07′
VPAFY	_____	N30°07.00′/W081°21.33′
VPBEC	_____	N29°46.25′/W081°15.10′
VPCJA	_____	N29°30.00′/W081°06.00′
VPCKY	_____	N28°46.50′/W082°34.00′
VPCNY	_____	N28°30.00′/W080°45.00′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDAR	_____	N31°22.38′/W081°24.13′
VPDFI	_____	N29°00.17′/W081°20.85′
VPDUT	_____	N27°37.70′/W082°09.10′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPEGV	_____	N29°39.97′/W081°24.87′
VPFFU	_____	N28°57.08′/W081°00.33′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHAA	_____	N30°04.02′/W083°40.02′
VPHUC	_____	N28°19.87′/W082°43.77′
VPIWA	MIDWAY	N31°48.33′/W081°25.85′
VPJMY	_____	N29°26.92′/W081°18.27′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPLEV	_____	N28°48.00′/W080°52.00′
VPLJA	_____	N29°00.00′/W080°51.00′
VPMAI	_____	N30°50.02′/W084°56.63′
VPTLH	_____	N30°32.70′/W083°52.22′
VPXZY	_____	N29°35.00′/W083°10.00′
VPYIW	_____	N30°42.28′/W081°27.25′
VPZIE	_____	N32°01.62′/W080°53.42′

KANSAS CITY SECTIONAL CHART

VPAGO	_____	N37°50.33′/W090°29.03′
VPBEK	_____	N37°15.07′/W092°30.67′
VPDEN	_____	N37°46.75′/W092°19.20′
VPENE	_____	N37°44.75′/W091°55.78′
VPESS	_____	N36°59.48′/W091°00.88′
VPFME	_____	N37°41.00′/W092°38.33′
VPGXY	_____	N37°15.50′/W091°40.17′
VPMBE	_____	N37°11.08′/W090°27.92′
VPMKE	_____	N37°24.47′/W092°40.00′
VPROV	_____	N38°01.72′/W091°12.81′
VPUTT	_____	N37°52.05′/W092°01.20′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPWOC	_____	N37°18.03′/W092°18.63′
VPWRO	_____	N37°39.12′/W091°45.68′
VPXIZ	_____	N37°26.60′/W092°05.42′

KANSAS CITY TERMINAL AREA CHART

VPATN	ATCHISON	N39°33.62′/W095°07.65′
VPBGS	BLUE SPRINGS	N39°01.82′/W094°16.32′
VPBSP	BONNER SPRINGS	N39°03.78′/W094°53.10′
VPCHB	CHOUTEAU BRIDGE	N39°08.77′/W094°32.03′
VPDSO	DE SOTO	N38°58.68′/W094°58.48′
VPESG	EXCELSIOR SPRINGS	N39°20.68′/W094°13.77′
VPGTB	GARRETSBURG	N39°40.92′/W094°41.45′
VPLAT	LATHROP WATER TANK	N39°32.87′/W094°20.00′
VPLEN	LENEXA	N38°57.77′/W094°43.68′
VPLVL	LONGVIEW LAKE	N38°54.63′/W094°28.28′
VPMCL	MC LOUTH	N39°11.65′/W095°12.50′
VPNHA	NASHUA	N39°17.83′/W094°34.80′
VPSCX	SPORTS COMPLEX	N39°03.00′/W094°29.02′
VPSKR	SUGAR CREEK REFINERY	N39°07.00′/W094°27.02′
VPSPK	SWOPE PARK	N39°00.47′/W094°31.93′
VPTSK	TWIN STACKS	N39°09.05′/W094°38.22′
VPWOF	WORLDS OF FUN	N39°10.42′/W094°29.12′

KLAMATH FALLS SECTIONAL CHART

VPORO	_____	N43°57.38′/W123°02.22′

LOS ANGELES HELICOPTER CHART

VPANA	_____	N33°44.43′/W117°50.03′
VPART	MAGNOLIA	N33°51.45′/W117°58.92′
VPAUT	HWY 91 & 55	N33°50.63′/W117°49.57′
VPBOB	_____	N33°59.60′/W117°21.45′
VPCAR	_____	N33°49.90′/W118°17.23′
VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61′
VPCOR	_____	N33°52.90′/W117°32.95′
VPCRX	_____	N34°01.40′/W117°44.88′
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53′
VPDOW	_____	N33°56.47′/W118°05.80′
VPELA	_____	N34°00.98′/W118°10.35′
VPETY	_____	N33°38.70′/W117°44.12′
VPFCB	_____	N34°02.03′/W118°01.63′
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71′/W119°10.39′
VPGOL	_____	N34°09.33′/W118°17.37′
VPIMP	_____	N33°55.85′/W118°16.85′
VPKAT	_____	N33°48.23′/W117°54.22′
VPKEL	_____	N34°03.92′/W117°48.40′
VPLAC	_____	N34°03.75′/W118°14.93′
VPLLU	_____	N34°03.85′/W117°17.82′
VPLQM	QUEEN MARY	N33°45.17′/W118°11.37′
VPLRT	SANTA ANITA RACE TRACK	N34°08.45′/W118°02.65′
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97′/W118°16.32′
VPMDR	_____	N33°59.27′/W118°23.97′
VPNEW	NEWHALL PASS	N34°20.18′/W118°30.72′
VPNUY	_____	N34°09.63′/W118°28.18′
VPPCH	_____	N33°28.07′/W117°40.32′
VPPKC	_____	N34°03.32′/W118°12.83′
VPPOR	_____	N34°00.10′/W117°50.12′
VPRRT	_____	N33°59.37′/W118°16.83′
VPSEP	_____	N34°05.80′/W118°28.63′
VPSFR	_____	N34°17.45′/W118°28.07′
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34′
VPSTK		N34°13.97′/W118°24.60′

LOS ANGELES SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61′
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53′
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71′/W119°10.39′
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34′

LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61′
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53′
VPGTY	GETTY CENTER	N34°04.84′/W118°28.66′
VPLBP	BANNING PASS	N33°56.05′/W116°59.63′
VPLCC	CHAFFEY COLLEGE	N34°08.87′/W117°34.33′
VPLCP	CAJON PASS	N34°18.07′/W117°27.68′
VPLDL	DISNEYLAND	N33°48.72′/W117°55.13′
VPLDP	DANA POINT	N33°27.62′/W117°42.87′
VPLDS	DODGER STADIUM	N34°04.42′/W118°14.42′
VPLFX	91/605 INTERCHANGE	N33°52.38′/W118°06.08′
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10′/W118°18.02′
VPLHF	110/405 FWYS	N33°51.42′/W118°17.10′
VPLHP	HUNTINGTON PIER	N33°39.32′/W118°00.25′
VPLKH	KING HARBOR	N33°50.75′/W118°23.88′
VPLLC	L.A. COLISEUM	N34°00.83′/W118°17.27′
VPLLM	LAKE MATHEWS	N33°50.58′/W117°26.85′
VPLMM	MAGIC MOUNTAIN	N34°26.20′/W118°36.28′
VPLMS	MILE SQUARE PARK	N33°43.40′/W117°56.77′
VPLPD	PRADO DAM	N33°53.40′/W117°38.48′
VPLPP	PACIFIC PALISADES	N34°02.13′/W118°32.15′
VPLQM	QUEEN MARY	N33°45.17′/W118°11.37′
VPLRB	ROSE BOWL	N34°09.67′/W118°10.05′
VPLRT	SANTA ANITA RACE TRACK	N34°08.45′/W118°02.65′
VPLSA	SANTA ANA CANYON	N33°52.03′/W117°42.68′
VPLSB	SANTA FE FLOOD BASIN	N34°07.72′/W117°57.30′
VPLSC	STATE COLLEGE	N33°52.97′/W117°53.13′
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87′/W118°29.00′
VPLSP	SIGNAL PEAK	N33°36.33′/W117°48.63′
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07′/W118°21.13′
VPLSS	SANTA SUSANA PASS	N34°16.00′/W118°38.43′
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40′/W118°20.30′
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97′/W118°16.32′
VPLWT	WATER TANK	N34°10.82′/W118°46.27′
VPNEW	NEWHALL PASS	N34°20.18′/W118°30.72′
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34′

MIAMI SECTIONAL CHART

VPACH	HOLLYWOOD BEACH	N26°00.92′/W080°06.93′
VPBOV	_____	N27°57.00′/W080°46.75′
VPCLE	_____	N26°27.07′/W082°00.88′
VPCTE	_____	N26°09.28′/W081°20.70′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDUT	_____	N27°37.70′/W082°09.10′
VPDZE	_____	N27°19.00′/W080°44.17′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPEDY	ANDYTOWN TOLLGATE	N26°08.78′/W080°28.00′
VPFAH	_____	N26°25.40′/W081°29.67′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHRO	_____	N27°05.97′/W082°12.20′
VPHUC	_____	N28°19.87′/W082°43.77′
VPIBR	_____	N27°12.47′/W081°40.22′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPKOE	_____	N24°40.08′/W081°20.55′
VPLYY	_____	N24°49.07′/W080°49.17′
VPMBO	GULFSTREAM PARK	N25°58.57′/W080°08.17′
VPOBA	PUMPING STATION	N26°28.30′/W080°26.75′
VPRBI	_____	N25°50.67′/W080°55.18′
VPRNL	RANGER STATION	N25°22.92′/W080°36.58′
VPWMO	_____	N27°03.00′/W080°35.00′

MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92′/W080°06.93′
VPEDY	ANDYTOWN TOLLGATE	N26°08.78′/W080°28.00′
VPMBO	GULFSTREAM PARK	N25°58.57′W080°08.17′
VPOBA	PUMPING STATION	N26°28.30′/W080°26.75′
VPRBI	_____	N25°50.67′/W080°55.18′
VPRNL	RANGER STATION	N25°22.92′/W080°36.58′

NEW ORLEANS SECTIONAL CHART

VPGPT	_____	N30°25.95′/W089°05.62′
VPLIP	PHILLIPS INLET	N30°16.23′/W085°59.25′
VPMAI	_____	N30°50.02′/W084°56.63′
VPMOB	_____	N30°23.00′/W088°31.72′
VPRAM	_____	N30°18.95′/W089°35.88′
VPRER	_____	N30°13.87′/W085°20.67′
VPRIV	_____	N30°54.85′/W087°57.82′
VPSAW	_____	N30°49.65′/W089°07.42′
VPTHR	_____	N30°19.93′/W087°08.50′

NEW YORK HELICOPTER CHART

VPJAY	_____	N40°59.00′/W073°07.00′
VPLYD	_____	N40°57.37′/W073°29.59′
VPROK	_____	N40°52.70′/W073°44.24′

PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97′/W112°35.20′
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05′/W112°41.38′
VPARM	ARROWHEAD MALL	N33°38.52′/W112°13.48′
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98′/W111°59.08′
VPAZM	ARIZONA MILLS	N33°23.43′/W111°57.88′
VPBAR	BARTLETT DAM	N33°49.10′/W111°37.92′
VPCCC	COUNTRY CLUB & CANAL	N33°30.73′/W111°50.37′
VPCNL	CANAL	N33°33.23′/W111°46.89°
VPFRB	FIREBIRD LAKE	N33°16.35′/W111°58.10′
VPFTN	FOUNTAIN HILLS	N33°36.12′/W111°42.72′
VPGLX	GILA CROSSING	N33°16.55′/W112°10.08′
VPGPP	GLENDALE POWER PLANT	N33°33.27′/W112°13.00′
VPMAR	MARICOPA	N33°03.42′/W112°02.88′
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53′/W111°49.58′
VPNRV	NEW RIVER	N33°55.08′/W112°08.45′
VPNTT	NORTH TEST TRACK	N33°03.50′/W111°55.83′
VPPIR	PIR	N33°22.52′/W112°18.90′
VPQTR	QUINTERO GOLF COURSE	N33°49.53′/W112°23.58′
VPRVC	RIO VERDE COMMUNITY	N33°44.37′/W111°39.62′
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02′/W112°02.12′
VPSQP	SQUAW PEAK	N33°32.83′/W112°01.27′
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50′/W111°41.37′
VPSTN	SANTAN MOUNTAINS	N33°09.23′/W111°40.92′
VPSTT	SOUTH TEST TRACK	N32°56.25′/W111°59.67′
VPZZZ	_____	N33°20.18′/W111°26.53′

ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08′/W090°22.42′
VPBPE	_____	N38°23.80′/W090°20.38′
VPCJY	HOLIDAY SHORES	N38°55.00′/W089°56.00′
VPCOJ	WINFIELD DAM	N39°00.28′/W090°41.23′
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18′/W090°16.47′
VPEAZ	BUSCH STADIUM	N38°37.43′/W090°11.55′
VPEDZ	WATER TANKS	N38°45.30′/W090°34.87′
VPEGR	GAS TANKS	N38°35.80′/W090°19.32′
VPEOX	ST PETERS	N38°47.17′/W090°39.25′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPFAI	HOWELL ISLAND	N38°40.00′/W090°43.00′
VPFFY	_____	N38°55.37′/W090°17.30′
VPGPF	_____	N38°35.60′/W090°26.92′
VPGVI	_____	N38°32.30′/W090°27.80′
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88′/W090°10.42′
VPIBO	WATERLOO	N38°20.00′/W090°09.00′
VPJMU	HORSESHOE LAKE	N38°41.00′/W090°05.00′
VPKNY	PACIFIC	N38°29.00′/W090°44.00′
VPLES	ST CHARLES	N38°47.00′/W090°30.00′
VPLIW	SIX FLAGS	N38°30.67′/W090°40.47′
VPLXU	GATEWAY ARCH	N38°37.50′/W090°11.00′
VPNSY	WOOD RIVER REFINERIES	N38°50.00′/W090°05.00′
VPNZY	WENTZVILLE	N38°48.83′/W090°50.98′
VPRAZ	JERSEYVILLE	N39°07.00′/W090°20.00′
VPRMO	FOREST PARK	N38°38.00′/W090°17.00′
VPWKO	COLUMBIA	N38°27.00′/W090°12.00′
VPXXI	MILLSTADT	N38°27.50′/W090°05.68′
VPYID	MOSENTHEIN ISLAND	N38°43.00′/W090°12.25′

SALT LAKE CITY HELICOPTER CHART

VPAIR	SALTAIR	N40°44.85′/W112°11.22′
VPBEE	SOUTH INTERCHANGE	N40°38.18′/W111°54.23′
VPBRN	BARN	N40°54.28′/W112°10.15′
VPCAP	STATE CAPITOL	N40°46.67′/W111°53.25′
VPCHS	_____	N40°42.28′/W112°05.92′
VPCOP	BINGHAM COPPER MINE	N40°31.38′/W112°09.00′
VPCWY	CAUSEWAY	N41°05.37′/W112°07.17′
VPCYN	PARLEYS CANYON	N40°42.67′/W111°48.10′
VPFPC	FREE PORT CENTER	N41°05.92′/W112°02.27′
VPFPK	FRANCIS PEAK	N41°01.98′/W111°50.30′
VPGFS	GARFIELD STACK	N40°43.28′/W112°11.88′
VPHVE	SPAGHETTI BOWL	N40°43.50′/W111°54.22′
VPJRT	JORDAN RIVER TEMPLE	N40°35.02′/W111°55.58′
VPKSL	KSL ANTENNA	N40°46.80′/W112°05.80′
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08′/W111°53.57′
VPMDH	MCKAY DEE HOSPITAL	N41°11.50′/W111°57.08′
VPMMT	MICROWAVE TOWERS	N40°48.50′/W111°53.37′
VPMSH	_____	N41°01.67′/W112°02.47′
VPNSL	_____	N40°50.15′/W111°54.90′
VPNTP	_____	N41°03.57′/W112°14.23′
VPOGE	GRAIN ELEVATOR	N41°13.13′/W112°00.45′
VPOPS	POWER STATION	N41°20.38′/W112°02.78′
VPPEN	STATE PRISON	N40°29.88′/W111°53.62′
VPPPT	PROMONTORY POINT	N41°12.28′/W112°25.73′
VPPTM	POINT OF THE MOUNTAIN	N40°27.42′/W111°54.83′
VPPVO	PROVO CANYON	N40°18.77′/W111°39.45′
VPRWY	_____	N40°48.48′/W112°00.33′
VPSLC	I–15/I–80 INTERCHANGE	N40°45.83′/W111°54.85′
VPTIP	SOUTH TIP	N40°50.93′/W112°10.92′
VPWBR	WEBER CANYON	N41°08.17′/W111°54.83′
VPWBT	_____	N40°38.00′/W112°03.33′

SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR	SALTAIR	N40°44.85′/W112°11.22′
VPBEE	SOUTH INTERCHANGE	N40°38.18′/W111°54.23′
VPBRN	BARN	N40°54.28′/W112°10.15′
VPCAP	STATE CAPITOL	N40°46.67′/W111°53.25′
VPCHS	_____	N40°42.28′/W112°05.92′
VPCOP	BINGHAM COPPER MINE	N40°31.38′/W112°09.00′
VPCVI	CENTERVILLE INTERCHANGE	N40°55.30′/W111°53.43′
VPCWY	CAUSEWAY	N41°05.37′/W112°07.17′
VPCYN	PARLEYS CANYON	N40°42.67′/W111°48.10′
VPFPC	FREE PORT CENTER	N41°05.92′/W112°02.27′
VPFPK	FRANCIS PEAK	N41°01.98′/W111°50.30′
VPGFS	GARFIELD STACK	N40°43.28′/W112°11.88′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50′/W111°54.22′
VPJRT	JORDAN RIVER TEMPLE	N40°35.02′/W111°55.58′
VPKSL	KSL ANTENNA	N40°46.80′/W112°05.80′
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08′/W111°53.57′
VPMDH	MCKAY DEE HOSPITAL	N41°11.50′/W111°57.08′
VPMMT	MICROWAVE TOWERS	N40°48.50′/W111°53.37′
VPMSH	_____	N41°01.67′/W112°02.47′
VPNSL	_____	N40°50.15′/W111°54.90′
VPNTP	_____	N41°03.57′/W112°14.23′
VPOGE	GRAIN ELEVATOR	N41°13.13′/W112°00.45′
VPOPS	POWER STATION	N41°20.38′/W112°02.78′
VPPEN	STATE PRISON	N40°29.88′/W111°53.62′
VPPPT	PROMONTORY POINT	N41°12.28′/W112°25.73′
VPPTM	POINT OF THE MOUNTAIN	N40°27.42′/W111°54.83′
VPPVO	PROVO CANYON	N40°18.77′/W111°39.45′
VPRWY	_____	N40°48.48′/W112°00.33′
VPSLC	I–15/I–80 INTERCHANGE	N40°45.83′/W111°54.85′
VPTIP	SOUTH TIP	N40°50.93′/W112°10.92′
VPUOU	U OF U EVENTS CENTER	N40°45.73′/W111°50.28′
VPWBR	WEBER CANYON	N41°08.17′/W111°54.83′
VPWBT	_____	N40°38.00′/W112°03.33′
VPZOO	HOGLE ZOO	N40°45.00′/W111°48.95′

SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62′/W117°42.87′
VPLSP	SIGNAL PEAK	N33°36.33′/W117°48.63′
VPOCN	_____	N33°14.15′/W117°26.63′
VPSBC	BARONA CASINO	N32°56.25′/W116°52.60′
VPSBL	_____	N33°05.18′/W117°18.55′
VPSBM	BLACK MOUNTAIN	N32°58.87′/W117°07.00′
VPSCF	_____	N32°48.55′/W117°09.17′
VPSCM	COWLES MOUNTAIN	N32°48.72′/W117°01.97′
VPSCP	CRYSTAL PIER	N32°47.77′/W117°15.42′
VPSCR	_____	N32°39.37′/W117°07.30′
VPSFB	IRON MOUNTAIN	N32°58.25′/W116°57.33′
VPSLJ	LAKE JENNINGS	N32°51.53′/W116°53.28′
VPSMB	_____	N32°45.57′/W117°12.22′
VPSMP	_____	N33°22.70′/W117°36.75′
VPSMS	MOUNT SOLEDAD	N32°50.40′/W117°15.10′
VPSMV	_____	N32°45.75′/W117°09.80′
VPSMW	MOUNT WOODSON	N33°00.52′/W116°58.23′
VPSOP	OTAY MESA PRISON	N32°35.82′/W116°55.28′
VPSOT	LOWER OTAY LAKE	N32°37.73′/W116°55.38′
VPSPL	SOUTH POINT LOMA	N32°39.90′/W117°14.55′
VPSPP	POWER PLANT	N33°08.25′/W117°20.23′
VPSQS	QUALCOMM STADIUM	N32°46.98′/W117°07.23′
VPSRT	DEL MAR RACE TRACK	N32°58.58′/W117°15.95′
VPSSM	SAN MIGUEL MOUNTAIN	N32°41.78′/W116°56.18′
VPSSV	SAN VICENTE ISLAND	N32°55.53′/W116°55.00′
VPSTP	TORREY PINES GOLF COURSE	N32°54.17′/W117°14.68′
VPSVA	_____	N33°11.48′/W117°16.38′

SAN FRANCISCO SECTIONAL CHART

VPKBG	KINGSBURY GRADE	N38°58.75′/W119°53.20′

SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35′/W121°35.42′
VPANT	ANTIOCH BRIDGE	N38°01.45′/W121°45.02′
VPBBR	BENICIA BRIDGE	N38°02.50′/W122°07.45′
VPCAL	CALAVERAS RESERVOIR	N37°28.16′/W121°48.93′
VPCBT	LAKE CHABOT	N37°43.68′/W122°06.94′
VPCOY	COYOTE HILLS	N37°32.50′/W122°05.06′
VPCQZ	CARQUINEZ BRIDGE	N38°03.66′/W122°13.52′
VPCRL	_____	N37°11.00′/W121°41.06′
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56′/W122°21.10′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCSH	CAL STATE UNIVERSITY	N37°39.52′/W122°03.52′
VPDAM	DEL VALLE DAM	N37°36.91′/W121°44.78′
VPDLR	_____	N37°07.00′/W121°47.06′
VPDUB	DUBLIN	N37°42.06′/W121°55.36′
VPEMB	EMBASSY SUITES	N37°26.05′/W121°53.83′
VPGGF	GOLDEN GATE FIELDS	N37°53.07′/W122°18.71′
VPGIL	GILROY	N37°01.37′/W121°33.99′
VPHHH	HAMILTON	N38°03.58′/W122°30.66′
VPKGO	KGO	N37°31.58′/W122°06.10′
VPLEX	LEXINGTON RESERVOIR	N37°11.66′/W121°59.18′
VPMID	MID–SPAN SAN MATEO BRIDGE	N37°36.28′/W122°11.81′
VPMOR	MORMON TEMPLE	N37°48.46′/W122°11.95′
VPNUM	NUMMI PLANT	N37°29.56′/W121°56.58′
VPPAC	_____	N37°38.00′/W122°32.07′
VPPRU	PRUNEYARD	N37°17.33′/W121°56.01′
VPSAR	SARATOGA	N37°15.26′/W122°02.33′
VPSLA	SLAC/LINEAR ACCELERATOR	N37°24.75′/W122°14.35′
VPSTB	STINSON BEACH	N37°54.45′/W122°40.41′
VPSUN	SUNOL GOLF COURSE	N37°34.85′/W121°53.23′
VPUTC	U.T.C.	N37°13.93′/W121°41.35′
VPWAL	WALNUT CREEK	N37°53.78′/W122°04.30′
VPWAM	_____	N37°30.28′/W122°10.00′
VPWFR	CEMENT PLANT	N37°30.88′/W122°12.26′

TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV	_____	N27°57.00′/W080°46.75′
VPCNY	_____	N28°30.00′/W080°45.00′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDFI	_____	N29°00.17′/W081°20.85′
VPDUT	_____	N27°37.70′/W082°09.10′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPFFU	_____	N28°57.08′/W081°00.33′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHUC	_____	N28°19.87′/W082°43.77′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPLEV	_____	N28°48.00′/W080°52.00′
VPLJA	_____	N29°00.00′/W080°51.00′

WASHINGTON SECTIONAL CHART

VPACE	_____	N38°07.82′/W076°48.75′
VPAXI	_____	N38°34.57′/W076°20.38′
VPBRA	_____	N36°13.75′/W076°08.08′
VPGCE	_____	N36°03.90′/W076°36.42′
VPWZO	_____	N36°00.87′/W075°40.07′

VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed ''Type of Checkpoint'' & ''Type of VOT Facility'' G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

ARKANSAS

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Flippin	112.8/FLP	A/1900	053	6.0	Over water tower at Mountain Home.
Fort Smith (Fort Smith Rgnl)	110.4/FSM	G	226	5.2	On runup area on twy to Rwy 25.
	110.4/FSM	G	232	6.2	On runup area on twy to Rwy 07.
Gosnell	111.8/GOJ	A/1700	105	7.3	Over railroad bridge at Armorel.
Harrison (Boone County)	112.5/HRO	G	135	4.4	At int of N/S and E/W twys by trml bldg.
Jonesboro (Jonesboro Muni)	108.6/JBR	G	227	3.9	On NE ramp in front of airline terminal.
Little Rock (Adams Field)	113.9/LIT	G	312	3.8	At intersection of Twys G and F. VOR gnd chk point unusable.
	113.9/LIT	G	310	4.1	On Twy L at Twy A.
Pine Bluff (Grider Field)	116.0/PBF	G	182	4.4	Center E/W twys front of twr.

LOUISANA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Alexandria (Alexandria Intl)	116.1/AEX	G	328	4.3	On runup Rwy 32.
Baton Rouge (Baton Rouge Metro, Ryan)	116.5/BTR	A/1500	063	7.2	Over water tank W side of arpt.
Downtown	108.6/DTN	A/1500	290	10.0	Over white water tower in factory complex.
Downtown (Shreveport Downtown)	108.6/DTN	G	278	.4	On NE side of Twy D by FBO parking area.
Lafayette (Lafayette Rgnl)	109.8/LFT	A/1000	343	22.1	Over rotating beacon at St. Landry Parish–Ahart Fld. arpt.

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
	109.8/LFT	G	355	0.5	On Twy F run up area Rwy 04L.
	109.8/LFT	G	341	0.9	On Twy B run up area Rwy 11.
	109.8/LFT	G	025	1.4	On Twy J run up area Rwy 22L.
Lake Charles (Lake Charles Rgnl)	113.4/LCH	A/1000	253	6.2	Over rotg bcn on twr.
Monroe (Monroe Rgnl)	117.2/MLU	G	212	0.7	On Twy G South of twr.
Natchez (Concordia Parish)	110.0/HEZ	A/1000	247	10.5	Over hangar NW end of fld.
Polk (Fort Polk AAF)	108.4/FXU	A/2000	167	4.5	Over water tower.
Reserve (St John The Baptist Parish)	110.8 RQR	A/1500	270	16.8	Over center of bridge.
Tibby (Houma–Terrebonne)	112.0/TBD	A/1000	117	10.7	Over intersection of Rwys 18–36 and 12–30.
Tibby (Thibodaux Muni)	112.0/TBD	A/1000	353°	5.0	Over microwave twr near arpt.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
New Orleans (Lakefront)	111.0	A/G	Within 5 NM radius between 2000′–3000′.
Shreveport Rgnl	108.2	G	

MISSISSIPPI

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Caledonia (Columbus AFB)	115.2/CBM	G	152	0.7	On S hammerhead.
		G	200	0.5	At base ops.
		G	298	1.5	On N hammerhead T–38 runup.
Greenville (Mid Delta Rgnl)	110.2/GLH	G	185	2.3	On North ramp.
McComb (McComb–Pike Co–John E Lewis Fld)	116.7/MCB	A/1400	234	13.3	Over hangar.
Meridian (Key Field)	117.0/MEI	G	127	4.0	On ramp in front of terminal building.
Natchez (Hardy–Anders Fld Natchez–Adams Co)	110.0/HEZ	G	143	0.5	On taxiway at apch end Rwy 31.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Jackson–Evers Intl	111.0	G	

OKLAHOMA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Ada	117.8/ADH	A/2000	036	5.8	Over railroad and east/west highway in center of town of Francis.
Ardmore (Ardmore Muni)	116.7/ADM	A/2000	045	8.4	Over red and white water tower W side of arpt.
Bartlesville (Bartlesville Muni)	117.9/BVO	G	166	4.5	On parallel twy opposite terminal. OTS indef.
Duncan (Halliburton Field)	111.0/DUC	G	327	5.8	At compass rose.
Enid (Vance AFB)	115.4/END	G	015	0.6	On zero runup pad Rwy 17C.
	115.4/END	G	143	0.8	On zero runup pad Rwy 35R.
	115.4/END	G	160	0.9	On zero runup pad Rwy 35C.
Glenpool (Richard Lloyd Jones Jr)	110.6/GNP	A/2500	348	7.2	Over intersection of rwy south Rwy 13 and Rwy 19R.
Hobart (Hobart Rgnl)	111.8/HBR	A/3500	343	9	Railroad intersection east side of city.
Lawton (Lawton-Fort Sill Rgnl)	109.4/LAW	G	349	4.6	On taxiway between terminal and Rwy 17–35.
McAlester (McAlester Rgnl)	112.0/MLC	G	350	2	At intersection of ramp and twy.
Okmulgee (Okmulgee Rgnl)	114.9/OKM	A/2200	279	10.2	Over intersection N/S railroad and E/W highway.
Ponca City (Ponca City Rgnl)	113.2/PER	G	81	2.9	At Apch end Rwy 17 on Twy A
	113.2/PER	G	107	3.2	At South of ramp on Twy A
Sayre (Sayre Muni)	115.2/SYO	A/3000	175	10.4	VOR ground receiver checkpoints unusable. Over rotating beacon.
Stillwater (Stillwater Rgnl)	108.4/SWO	G	176	4	At intersection of NW ramp and twy D.
Wiley Post (Wiley Post)	113.4/PWA	G	157	0.5	On runup pad to Rwy 35R.
	113.4/PWA	G	007	0.7	On runup area to Rqy 17L.
Will Rogers (Clarence E. Page Muni)	114.1/IRW	A/2900	297	12.8	Over apch end Rwy 35L.
Woodring (Enid Woodring Rgnl)	109.0/ODG	G	352	.5	On ramp W of terminal.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Oklahoma City (Will Rogers World)	108.8	A/G	Within 10 NM radius between 3000′ and 5000′ VOT unusable on Twy H and Rwy 17L–35R N of Twy H–2 and Twy E N of Twy E–2/E–3 junction.
Tulsa International	109.0	G	

TEXAS

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Abilene (Abilene Rgnl)	113.7/ABI	A/2800	047	10.1	Over silos in center of Ft Phantom Lake.
Alice (Alice International)	114.5/ALI	G	272	0.5	On twy near FBO.
Beaumont (Southeast Texas Reg)	114.5/BPT	G	309	0.8	On runup area for Rwy 12.
Borger (Hutchinson Co)	108.6/BGD	G	173	6.7	On twy intersection at N end of ramp.
Brownsville (Brownsville/South Padre Island Intl)	116.3/BRO	G	247	3.2	3.2 NM on hold line Rwy 13R.
Brownwood (Brownwood Rgnl)	108.6/BWD	A/2600	169	6.2	Over rotating bcn.
Childress (Childress Muni)	117.6/CDS	G	353	3.7	At intersection of edge of ramp at center twy.
College Station (Easterwood Field)	113.3/CLL	G	097	3.2	On W edge of parking ramp.
Corpus Christi (Corpus Christi Intl)	115.5/CRP	A/1100	187	9.3	Over Rwy 32 thld.
Daisetta (Liberty Muni)	116.9/DAS	A/1200	195	7.5	Over hangar S of arpt.
Dalhart (Dalhart Muni)	112.0/DHT	A/5000	176	4.1	Over water tower on arpt.
Eagle Lake (Eagle Lake)	116.4/ELA	A/1200	180	4.1	Over water tank 0.4 NM SW of arpt.
Fort Stockton (Fort Stockton–Pecos County)	116.9/FST	G	116	4.0	On ramp N of terminal building.
Gray (Skylark fld)	111.8/GRK	G	056	7.6	On NE runup area.
Gregg Co (East Texas Rgnl)	112.3/GGG	G	128	2.4	At N end of ramp on twy to Rwy 13.
Humble (George Bush Intercontinental/Houston)	116.6/IAH	G	339	2.2	On runup pad Rwy 08.
Laredo (Laredo International)	117.4/LRD	G	313	4.1	On runup area of Twy F.
	117.4/LRD	G	318	4.8	On runup area of Twy A.
Laughlin (Del Rio Intl)	114.4/DLF	A/2000	268	7.7	Over rotating bcn.
	114.4/DLF	G	198	.5	On ramp AER 31L.
	114.4/DLF	G	275	.9	On ramp AER 13R.
Lubbock	109.2/LBB	A/4500	053	4.5	Over water tank at intersection of railroad & road in New Deal.
Lufkin (Angelina County)	112.1/LFK	A/1300	331	4.6	Over rotating bcn.
Marfa (Marfa Muni)	115.9/MRF	A/6000	280	3.6	Over gray–white tank north edge of town.
McAllen (McAllen Miller Intl)	117.2/MFE	G	331	0.6	.6 NM on cargo ramp.
Midland	114.8/MAF	A/4000	224	11	Over Odessa water tank.
Millsap (Mineral Wells)	117.7/MQP	A/2000	329	6.0	Over spillway of lake N of Mineral Wells arpt.
Paris (Cox Fld)	113.6/PRX	G	348	5.6	At intersection of ramp and E/W twy.
Pecos	111.8/PEQ	A/3600	105	5.5	Over 419′ transmission twr E of town of Pecos.
Quitman	114.0/UIM	A/1500	241	14.5	Over water tank in Alba.
Randolph (Randolph AFB)	112.3/RND	G	337	1.0	On AER 14R.

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Rocksprings	111.2/RSG	A/3800	085	4.8	Over 2804′ antenna S of Rocksprings.
San Angelo (San Angelo Rgnl/Mathis Field)	115.1/SJT	G	237	2.6	On E edge of ramp in front of atct.
Scholes (Galveston Intl—Scholes Fld)	113.0/VUH	G	138	.8	Taxiway/runup area East of Rwy 35 thld.
Sinton (Alfred C 'Bubba' Thomas)	115.5/CRP	A/1000	318	9.8	Over rotating bcn on arpt.
Stinson (Stinson Muni)	108.4/SSF	A/2000	337	5.0	Over atct.
Sulphur Springs	109.0/SLR	A/1600	223	7	Over projector booth and snackbar within outdoor theater.
Temple (Draughon–Miller Central Texas Rgnl)	110.4/TPL	G	160	3.6	At edge of ramp and twy in front of refueling office.
Tyler (Tyler Pounds Rgnl)	114.2/TYR	G	082	.5	At intersection twys D and H
Victoria (Victoria Rgnl)	109.0/VCT	G	128	3.2	At approach end of Rwy 12L.
Wichita Falls	112.7/SPS	A/2000	228	19.8	Over spillway at Lake Diversion.
Wichita Falls (Sheppard AFB/Wichita Falls Muni)	112.7/SPS	G	093	5.5	On Twy C runup area Rwy 33L.
	112.7/SPS	G	075	5.3	On Twy G AER 33R.
	112.7/SPS	G	064	5.2	On Twy K AER 15L.
	112.7/SPS	G	068	4.7	On Twy H runup area Rwy 15R.
Wink (Winkler County)	112.1/INK	A/3900	149	5.9	Over intersection of rwys 04–22 and 13–31.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Dallas Love Field	113.3	A/G	Airborne, use within 10 NM radius of Dallas Love field between 2000′ and 10000′.
El Paso International	111.0	G	Used for ground only. Unusable on the west side of hangers south of the intersection of Twy A and the centerline of Rwy 04–22.
Fort Worth Meacham Intl	108.2	G	Used for ground and airborne test. For airborne use within 10 NM radius of Fort Worth Meacham Intl clockwise fr 220°–310° between 2000′ and 5700′.
Houston (William P. Hobby)	108.4	G	
Midland Intl	108.2	G	
San Antonio International	110.4	G	

PARACHUTE JUMPING AREAS

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

(1) Been in operation for at least 1 year.

(2) Operate year round (at least on weekends).

(3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
	ARKANSAS		
(c) **Blackjack Drop Zone**	33 NM; 009° Little Rock	3,000	Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops.
Camp Chaffee, Arrowhead Drop Zone	6 NM; 160° Ft. Smith	3,000	Mon–Fri 0600–2300 and occasional weekends.
Camp Robinson–All American Drop Zone	15 NM; 332° Little Rock	3,000	Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops.
Conway Drop Zone	24 NM; 334° Little Rock	12,500	0800–SS weekends and occasional weekdays.
(c) **Siloam Springs Muni**	18 NM; 256° Razorback	15,000	5 NM radius. Sat–Mon 0700–0000.
Texarkana	9 NM; 160° Texarkana	13,000 AGL	0800–SS weekends and occasional weekdays
	LOUISIANA		
(c) **Baton Rouge**	13NM; 060° Baton Rouge	13,000	Daily SR–SS
(c) **Belle Chasse**	2 NM; 054° Harvey	7,500	Daily SR–SS
Bodcaw	16 NM; 083° Shreveport	13,000	Daily SR–SS
(c) **Breaux Bridge, Bordelon Airpark**	9 NM; 042° Lafayette	12,000	Daily SR–SS
(c) **Mansfield, CE 'Rusty' Williams Arpt**	22 NM; 196° Elm Grove	13,000	3 NM radius. Daily SR–SS
(c) **Opelousas, St Landry Parish—Ahart Fld**	25 NM; 340° Lafayette	11,500	3NM radius. Weekends 0700–1800.
Slidell Arpt	13.8 NM; 195° Picayune	14,500 AGL	3 NM radius. Daily SR–SS. **Louis Armstrong New Orleans Intl Tower 133.15.**
	MISSISSIPPI		
Artesia, Carson Drop Zone	11 NM; 188° Bigbee	2,000 AGL	Occasional use.
(c) **Batesville, Panola County Arpt**	26 NM; 220° Holly Springs	10,500 AGL	5 NM radius, Sat–Sun 0900–SS.
Camp McCain Drop Zone	31.9 NM; 067° Sidon	17,999	5 NM radius. Weekdays and weekends, occasional nights, seldom holidays.
Coldwater, Coldwater Drop Zone	20 NM; 170° Memphis	3,000	0600–2330 Mon–Fri and occasional weekends. Military use.
Edwards, Kelly Drop Zone	30 NM; 230° Jackson	2,000 AGL	Occasional use.
Edwards, Noble Drop Zone	31 NM; 225° Jackson	2,000 AGL	Occasional use.
Grenada Drop Zone	32.6 NM; 048° Sidon	17,999	5 NM radius. Weekends, occasional nights, seldom holidays.
Magee Drop Zone	50 NM; 148° Jackson	12,500	SR–SS weekends & holidays. Occasional use by National Guard.
Rolling Fork, Wade Arpt	32 NM; 180° Greenville	12,500	10 NM radius. SR–SS Daily.
Strong	6.5 NM; 289° Caledonia	12,500	Weekends and holidays SR–SS
Terry, Windy Drop Zone	28 NM; 190° Jackson	2,000 AGL	Occasional use.
West Point, King Drop Zone	7 NM; 305° Bigbee	2,000 AGL	Occasional use.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
Yazoo City, Yazoo Co Arpt	27 NM; 322° Jackson	13,000	3 NM radius. 0900–SS weekends and holidays.
	OKLAHOMA		
(c) **Chickasha, Redhills Arpt**	23 NM; 212° Will Rogers	12,000	1 NM radius. Daily SR–SS.
(c) **Claremore, Sam Riggs Arpt**	7.8 NM; 070° Tulsa	11,000	2 NM radius. Weekends, and holidays, SR–SS. Occasional weekday and night jumps.
(c) **Cushing Muni**	50 NM; 245° Tulsa	14,000	5 NM radius SR until 1 hour after SS daily.
(c) **Eldorado, Sooner Drop Zone**	22 NM; 247° Altus	12,500 AGL	1 NM radius, Mon–Fri 0700–0200 and occasional weekends. Heavy jet activity, IFR and VFR conditions.
(c) **Goldsby, Pardise Air Haven Arpt**	16 NM; 150° Will Rogers	17,000	3 NM radius. Continuous.
(c) **Grandfield Muni**	21 NM; 324° Wichita Falls	13,500	5 NM radius. SR–SS weekends and holidays; occasional weekdays.
(c) **Hinton Muni Arpt**	37 NM; 277° Will Rogers	16,000	3 NM radius. Weekends SR–SS.
(c) **Hugo, Nash Muni Arpt**	52 NM; 155° McAlester	13,000	3 NM radius. Daily SR–SS.
Ketchum Craig Co South Grand Lake Arpt	34 NM; 230° Neosho	12,000	1 NM radius. Daily 0530–2000.
Miami Muni Arpt	21 NM; 126° Oswego	13,000	3 NM radius. SR–SS daily.
Okmulgee Rgnl Arpt	4.3 NM; 241° Okmulgee	15,000	3 NM radius. Sat, Sun and holidays SR–SS.
(c) **Skiatook**	15 NM; 310° Tulsa	13,000	5 NM radius. Daily SR–SS, occasional ngts.
Tahlequah Muni	41 NM; 105° Tulsa	13,500	5 NM radius. Daily SR–SS.
	TEXAS		
Abilene, Dyess AFB	4 NM; 170° Abilene	3,300	Daily SR–SS
Amarillo, Buffalo Fld	13.5 NM; 213° Panhandle	15,000	Daily SR–SS
(c) **Anahuac, Chambers Co Arpt**	14.5 NM; 013° Trinity	17,500	5 NM radius. Daily SR–SS. Occasional ngts.
(c) **Beaumont Muni Arpt**	12.5 NM; 297° Beaumont	15,000 AGL	0800–1 hour past SS, occasional ngts.
(c) **Beeville**	21 NM; 102° Three Rivers	12,500	0900–SS weekends, holidays and occasional weekdays.
(c) **Brookshire, Sport Flyers (Pvt) Arpt**	22 NM, 052° Eagle Lake	12,000	3 NM radius. Daily 1500–0045.
(c) **Bryan, Coulter Fld**	8 NM; 026° College Station	13,500	5 NM radius. Daily SR–SS, occasional ngts, occasional weekdays Wed–Fri. **Houston Center 120.4**
(c) **Caddo Mills**	29 NM; 176° Bonham	15,000	Fri–Sun dalgt hrs, 0600–2100 during summer. UNICOM 122.8/Fort Worth Center 132.02.
Camp Bullis	6.5 NM; 305° San Antonio	2,500 AGL	2 NM radius. Continuous.
(c) **Camp Swift, Blackwell Drop Zone**	15 NM; 119° Centex	1,500 AGL	Daily, occasional ngts.
Dumas, Moore Co Arpt	29 NM; 106° Dalhart	13,700	3 NM radius. SR–2359 weekends and holidays, 1700–2359 weekdays.
Ennis Muni Arpt.	24 NM; 285° Cedar Creek	12,000	3 NM radius, Sat–Sun, Holidays
(c) **Fentress Airpark**	38.7 NM; 193° Centex	14,000	5 NM radius. Weekends SS–SR. Occasional weekdays and ngt jumps. **Austin–Bergstrom Intl Tower 119.0**
(c) **Gladewater Muni Arpt**	14 NM; 295° Gregg Co	14,000	3 NM radius. 0700–2200 daily.
(c) **Hitchcock, Johnnie Volk Fld**	8.5 NM; 302° Scholes	12,500 AGL	1 NM radius 0800–SS daily.
(c) **Killeen, Ft. Hood, Antelope Drop Zone**	14.5 NM; 087° Gooch Springs	13,000 AGL	Continuous
(c) **Killeen, Ft. Hood, Rapido Drop Zone**	25 NM; 053° Gooch Springs	13,000 AGL	0.5 NM radius. Continuous.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) **Kingsville, Kleberg Co Arpt**	11.5 NM; 175° Alice	12,500	Weekdays, 1200–SS; Sat, Sun, holidays 0700–SS
(c) **Lexington Airfield (Pvt) Arpt**	30 NM; 238° College Station	15,500	2 NM radius, Daily SR–Midnight.
(c) **Midlake Arpt**	7 NM; 084° Stinson	15,000	1 NM radius. Daily SR–SS and occasional ngts.
(c) **Nome, Farm Air Service (Pvt) Arpt**	21 NM; 278° Beaumont	13,500	3 NM radius. Sat, Sun and holidays, SR–SS.
(c) **Port Isabel-Cameron Co Arpt**	15 NM; 357° Brownsville	15,500	1 NM radius. Daily SR–SS. **Houston Center 119.5**
(c) **Rhome, Rhome Meadows Arpt**	24 NM; 307° Ranger	11,500	2 NM radius. SR–SS Thu–Mon
(c) **Rosharon, B&B Airpark (Pvt) Arpt**	20 NM; 205° Hobby	15,000	2 NM radius. 1200–0200 daily.
(c) Salado Arpt	15.5 NM; 114° Gray	15,000 AGL	5 NM radius. Continuous.
Seagoville Arpt	30.3 NM; 115° Maverick	13,000	SR–SS weekends and holidays and occasional days.
(c) **Stanton Muni**	21 NM; 051° Midland	14,500	5 NM radius. SR–SS weekends and holidays.
Stephenville, Clark Fld Muni	15.5 NM; 279° Glen Rose	13,000	5 NM radius. SR–SS weekends and holidays. **Ft. Worth Center 127.15**
Terrell Muni Arpt	32 NM; 349° Cedar Creek	13,500	2 NM radius. SR–SS weekends and holidays, occasional weekdays.
(c) **Trenton, Tri–Co Aerodrome**	8.6 NM; 230° Bonham	14,500	2 NM radius. Daily 0800–2200. Hi–density jump area, pilots are advised to monitor UNICOM 123.075.
(c) Waller, Skydive Houston (Pvt) Arpt	18.9 NM, 151° Navasota	24,000 AGL	3 NM radius, continuous.

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The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

ALBUQUERQUE SECTIONAL
84th Edition, 22 Oct 2009

OBSTRUCTIONS
22 Oct 2009 – 8 Apr 2010 No Major Changes.

AIRPORTS
22 Oct 2009 – 8 Apr 2010 No Major Changes.

NAVAIDs
22 Oct 2009 – 8 Apr 2010 No Major Changes.

AIRSPACE
22 Oct 2009 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
22 Oct 2009 – 8 Apr 2010 No Major Changes.

BROWNSVILLE SECTIONAL
84th Edition, 19 Nov 2009

OBSTRUCTIONS
17 Dec 2009 – 11 Feb 2010 No Major Changes.
8 Apr 2010 Add obst 908′MSL (480′AGL)UC, 26°54′54″N, 99°16′48″W.

AIRPORTS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

NAVAIDs
17 Dec 2009 – 8 Apr 2010 No Major Changes.

AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

CG–19 WORLD AERONAUTICAL CHART
39th Edition, 4 Jun 2009

OBSTRUCTIONS
2 Jul 2009 – 8 Apr 2010 No Major Changes.

AIRPORTS
2 Jul 2009 Add arpt elev 1071, lighting code *L, runway length 71 and unicom at GLENDALE arpt, 33°31′36″N, 112°17′42″W.
27 Aug 2009 – 8 Apr 2010 No Major Changes.

NAVAIDs
2 Jul 2009 – 8 Apr 2010 No Major Changes.

AIRSPACE
2 Jul 2009 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
2 Jul 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
2 Jul 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 8 Apr 2010 No Major Changes.

DALLAS–FT. WORTH HELICOPTER ROUTE CHART
4th Edition, 16 Mar 2006

OBSTRUCTIONS
13 Apr 2006 No Major Changes.
8 Jun 2006 Add obst 1049′MSL (318′AGL), 33°12′08″N, 96°48′14″W.
3 Aug 2006 No Major Changes.
28 Sep 2006 Add obst 975′MSL (470′AGL), 32°51′03″N, 96°35′30″W.
23 Nov 2006 – 15 Mar 2007 No Major Changes.
10 May 2007 Add obst 1046′ MSL (470′ AGL) UC, 33°07′51″N, 97°06′04″W.
5 Jul 2007 Add obst 1059′MSL (319′AGL), 32°37′08″N, 97°12′20″W.
30 Aug 2007 – 20 Nov 2008 No Major Changes.
15 Jan 2009 Add obst 947′MSL (300′AGL)UC, 33°06′56″N, 96°44′23″W.
12 Mar 2009 Add obst 1497′MSL (509′AGL)UC, 32°30′14″N, 97°31′48″W.
7 May 2009 – 22 Oct 2009 No Major Changes.
17 Dec 2009 Add obst 1297′MSL (320′AGL)UC, 33°07′42″N, 97°29′43″W.
11 Feb 2010 Add obst 1269′MSL (320′AGL)UC, 33°12′19″N, 97°30′13″W.
8 Apr 2010 No Major Changes.

AIRPORTS
13 Apr 2006 – 8 Jun 2006 No Major Changes.
3 Aug 2006 Delete TURBOMECA heliport, 32°41′54″N, 97°02′59″W.
Delete TRIPLE S arpt, 32°40′30″N, 97°34′54″W.
28 Sep 2006 Delete CARROLL arpt 32°33′25″N, 96°51′56″W.
23 Nov 2006 No Major Changes.
18 Jan 2007 Add Arlington ATCT 128.625, 32°39′49″N, 97°05′39″W.
15 Mar 2007 Delete Craig Airport, 32°55′00″N, 97°11′01″W.
10 May 2007 No Major Changes.
5 Jul 2007 Change Dallas Executive ATCT frequencies from 120.3 to 127.25, and from 257.8 to 335.6.
Add CTAF freq. 122.9 at PROPWASH arpt., 33°04′50″N, 97°21′32″W.
Change CTAF freq. 123.075 to 128.625 at ARLINGTON MUNI arpt, 32°39′49″N, 97°05′39″W.
30 Aug 2007 Delete ALPINE RANGE arpt, 32°36′27″N, 97°14′31″W.
Delete BOE–WRINKLE arpt, 32°54′17″N, 97°35′42″W.
Delete CARROLL LAKE–VIEW arpt, 32°27′45″N, 97°06′51″W.
Delete CIRCLE C arpt, 32°53′45″N, 97°17′16″W.
Delete EISENBECK arpt, 32°29′08″N, 96°35′20″W.
Delete FLYING CAP VALLEY arpt, 32°56′11″N, 97°08′07″W.
Delete INTERNATIONAL arpt, 32°56′55″N, 97°19′44″W.
Delete MARKUM arpt, 32°41′42″N, 97°30′42″W.
Delete MILLER arpt, 32°34′30″N, 97°05′13″W.
Delete RED ACE arpt, 33°14′30″N, 97°37′16″W.
25 Oct 2007 Change CTAF freq. 120.3 to 127.25 at DALLAS EXECUTIVE arpt, 32°40′51″N, 96°52′05″W.
Add CTAF 122.9 at Heritage Creek arpt, 33°10′7″N, 97°29′3″W.
20 Dec 2007 – 2 Jul 2009 No Major Changes.
27 Aug 2009 Delete SAGINAW arpt, 32°51′45″N, 97°22′41″W.
22 Oct 2009 – 8 Apr 2010 No Major Changes.

NAVAIDs
13 Apr 2006 No Major Changes.
8 Jun 2006 Add LANCASTER NDB, freq. 239, ident (LNC), 32°34′39″N, 96°43′17″W.
3 Aug 2006 – 5 Jul 2007 No Major Changes.
30 Aug 2007 Delete REDBIRD NDB, 32°40′36″N, 96°52′15″W.
25 Oct 2007 – 8 Apr 2010 No Major Changes.

AIRSPACE
13 Apr 2006 – 27 Aug 2009 No Major Changes.
22 Oct 2009 Add FORT WORTH SPINKS, TX. Class D: That airspace extending upward from the surface up to but not including 3,000 feet MSL within a 4.1-mile radius of Fort Worth Spinks Airport, and within 1 mile each side of the 173° bearing from the airport extending from the 4.1-mile radius to 4.8 miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.
17 Dec 2009 Add ARLINGTON, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 4-mile radius of Arlington Municipal Airport, excluding the portion east of a line between 32°43′48″N, 97°05′06″W, and 32°38′10″N, 97°3′26″W, and 32°36′16″N, 97°03′31″W, and excluding that airspace within the Dallas/Fort Worth, TX, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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Add GRAND PRAIRIE, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 3.8-mile radius of Grand Prairie Municipal Airport, excluding the portion west of a line between 32°45′00″N, 97°05′28″W, and 32°38′10″N, 97°03′26″W, and excluding that portion north of a line between 32°45′00″N, 97°05′28″W, and 32°45′00″N, 97°00′10″W, and excluding that airspace within the Dallas/Fort Worth, TX Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.
11 Feb 2010 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
13 Apr 2006 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
13 Apr 2006 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
13 Apr 2006 Change MEF 1^4 to 1^5 in quadrant 33°15′–33°30′N, 96°15′–96°30′W.
6 Jun 2006 – 8 Apr 2010 No Major Changes.

DALLAS–FT. WORTH SECTIONAL
84th Edition, 11 Mar 2010

OBSTRUCTIONS
8 Apr 2010 Change obst from 1455′MSL (270′AGL) to 1520′MSL (320′AGL), 35°13′02″N, 97°20′26″W.
Add obst 2185′MSL (328′AGL)UC, 32°29′59″N, 99°58′20″W.
Add obst 933′MSL (420′AGL)UC, 33°51′03″N, 95°32′12″W.
Add obst 722′MSL (310′AGL)UC, 32°51′14″N, 95°03′37″W.

AIRPORTS
8 Apr 2010 No Major Changes.

NAVAIDs
8 Apr 2010 No Major Changes.

AIRSPACE
8 Apr 2010 Add ALBANY, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Albany Municipal Airport, and within 4 miles each side of the 178° bearing from the airport extending from the 6.4-mile radius to 10.6 miles south of the airport, and within 4 miles each side of the 358° bearing from the airport extending from the 6.4-mile radius to 10.7 miles north of the airport.
Revise GRAFORD, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Possum Kingdom Airport and within 4 miles each side of the 031° bearing from the airport extending from the 6.3-mile radius to 10.8 miles northeast of the airport, and within 4 miles each side of the 210° bearing from the airport extending from the 6.3-mile radius to 10.8 miles southwest of the airport.
Revise ALTUS, OK Class E: That airspace extending upward from 700 feet above the surface within a 9.1-mile radius of Altus AFB and within 1.6 miles each side of the 185° radial of the Altus VORTAC extending from the 9.1- mile radius to 11.9 miles south of Altus AFB and within 3 miles west and 2 miles east of the Altus AFB ILS Runway 17R Localizer north course extending from the 9.1-mile radius to 15 miles north of Altus AFB; and within a 6.5-mile radius of Altus/Quartz Mountain Regional Airport; and within 2 miles each side of the 000° bearing from Altus/Quartz Mountain Regional Airport extending from the 6.5-mile radius to 11.4 miles north of Altus/Quartz Mountain Regional Airport; and within a 5.4-mile radius of Tipton Municipal Airport; and within a 7.2-mile radius of Frederick Municipal Airport; and within 2.5 miles each side of the 180° bearing from the Frederick Municipal Airport extending from the 7.2-mile radius to 7.7 miles south of Frederick Municipal Airport; and within a 12-mile radius of Altus AFB beginning at a point 3 miles west of the Altus VORTAC 019° radial, thence clockwise along the 12-mile radius of Altus AFB, ending at a point 3 miles west of the Altus VORTAC 185° radial.

SPECIAL USE AIRSPACE
8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 No Major Changes.

DALLAS FT. WORTH TERMINAL AREA CHART
75th Edition, 11 Mar 2010

OBSTRUCTIONS
8 Apr 2010 No Major Changes.

AIRPORTS
8 Apr 2010 No Major Changes.

NAVAIDs
8 Apr 2010 No Major Changes.

AIRSPACE
8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 No Major Changes.

EL PASO SECTIONAL
84th Edition, 11 Feb 2010

OBSTRUCTIONS
11 Feb 2010 – 8 Apr 2010 No Major Changes.

AIRPORTS
11 Feb 2010 – 8 Apr 2010 No Major Changes.

NAVAIDs
11 Feb 2010 – 8 Apr 2010 No Major Changes.

AIRSPACE
11 Feb 2010 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
11 Feb 2010 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
11 Feb 2010 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
11 Feb 2010 – 8 Apr 2010 No Major Changes.

HOUSTON HELICOPTER ROUTE CHART
6th Edition, 13 Mar 2008

OBSTRUCTIONS
10 Apr 2008 Add obst 630′MSL (542′AGL) UC, 29°46′57″N, 95°32′44″W.
Add obst 454′MSL (307′AGL), 30°01′10″N, 95°35′57″W.
5 Jun 2008 – 20 Nov 2008 No Major Changes.
15 Jan 2009 Add obst 575′MSL (500′AGL), 29°50′37″N, 95°24′30″W.
12 Mar 2009 No Major Changes.
7 May 2009 Add obst 405′MSL (387′AGL)UC, 29°34′00″N, 95°03′45″W.
2 Jul 2009 No Major Changes.
27 Aug 2009 Add obst 341′MSL (309′AGL), 29°22′30″N, 95°15′857″W.
22 Oct 2009 Add obst 2013′MSL (2000′AGL)UC, 29°18′01″N, 95°06′40″W.
17 Dec 2009 – 11 Feb 2010 No Major Changes.
8 Apr 2010 Add obst 374′MSL (342′AGL)UC, 29°42′13″N, 95°15′03″W.

AIRPORTS
10 Apr 2008 Delete TEXAS MEDICAL CENTER heliport, 29°42′26″N, 95°23′33″W.
5 Jun 2008 No Major Changes.
31 Jul 2008 Change CTAF 122.8 to 122.9 at FLYIN' B arpt, 29°32′15″N, 95°25′25″W.
25 Sep 2008 – 7 May 2009 No Major Changes.
2 Jul 2009 Delete SKYHAVEN arpt, 29°50′00″N, 95°08′54″W.
27 Aug 2009 – 8 Apr 2010 No Major Changes.

NAVAIDs
10 Apr 2008 – 8 Apr 2010 No Major Changes.

AIRSPACE
10 Apr 2008 – 7 May 2009 No Major Changes.
2 Jul 2009 Add CONROE, TX. Class D: That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Lone Star Executive Airport, excluding that airspace within the 4.1-mile radius northeast of the intersection of the IAH VORTAC 356° radial and the TNV VORTAC 081° radial. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.
Add CONROE, TX. Class E: That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Lone Star Executive Airport, excluding that airspace within the 4.1-mile radius northeast of the intersection of the IAH VORTAC 356° radial and the TNV VORTAC 081° radial. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.
27 Aug 2009 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
10 Apr 2008 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
10 Apr 2008 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
10 Apr 2008 – 8 Apr 2010 No Major Changes.

HOUSTON SECTIONAL
85th Edition, 11 Mar 2010

OBSTRUCTIONS
8 Apr 2010 Add obst 798′MSL (310′AGL)UC, 31°36′46″N, 90°30′28″W.

AIRPORTS
8 Apr 2010 No Major Changes.

NAVAIDs
8 Apr 2010 No Major Changes.

AIRSPACE
8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 No Major Changes.

HOUSTON TERMINAL AREA CHART
73rd Edition, 11 Mar 2010

OBSTRUCTIONS
8 Apr 2010 No Major Changes.

AIRPORTS
8 Apr 2010 No Major Changes.

NAVAIDs
8 Apr 2010 No Major Changes.

AIRSPACE
8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 No Major Changes.

IFR GULF OF MEXICO CENTRAL
1st Edition, 17 Dec 2009

OBSTRUCTIONS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

AIRPORTS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

NAVAIDs
17 Dec 2009 – 8 Apr 2010 No Major Changes.

AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
17 Dec 2009 No Major Changes.
11 Feb 2010 Delete BUEKR Waypoint N 29°45′ W 91°50′.
8 Apr 2010 No Major Changes.

IFR GULF OF MEXICO WEST
1st Edition, 17 Dec 2009

OBSTRUCTIONS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

AIRPORTS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

NAVAIDs
17 Dec 2009 – 11 Feb 2010 No Major Changes.
8 Apr 2010 Delete BRENHAM (BNH) NDB 30°13′20.6″N, 96°22′24.6″W.

AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
17 Dec 2009 – 11 Feb 2010 No Major Changes.
8 Apr 2010 Change Name SAITA to SARITA at HOUSTON RCAG 27°13′16″N, 97°47′56″W.

KANSAS CITY SECTIONAL
83rd Edition, 19 Nov 2009

OBSTRUCTIONS
17 Dec 2009 Add obst 1174′MSL (305′AGL)UC, 36°05′01″N, 96°35′42″W.
Change to group obst 1178′MSL (335′AGL)UC, 37°01′30″N, 94°45′08″W.
Add obst 1460′MSL (280′AGL), 36°32′20″N, 93°34′31″W.
Add obst 1624′MSL (339′AGL)UC, 36°02′15″N, 93°55′05″W.
Add obst 1591′MSL (315′AGL)UC, 36°53′31″N, 93°34′44″W.
Add obst 1230′MSL (320′AGL)UC, 40°11′57″N, 95°02′00″W.
11 Feb 2010 Change obst from 827′MSL (243′AGL) to 882′MSL (300′AGL), 38°44′06″N, 89°57′02″W.
Add obst 722′MSL (260′AGL)UC, 38°17′56″N, 89°59′34″W.
Add obst 1305′MSL (305′AGL)UC, 38°05′01″N, 95°37′34″W.
Add obst 1799′MSL (276′AGL)UC, 37°13′06″N, 92°17′24″W.
Add obst 888′MSL (258′AGL)UC, 39°40′32″N, 89°50′15″W.
Add obst 1265′MSL (315′AGL)UC, 37°45′31″N, 90°46′15″W.
Add obst 1512′MSL (334′AGL)UC, 36°52′52″N, 92°00′19″W.
Add obst 879′MSL (258′AGL)UC, 39°56′42″N, 89°55′56″W.
Add obst 937′MSL (258′AGL)UC, 40°13′52″N, 90°59′17″W.
Add obst 1040′MSL (318′AGL)UC, 39°29′32″N, 91°58′26″W.
Add obst 836′MSL (242′AGL)UC, 40°01′00″N, 89°51′49″W.
Add obst 885′MSL (258′AGL)UC, 39°02′32″N, 89°53′08″W.
Add obst 838′MSL (258′AGL)UC, 39°50′25″N, 89°48′10″W.
Add obst 887′MSL (258′AGL)UC, 39°04′50″N, 89°48′26″W.
Add obst 1142′MSL (324′AGL)UC, 39°44′31″N, 92°14′37″W.
Add obst 947′MSL (320′AGL)UC, 39°57′22″N, 91°37′59″W.
Add windmill farm. 1522′ is highest MSL, 40°05′46″N, 94°29′59″W.
Add windmill farm. 1540′ is highest MSL, 40°12′42″N, 94°42′11″W.
8 Apr 2010 Add obst 1419′MSL (275′AGL)UC, 39°14′53″N, 95°43′14″W.
Add obst 1101′MSL (260′AGL)UC, 39°30′57″N, 92°23′55″W.
Add obst 1565′MSL (334′AGL)UC, 37°06′24″N, 91°48′50″W.
Add obst 1132′MSL (260′AGL)UC, 39°17′56″N, 92°30′58″W.
Add obst 1491′MSL (298′AGL)UC, 36°15′37″N, 94°40′55″W.
Add obst 900′MSL (250′AGL)UC, 40°06′39″N, 90°33′35″W.
Add obst 1066′MSL (330′AGL)UC, 36°18′11″N, 91°24′06″W.
Add obst 1469′MSL (320′AGL)UC, 36°49′34″N, 91°48′00″W.
Add obst 977′MSL (260′AGL)UC, 39°09′51″N, 90°48′57″W.
Add obst 1087′MSL (265′AGL)UC, 39°57′13″N, 92°38′46″W.
Add obst 1031′MSL (215′AGL)UC, 39°40′44″N, 92°21′57″W.
Add obst 1187′MSL (275′AGL)UC, 37°55′01″N, 93°20′44″W.
Add obst 834′MSL (234′AGL)UC, 38°17′02″N, 90°35′42″W.
Add obst 955′MSL (232′AGL)UC, 38°19′22″N, 90°50′28″W.

AIRPORTS
17 Dec 2009 Delete TERAMIRANDA arpt, 36°36′30″N, 94°52′21″W.
11 Feb 2010 Delete RP 36 at MIDWEST NATL, 39°19′57″N, 94°18′35″W.
8 Apr 2010 No Major Changes.

NAVAIDS
17 Dec 2009 No Major Changes.
11 Feb 2010 Delete BOONVILLE NDB, 38°56′58″N, 92°41′03″W.
Shutdown KENNETT NDB, 36°13′43″N, 90°02′21″W.
8 Apr 2010 No Major Changes.

AIRSPACE
17 Dec 2009 Revise TOPEKA, KS Class D: That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.9-mile radius of Forbes Field Airport,and within 2.2 miles each side of the RIPLY LOM 317° bearing extending from the 4.9-mile radius to 5.3 miles northwest of the airport and within 1.8 miles each side of the Forbes Field Airport ILS Localizer southeast course extending from the 4.9-mile radius to 0.9 miles southeast of the RIPLY LOM. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.
Revise TOPEKA, KS Class E: That airspace within a 4.9-mile radius of Forbes Field Airport, and within 2.2 miles each side of the RIPLY LOM 317° bearing extending from the 4.9-mile radius to 5.3 miles northwest of the airport and within 1.8 miles each side of the Forbes Field Airport ILS Localizer southeast course extending from the 4.9-mile radius to 0.9 miles southeast of the RIPLY LOM. That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Forbes Field Airport, and within 3.1 miles each side of the Forbes Field Airport ILS localizer course extending from the 7.4-mile radius to 13 miles southeast of the airport, and within 3.5 miles each side of the Forbes Field Airport ILS localizer course extending from the 7.4-mile radius to 13 miles northwest of the airport.

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Revise ST. LOUIS, MO Class E: that airspace extending upward from 700 feet above the surface within a 7.1–mile radius of Lambert–St. Louis International Airport, and within 4 miles southeast and 7 miles northwest of the Lambert–St. Louis International Airport Runway 24 ILS localizer course extending from the airport to 10.5 miles northeast of the ZUMAY LOM, and within 4 miles southwest and 7.9 miles northeast of the Lambert–St. Louis International Airport Runway 12R ILS localizer course extending from the airport to 10.5 miles northwest of the OBLIO LOM, and within 4 miles southwest and 7.9 miles northeast of the Lambert–St. Louis International Airport Runway 30L ILS localizer course extending from the airport to 8.7 miles southeast of the airport, and within a 6.8–mile radius of Spirit of St. Louis Airport, and within 3.9 miles each side of the 258° bearing from Spirit of St. Louis Airport extending from the 6.8–mile radius of Spirit of St. Louis Airport to 10.6 miles west of the airport, and within 2.6 miles each side of the 098° radial of the Foristell VORTAC extending from the 6.8–mile radius of Spirit of St. Louis Airport to 8.3 miles west of the airport, and within a 6.4–mile radius of St. Charles County Smartt Airport, and within a 6.9–mile radius of St. Louis Regional Airport, and within 4 miles each side of the 014° bearing from the Civic Memorial NDB extending from the 6.9-mile radius of St. Louis Regional Airport to 7 miles north of the airport, and within 4.4 miles each side of the 190° radial of the St. Louis VORTAC extending from 2 miles south of the VORTAC to 22.1 miles south of the VORTAC.
11 Feb 2010 No Major Changes.
8 Apr 2010 Revise ST. LOUIS, MO Class D: That airspace extending upward from the surface to and including 3,000 feet MSL within a 4.3-mile radius of Spirit of St. Louis Airport, and within 1 mile each side of the 258° bearing from the airport extending from the 4.3-mile radius to 4.6 miles west of the airport, excluding that airspace within the St. Louis, MO Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

SPECIAL USE AIRSPACE
17 Dec 2009 No Major Changes.
11 Feb 2010 Add SHIRLEY A MOA: That airspace beginning at 35°19′00″N, 92°38′00″W to 35°19′00″N, 93°12′00″W to 35°38′15″N, 93°35′00″W to 36°02′00″N, 93°13′00″W to 36°02′00″N, 92°38′00″W to the point of beginning.
Add SHIRLEY B MOA: That airspace beginning at 35°19′00″N, 92°38′00″W to 36°02′00″N, 92°38′00″W to 36°02′00″N, 91°55′00″W to 35°58′53″N, 91°46′00″W to 35°19′00″N, 92°02′00″W to the point of beginning.
8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MEMPHIS SECTIONAL
84th Edition, 8 Apr 2010

OBSTRUCTIONS
8 Apr 2010 No Major Changes.

AIRPORTS
8 Apr 2010 No Major Changes.

NAVAIDs
8 Apr 2010 No Major Changes.

AIRSPACE
8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 No Major Changes.

MEMPHIS TERMINAL AREA CHART
42nd Edition, 8 Apr 2010

OBSTRUCTIONS
8 Apr 2010 No Major Changes.

AIRPORTS
8 Apr 2010 No Major Changes.

NAVAIDs
8 Apr 2010 No Major Changes.

AIRSPACE
8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 No Major Changes.

NEW ORLEANS SECTIONAL
85th Edition, 19 Nov 2009

OBSTRUCTIONS
17 Dec 2009 Add obst 250′ MSL (231′ AGL), 30°26′08″N, 90°38′21″W.
Add obst 852′ MSL (499′ AGL), 32°08′05″N, 90°03′41″W.
Change obst from 544′ MSL (310′ AGL) to 644′ MSL (410′ AGL), 31°52′32″N, 90°10′15″W.
Add obst 651′ MSL (470′ AGL), 31°44′31″N, 88°32′22″W.
11 Feb 2010 Add obst 484′ MSL (333′ AGL), 30°52′58″N, 88°42′11″W.
Add obst 588′ MSL (340′ AGL), 30°50′44″N, 89°02′26″W.
Add obst 721′ MSL (305′ AGL), 32°08′47″N, 88°58′50″W.
Add obst 684′ MSL (420′ AGL), 32°05′12″N, 87°50′08″W.
Add obst 506′ MSL (260′ AGL), 32°03′44″N, 87°47′09″W.
Add obst 527′ MSL (3110′ AGL), 30°48′26″N, 88°31′00″W.
8 Apr 2010 Add obst 529′ MSL (311′ AGL), 31°29′23″N, 89°01′10″W.
Add obst 565′ MSL (310′ AGL), 30°50′41″N, 89°15′15″W.
Add obst 618′ MSL (360′ AGL), 31°21′02″N, 88°57′25″W.

AIRPORTS
17 Dec 2009 Delete WOLF RIVER ARPT, 30°54′52″N, 89°26′40″W.
11 Feb 2010 No Major Changes.
8 Apr 2010 Change HANCHEY AHP ATCT freq from 387.7 TO 387.85, 31°20′46″N, 85°39′15″W.
Delete SAWYER arpt, 31°28′29″N, 85°00′10″W.

NAVAIDs
17 Dec 2009 – 8 Apr 2010 No Major Changes.

AIRSPACE
17 Dec 2009 No Major Changes.
11 Feb 2010 Add Jackson, AL Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Jackson Arpt.
8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

NEW ORLEANS TERMINAL AREA CHART
70th Edition, 19 Nov 2009

OBSTRUCTIONS
17 Dec 2009 Add obst 250′ MSL (231′ AGL), 30°26′08″N, 90°38′21″W.
11 Feb 2010 No Major Changes.
8 Apr 2010 No Major Changes.

AIRPORTS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

NAVAIDs
17 Dec 2009 – 8 Apr 2010 No Major Changes.

AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

ST. LOUIS SECTIONAL
81st Edition, 17 Dec 2009

OBSTRUCTIONS
17 Dec 2009 No Major Changes.
11 Feb 2010 Add obst 1097′MSL (275′AGL)UC, 39°03′46″N, 84°59′04″W.
Add obst 1410′MSL (630′AGL)UC, 40°03′14″N, 85°59′22″W.
Change obst from 827′MSL (243′AGL) to 882′MSL (300′AGL), 38°44′06″N, 89°57′02″W.
Add obst 738′MSL (226′AGL)UC, 38°11′11″N, 89°40′09″W.
Add obst 722′MSL (260′AGL)UC, 38°17′56″N, 89°59′34″W.
Add obst 692′MSL (260′AGL)UC, 37°15′35″N, 88°58′50″W.
Add obst 851′MSL (349′AGL)UC, 38°45′25″N, 89°06′09″W.
Add obst 756′MSL (275′AGL)UC, 38°32′04″N, 89°31′26″W.
Add obst 865′MSL (220′AGL), 39°17′43″N, 88°00′03″W.
Add obst 1200′MSL (237′AGL)UC, 39°12′34″N, 86°38′31″W.
Add obst 917′MSL (227′AGL)UC, 37°53′08″N, 86°03′40″W.
Add obst 1003′MSL (258′AGL)UC, 40°12′40″N, 88°44′43″W.
Add obst 851′MSL (258′AGL)UC, 39°55′55″N, 89°40′00″W.
Add obst 888′MSL (258′AGL)UC, 39°40′32″N, 89°50′15″W.
Add obst 1265′MSL (315′AGL)UC, 37°45′31″N, 90°46′15″W.
Add obst 868′MSL (258′AGL)UC, 39°58′06″N, 89°43′48″W.
Add obst 879′MSL (258′AGL)UC, 39°56′42″N, 89°55′56″W.
Add obst 838′MSL (258′AGL)UC, 39°50′25″N, 89°48′10″W.
Add obst 885′MSL (258′AGL)UC, 39°02′32″N, 89°53′08″W.
Add obst 887′MSL (258′AGL)UC, 39°04′50″N, 89°48′26″W.
8 Apr 2010 Add obst 1164′MSL (400′AGL)UC, 40°10′06″N, 89°05′56″W.
Add obst 1566′MSL (204′AGL)UC, 37°39′55″N, 83°57′21″W.
Add obst 817′MSL (300′AGL)UC, 38°37′03″N, 86°42′35″W.
Add obst 1142′MSL (295′AGL)UC, 38°45′58″N, 84°53′45″W.
Add obst 1022′MSL (256′AGL)UC, 37°30′50″N, 86°25′55″W.
Add obst 703′MSL (258′AGL)UC, 38°15′24″N, 89°03′24″W.
Add obst 900′MSL (250′AGL)UC, 40°06′39″N, 90°33′35″W.
Add obst 1385′MSL (279′AGL)UC, 36°10′15″N, 84°02′17″W.
Add obst 712′MSL (280′AGL)UC, 36°40′56″N, 88°44′19″W.
Add obst 1578′MSL (235′AGL)UC, 36°52′32″N, 84°12′59″W.
Add obst 1409′MSL (255′AGL)UC, 36°46′20″N, 84°45′59″W.
Add obst 863′MSL (280′AGL)UC, 37°48′34″N, 85°34′52″W.
Add obst 1133′MSL (299′AGL)UC, 38°20′55″N, 85°02′02″W.
Add obst 1170′MSL (280′AGL)UC, 38°15′12″N, 84°37′40″W.
Add obst 1199′MSL (299′AGL)UC, 38°16′32″N, 84°57′02″W.
Add obst 1119′MSL (265′AGL)UC, 38°26′43″N, 85°10′39″W.
Add obst 829′MSL (255′AGL)UC, 37°16′08″N, 86°40′28″W.
Add obst 902′MSL (255′AGL)UC, 36°45′38″N, 86°43′03″W.
Add obst 682′MSL (300′AGL)UC, 36°55′13″N, 87°58′37″W.
Add obst 1032′MSL (255′AGL)UC, 36°50′24″N, 85°56′34″W.
Add obst 905′MSL (310′AGL)UC, 37°51′44″N, 86°45′00″W.
Add obst 1477′MSL (255′AGL)UC, 36°55′42″N, 84°14′33″W.
Add obst 1052′MSL (255′AGL)UC, 37°05′29″N, 85°36′52″W.
Add obst 977′MSL (260′AGL)UC, 39°09′51″N, 90°48′57″W.
Add obst 834′MSL (234′AGL)UC, 38°17′02″N, 90°35′42″W.
Add obst 955′MSL (232′AGL)UC, 38°19′22″N, 90°50′28″W.
Add obst 787′MSL (400′AGL)UC, 36°15′29″N, 88°11′11″W.
Add obst 1178′MSL (286′AGL)UC, 36°30′51″N, 86°33′57″W.
Add obst 988′MSL (290′AGL)UC, 36°27′48″N, 87°37′08″W.
Add obst 2210′MSL (260′AGL)UC, 36°23′13″N, 84°20′11″W.
Add obst 1792′MSL (306′AGL)UC, 37°36′25″N, 83°59′58″W.
Add obst 1020′MSL (349′AGL)UC, 37°06′51″N, 87°56′32″W.
Add obst 887′MSL (259′AGL)UC, 39°35′02″N, 89°44′44″W.
Add obst 1008′MSL (216′AGL)UC, 39°20′01″N, 84°46′34″W.
Add obst 959′MSL (260′AGL)UC, 38°24′38″N, 90°45′42″W.
Add obst 962′MSL (215′AGL)UC, 37°41′57″N, 84°29′03″W.

AIRPORTS
17 Dec 2009 No Major Changes.
11 Feb 2010 Delete ACTION arpt, 39°07′57″N, 84°49′43″W.
Delete RP 19, RP 14 at SMYRNA arpt, 36°00′32″N, 86°31′12″W.
8 Apr 2010 Delete RICHARDSON arpt, 38°22′50″N, 87°13′14″W.

NAVAIDS
17 Dec 2009 No Major Changes.
11 Feb 2010 Delete CLAYE NDB, 39°03′23″N, 86°35′58″W.
Shutdown KENNETT NDB, 36°13′43″N, 90°02′21″W.
Shutdown LITCHFIELD NDB, 39°09′55″N, 89°40′32″W.
8 Apr 2010 No Major Changes.

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AIRSPACE
17 Dec 2009 – 11 Feb 2010 No Major Changes.
8 Apr 2010 Revise ST. LOUIS, MO. Class D: That airspace extending upward from the surface to and including 3,000 feet MSL within a 4.3-mile radius of Spirit of St. Louis Airport, and within 1 mile each side of the 258° bearing from the airport extending from the 4.3-mile radius to 4.6 miles west of the airport, excluding that airspace within the St. Louis, MO Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

SPECIAL USE AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

SAN ANTONIO SECTIONAL
84th Edition, 19 Nov 2009

OBSTRUCTIONS
17 Dec 2009 Add obst 916′MSL (485′AGL)UC, 29°25′02″N, 97°42′11″W.
Add obst 680′MSL (309′AGL)UC, 30°49′50″N, 96°32′02″W.
Add obst 800′MSL (279′AGL)UC, 31°25′52″N, 96°29′45″W.
11 Feb 2010 Add obst 2389′MSL (300′AGL)UC, 29°55′21″N, 100°46′30″W.
Add obst 2898′MSL (389′AGL)UC, 31°09′50″N, 100°38′16″W.
8 Apr 2010 Add obst 2171′MSL (260′AGL)UC, 29°47′38″N, 98°48′37″W.
Add obst 792′MSL (325′AGL)UC, 29°16′00″N, 98°03′49″W.
Add obst 3831′MSL (497′AGL)UC, 30°35′19″N, 102°28′10″W.
Add obst 1028′MSL (340′AGL)UC, 28°47′27″N, 99°51′30″W.
Add obst 1450′MSL (320′AGL)UC, 29°14′53″N, 100°00′55″W.
Add obst 1402′MSL (320′AGL)UC, 29°23′18″N, 100°44′15″W.
Add obst 2885′MSL (410′AGL)UC, 30°41′06″N, 101°03′26″W.
Add obst 1367′MSL (305′AGL)UC, 29°50′43″N, 98°21′43″W.

AIRPORTS
17 Dec 2009 – 11 Feb 2010 No Major Changes.
8 Apr 2010 Add CTAF 122.9 at HOUND RUN arpt, 29°31′18″N, 96°56′13″W.

NAVAIDs
17 Dec 2009 Change name and ident of LAMPASAS (LZZ) VORTAC to GOOCH SPRINGS (AGJ), 31°11′08″N, 98°08′31″W.
Raise all outbound bearings from LAMPASAS VORTAC by 3 degrees, 31°11′08″N, 98°08′31″W.
11 Feb 2010 Delete IRESH NDB, 31°01′27″N, 97°42′29″W.
8 Apr 2010 No Major Changes.

AIRSPACE
17 Dec 2009 – 11 Feb 2010 No Major Changes.
8 Apr 2010 Revise BURNET, TX Class E. That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Burnet Municipal Airport–Kate Craddock Field and within 2 miles each side of the 016° bearing from the airport extending from the 6.7-mile radius to 10.2 miles north of the airport, and within 2 miles each side of the 196° bearing from the airport extending from the 6.7-mile radius to 10.3 miles south of the airport, and within 2.5 miles each side of the 202° bearing from the Burnet NDB extending from the 6.7-mile radius to 7.4 miles southwest of the airport.

SPECIAL USE AIRSPACE
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
17 Dec 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
17 Dec 2009 – 8 Apr 2010 No Major Changes.

U.S. GULF COAST VFR CHART
24th Edition 22 Oct 2009

OBSTRUCTIONS
22 Oct 2009 – 8 Apr 2010 No Major Changes.

AIRPORTS
22 Oct 2009 – 8 Apr 2010 No Major Changes.

NAVAIDS
22 Oct 2009 – 8 Apr 2010 No Major Changes.

AIRSPACE
22 Oct 2009 – 17 Dec 2009 No Major Changes.
11 Feb 2010 Add LCHCB IFR Waypoint, 29°31′39″N, 93°00′00″W.
Add LCHLB IFR Waypoint, 29°32′11″N, 93°20′00″W.
Add LCHRB IFR Waypoint, 29°31′04″N, 92°40′00″W.
Add LLACB IFR Waypoint, 29°30′31″N, 92°00′00″W.
Add LLALB IFR Waypoint, 29°30′49″N, 92°20′00″W.
Add LLARB IFR Waypoint, 29°30′10″N, 91°43′49″W.
8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 – 8 Apr 2010 No Major Changes.

MISCELLANEOUS
22 Oct 2009 – 8 Apr 2010 No Major Changes.

WICHITA SECTIONAL
84th Edition, 14 Jan 2010

OBSTRUCTIONS
11 Feb 2010 Add obst 1665′MSL (349′AGL)UC, 36°21′39″N, 98°33′03″W.
Add obst 4492′MSL (350′AGL)UC, 38°07′04″N, 103°31′00″W.
Add obst 5430′MSL (350′AGL)UC, 39°50′33″N, 103°53′05″W.
8 Apr 2010 Add obst 1729′MSL (349′AGL)UC, 36°24′58″N, 98°44′43″W.
Add obst 2487′MSL (730′AGL)UC, 37°24′09″N, 98°34′52″W.
Add obst 3688′MSL (270′AGL)UC, 38°31′06″N, 101°29′49″W.
Add obst 1755′MSL (349′AGL)UC, 36°32′58″N, 98°15′31″W.
Add obst 2753′MSL (295′AGL)UC, 36°08′18″N, 99°32′31″W.

AIRPORTS
11 Feb 2010 Add RP 8 and RP 26 to MC PHERSON arpt, 38°21′08″N, 97°41′28″W.
8 Apr 2010 Change RP 8 to RP 18 at MC PHERSON arpt, 38°21′08″N, 97°41′28″W.

NAVAIDS
11 Feb 2010 – 8 Apr 2010 No Major Changes.

AIRSPACE
11 Feb 2010 – 8 Apr 2010 No Major Changes.

SPECIAL USE AIRSPACE
11 Feb 2010 – 8 Apr 2010 No Major Changes.

MILITARY TRAINING ROUTES
11 Feb 2010 No Major Changes.
8 Apr 2010 IR-504 Revised.

MISCELLANEOUS
11 Feb 2010 No Major Changes.
8 Apr 2010 Change MEF 2^5 to 2^6 in quadrant 37°00′-37°30′N, 98°30′-99°00′W.

SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private–use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

UNITED STATES

FACILITY NAME	CHART & PANEL
Frankfort, IL (LL4Ø)	L–28H
Chicago App/Dep Con 133.1 285.6	
Glasgow Industrial, MT (Ø7MT)	H–1E, 2F, L–13D
Salt Lake Center App/Dep Con 126.85 305.2	
USAF Academy Bullseye Aux Airstrip, CO (CO9Ø)	L–10F
ASOS 118.325	
West Kentucky Airpark, KY (5KY3)	L–16I
Memphis Center App/Dep Con 133.65 292.15	
William P Gwinn, FL (Ø6FA)	H–8I, L–23C
Gwinn Tower 120.4 279.25 (Mon–Fri 1300–2100Z‡)	
Gnd Con 121.65 279.25	

CANADA

FACILITY NAME	CHART & PANEL
Abbotsford, BC (CYXX)	H–1B, L–12F
ATIS 119.8 (1500–0700Z‡)	
Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8	
Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8	
MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500′)	
Amos/Magny, QC (CYEY)	H–11B
Montreal Center App/Dep Con 125.9	
Atikokan Muni, ON (CYIB)	L–14I
MF 122.3 (5 NM to 4500′ No ground station)	
Barrie–Orillia (Lake Simcoe Rgnl), ON (CYLS)	H–11B, L–31D
AWOS 122.55 (Pvt)	
Toronto Center App/Dep Con 124.025	
Bar River, ON (CPF2)	L–31C
Toronto Center App/Dep Con 132.65	
Bathurst, NB (CZBF)	L–32J
Moncton Center App/Dep Con 134.25	
Boundary Bay, BC (CZBB)	H–1B, L–1E
ATIS 125.5 (1500–0700Z‡)	
Vancouver App/Dep Con 132.3 363.8	
Tower 118.1 (Inner) 127.6 (Outer) (1500–0700Z‡) Gnd Con 124.3	
MF 118.1 (0700–1500Z‡ to 2000′. Vancouver Trml 125.2 above 2000′. Shape irregular to 2500′.)	
Brampton, ON (CNC3)	L–31D
Toronto Trml App/Dep Con 119.3 253.1	
Brandon Muni, MB (CYBR)	H–2H
Winnipeg Center App/Dep Con 132.25 285.4	
MF 122.1 (5 NM to 4000′)	
Brantford, ON (CYFD)	L–31D
Toronto Trml App/Dep Con 128.27	
Brockville–Thousand Islands Rgnl Tackaberry, ON (CNL3)	L–32G
Montreal Center App/Dep Con 134.675	
Bromont, QC (CZBM)	L–32G
Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400′)	
Burlington Airpark, ON (CZBA)	L–31D
Toronto Center App/Dep Con 119.3 253.1	
Castlegar/West Kootenay Rgnl, BC (CYCG)	H–1C
Vancouver Center App/Dep Con 134.2 227.3	
MF 122.1 (5 NM to 6500′)	
Centralia/James T. Fld Muni, ON (CYCE)	H–10G, 11B, L–31D
Toronto Center App/Dep Con 135.30	
Charlottetown, PE (CYYG)	H–11E, L–32J
Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200′)	
Chatham–Kent, ON (CNZ3)	H–10G, L–30G
Cleveland Center App/Dep Con 132.25	

FACILITY NAME	CHART & PANEL
Collingwood, ON (CNY3) Toronto Center App/Dep Con 124.02	H–11B, L–31D
Cornwall Rgnl, ON (CYCC) Boston Center App/Dep Con 135.25 377.1	L–32G
Cranbrook/Canadian Rockies Intl, BC (CYXC) Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100′)	H–1C
Debert, NS (CCQ3) Halifax Trml App/Dep Con 119.2	H–11E, L–32J
Digby, NS (CYID) Moncton Center App/Dep Con 123.9	L–32J
Downsview, ON (CYZD) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 MF 126.2 (1300–2300Z‡, 3 NM to 1700′)	H–11B, L–31E
Drummondville, QC (CSC3) Montreal Center App/Dep Con 132.35	L–32H
Earlton (Timiskaming Rgnl), ON (CYXR) MF 122.0 (5 NM to 3800′) AWOS 128.6	H–11B
Elliot Lake Muni, ON (CYEL) Toronto Center App/Dep Con 135.4	L–31C
Fort Frances Muni, ON (CYAG) Minneapolis Center App/Dep Con 120.9	L–14H
Fredericton Intl, NB (CYFC) ATIS 127.55 Moncton Center App/Dep Con 124.3 135.5 270.8 Tower 119.0 (1200–2000Z‡) Gnd Con 121.7 (Ltd hrs) MF 119.0 (2000–1200Z‡, 5 NM to 3500′)	H–11E, L–32I
Goderich, ON (CYGD) Toronto Center App/Dep 135.3 266.3	H–11B, L–31D
Greenwood, NS (CYZX) ATIS 128.85 244.3 (1100–0000Z‡) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clnc Del 128.05 283.9	H–11E, L–32J
Grimsby Air Park, ON (CNZ8) Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L–31E
Halifax/Shearwater, NS (CYAW) ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H–11E, L–32J
Halifax/Stanfield Intl, NS (CYHZ) ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 225.2 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clnc Del 123.95 Apron Advisory 122.125	H–11E, L–32J
Hamilton, ON (CYHM) ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H–10H, 11B, L–11B
Kingston, ON (CYGK) Montreal Center App/Dep Con 135.05 398.4 (0400–1115Z‡) MF 122.5 (1115–0400Z‡ 5 NM to 3300′)	H–11C, L–31E, 32F
Kitchener/Waterloo, ON (CYKF) ATIS 125.1 (1200–0400Z‡) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200–0400Z‡) Gnd Con 121.8 MF 126.0 (0400–1200Z‡ 5 NM to 4000′)	H–11B, L–31D
Lachute, QC (CSE4) Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3	L–32G
La Tuque, QC (CYLQ) Montreal Center App/Dep Con 134.5	H–11C
Langley, BC (CYNJ) ATIS 124.5 (1630–0230Z, DT 1530–0330Z) Victoria Trml 132.7 290.8 Tower 119.0 (1630–0230Z, DT 1530–0330Z) Gnd Con 121.9 MF 119.0 (0230–1630Z, DT 0330–1530Z 3 NM to 1900′)	L–1E

FACILITY NAME	CHART & PANEL
Leamington, ON (CLM2) Cleveland Center App/Dep Con 132.45	L–30F
Lethbridge, AB (CYQL) ATIS 124.4 (1300–0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000′)	H–1D
Lindsay, ON (CNF4) Toronto Center App/Dep 134.25	L–31E, L–32F
Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9	L–32J
London, ON (CYXU) ATIS 127.8 (1120–0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120–0345Z‡) Gnd Con 121.9 MF 119.4 (0345–1120Z‡ 5 NM to 3000′)	H–10G, 11B, L–30G, 31D
Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep 135.4 260.9	L–31C
Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57	L–32G
Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500′. No gnd station. Excluding the portion S of the N shore of Riviere des Milles–Iles and 1 NM around Lac Agile Mascouche arpt.)	L–32G
Medicine Hat, AB (CYXH) AWOS 124.875 (0345–1245Z‡) MF 122.2 (1245–0345Z‡ 5 NM to 5400′)	H–1D
Midland/Huronia, ON (CYEE) Toronto Center App/Dep 124.025	L–31D
Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7	H–11E, L–32J
Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H–11E, L–32J
Mont–Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57	L–32G
Montreal Intl (Mirabel), QC (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 MF 119.1 (7 NM shape irregular to 2000′) VFR Advisory 134.15	H–11C, 12K, L–32G
Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE–S–SW) 124.65 268.3 (W–NW–NE) VFR Advisory 134.15	H–11C, 12K, L–32G
Montreal/St–Hubert, QC (CYHU) ATIS 124.9 (Apr–Oct 1045–0500Z‡, Nov–Mar 1045–0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr–Oct 1045–0500Z‡, Nov–Mar 1045–0400Z) Gnd Con 126.4 MF 118.4 (Apr–Oct 0500–1045Z‡, Nov–Mar 0400–1045Z 5 NM shape irregular to 2500′) VFR Advisory 134.15	H–11C, L–32G
Muskoka, ON (CYQA) AWOS 124.575 MF 122.3 (5 NM to 3900′)	H–11B, L–31D
Nanaimo, BC (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330–0530Z‡ (5 NM to 2500′)	H–1B, L–1E
North Bay, ON (CYYB) ATIS 124.9 (1130–0300Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130–0330Z‡ 7 NM to 5000′)	H–11B, L31D
Oshawa, ON (CYOO) ATIS 125.675 (1130–0330Z‡) Toronto Trml App Con 133.4 Tower 120.1 (1130–0330Z‡) Gnd Con 118.4 Toronto Trml Dep Con 133.4 MF 120.1 (0330–1130Z‡ 5 NM to 3000′)	L–31E

FACILITY NAME	CHART & PANEL
Ottawa/Carp, ON (CYRP) ATIS 121.15 Ottawa Trml App/Dep Con 128.175 252.5	L–31E, 32F
Ottawa/Gatineau, QC (CYND) Ottawa Trml App/Dep Con 127.7 128.175 252.5 MF 122.3 (5 NM shape irregular to 2500′) VFR Advisory Ottawa Trml 127.7	H–11C, L–32G
Ottawa/MacDonald–Cartier Intl, ON (CYOW) ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 120.1 341.3 Gnd Con 121.9 Clnc Del 119.4 Ottawa Dep Con 128.175	L–11C
Owen Sound/Billy Bishop Rgnl, ON (CYOS) Toronto Center App/Dep 132.575 290.6	L–31D
Pelee Island, ON (CYPT) Cleveland Center App/Dep Con 126.35 360.0	L–30F
Pembroke, ON (CYTA) Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon–Fri 1300–2130Z‡, OT PPR)	H–11C, L–31E, 32F
Penticton, BC (CYYF) Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100′)	H–1B
Peterborough, ON (CYPQ) AWOS 126.925 Toronto Center App/Dep 134.25	H–11B, L–31E, 32F
Pincher Creek, AB (CZPC) Edmonton Center App/Dep Con 132.75 265.2	H–1D
Pitt Meadows, BC (CYPK) ATIS 125.0 (1500–0700Z‡) Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500–0700Z‡) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700–1500Z‡) (3NM to 2500′)	L–1E
Quebec/Jean Lesage Intl, QC (CYQB) ATIS 134.6 Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 Tower 118.65 236.6 Gnd Con 121.9 250.0	H–11D, L–32H
Riviere Du Loup, QC (CYRI) AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6	H–11D
Rouyn Noranda, QC (CYUY) Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000′)	H–11B
Saint John, NB (CYSJ) Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400′)	H–11E, L–32J
Sarnia (Chris Hadfield), ON (CYZR) Toronto Center 134.375	H–10G, 11B, L–30F
Sault Ste Marie, ON (CYAM) ATIS 133.05 (1300–0100Z‡) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300–0100Z‡) Gnd Con 121.7 MF 118.8 (0100–1300Z‡ 5 NM irregular shape to 3000′)	H–2K, L–31B
Sherbrooke, QC (CYAM) AWOS 126.25 Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800′)	H–11D, L–32H
South Renfrew Muni, ON (CNP3) Montreal Center App/Dep 124.275	L–31E, 32F
Southport, MB (CYPG) ATIS 120.85 (Mon–Fri 1400–2300Z‡ except holidays) Tower 126.2 384.2 (Mon–Fri 1400–2300Z‡ except holidays) Gnd Con 121.7 275.8	H–2H

FACILITY NAME	CHART & PANEL
Springwater Barrie Airpark, ON (CNA3) Toronto Center App/Dep Con 124.025	L–31D
St. Catherines/Niagara District, ON (CYSN) ATIS 128.525 (1215–0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215–0200Z‡ 5 NM to 3300′)	H–10H, 11B, L–31E
St. Frederic, QC (CSZ4) Montreal Center App/Dep Con 135.025 270.9	L–32H
St. Georges, QC (CYSG) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900′ ASL)	H–32H, L–11D
St. Jean, QC (CYJN) Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr–Oct 1230–0230Z‡ Nov–Mar 1300–0200Z‡) Gnd Con 121.7	L–32G
Sudbury, ON (CYSB) ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000′)	H–31B, 10G, L–31D
Summerside, PE (CYSU) AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H–11E, L–32J
Thunder Bay, ON (CYQT) ATIS 128.8 (1100–0400Z‡) Winnipeg Center App/Dep Con 132.125 (0400–1100Z‡) Tower 118.1 (1100–0400Z‡) Gnd Con 121.9 App/Dep 119.2 MF 118.1 (0400–1100Z‡ 5 NM to 4000′)	H–2J, L–14J
Timmins/Victor M. Power, ON (CYTS) ATIS 124.95 (1000–0500Z‡) Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000′)	H–11B
Toronto/Buttonville Muni, ON (CYKZ) ATIS 127.1 (1200–0400Z‡) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 Tower 124.8 119.9 (1200–0400Z‡) Gnd Con 121.8 MF 124.8 (0400–1200Z‡ No gnd station. 5 NM shape irregular to below 2500′)	L–31E
Toronto/Billy Bishop Toronto City Airport, ON (CYTZ) ATIS 133.6 (1130–0400Z‡) App Con 133.4 Dep Con 133.4 Tower 118.2 119.2 (1130–0400Z‡) Gnd Con 121.7	L–31E
Toronto/Lester B Pearson Intl, ON (CYYZ) ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9 Clnc Del 121.3 (1200–0400Z‡)	H–11B, L–31D
Trenton, ON (CYTR) ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Clnc Del 124.35 286.4	H–11C, L–31E, 32F
Trenton/Mountain View, ON (CPZ3) Trenton Mil Advisory 268.0	H–11C, L–31E, 32F
Trois–Rivieres, QC (CYRQ) Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200′)	H–11C, L–32H
Val–D'or, QC (CYVO) Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030–0325Z‡ 5 NM to 4000′)	H–11B
Vancouver Intl, BC (CYVR) ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4	H–1B, L–1E

FACILITY NAME	CHART & PANEL
Victoria Intl, BC (CYYJ)	H–1B, L–1E
ATIS 118.8 (1400–0800Z‡)	
App Con 125.95 308.4 Dep Con 133.85 308.4	
Tower 119.1 (Outer) 119.7 (Inner) 239.6	
Gnd Con 121.9 361.4 (1400–0800Z‡ OT ctc Kamloops 119.7)	
Clnc Del 126.4 (1400–0800Z‡)	
Victoriaville, QC (CSR3)	L–32H
Montreal Center App Con 132.35	
Waterville/Kings Co Muni, NS (CCW3)	L–32J
Greenwood Trml App/Dep Con 120.6 335.9	
Greenwood Tower 119.5 324.3	
Wiarton, ON (CYVV)	H–11B, L–31D
Toronto Center App/Dep Con 132.575	
MF 122.2 (5 NM to 3700′)	
Windsor, ON (CYQG)	H–10G, L–8J
ATIS 134.5 (1130–0330Z‡)	
Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2	
Tower 124.7 (1130–0330Z‡) Gnd Con 121.7	
MF 124.7 (0330–1130Z‡ 6 NM irregular shape to below 3000′)	
VFR Advisory Detroit App Con 134.3	
Yarmouth, NS (CYQI)	H–11E, L–32I
Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100′)	

MEXICO

FACILITY NAME	CHART & PANEL
Abraham Gonzalez Intl (MMCS)	H–4K, L–6F
Juarez App Con 119.9 Juarez Tower 118.9	
Del Norte Intl (MMAN)	H–7B, L–20G
ATIS 127.55 (1300–0300Z‡)	
Monterrey App 119.75 120.4 Tower 118.6	
Durango Intl (MMDO)	H–7A
ATIS 132.1	
Tower 118.1 Durango Info 122.3	
General Abelardo L Rodriguez Intl (MMTJ)	H–4H, L–4H
ATIS 127.9	
Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Clnc Del 122.35	
Tijuana Info 132.1	
General Lucio Blanco Intl (MMRX)	H–7B, L–20H
Reynosa App Con 118.8 Reynosa Tower 118.8	
General Mariano Escobedo Intl (MMMY)	H–7B, L–20G
ATIS 127.7	
Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9	
General R Fierro Villalobos Intl (MMCU)	L–6I
ATIS 127.9	
Chihuahua App Con 121.0 Chihuahua Tower 118.4	
General Rodolfo Sanchez Taboada Intl (MMML)	H–4H, L–4J, 5A
ATIS 127.6	
Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3	
General Servando Canales (MMMA)	H–7C, L–21A
Matamoros App Con 118.0 Matamoros Tower 118.0	
Plan De Guadalupe Intl (MMIO)	H–7B
Saltillo App Con 127.4 Saltillo Tower 118.4	
Quetzalcoatl Intl (MMNL)	H–7B, L–20G
Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	
Torreon Intl (MMTC)	H–7A
App Con 119.6 Tower 118.5	

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

GENERAL INFORMATION

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., (A1), (V), (✿)
2. Approach lighting systems that do not bear a system identification are indicated with a negative "(L)" beside the name.

A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., (L★)

To activate lights use frequency indicated in the communication section of the chart with a (L) or the appropriate lighting system identification e.g., UNICOM 122.8 (L), (A1), (V)

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

FAA procedure amendment number → Amdt 11A 99365 → Date of latest change
FAA procedure amendment number → Orig 00365 → Date of latest change

The Chart Date indentifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
# Indicates control tower temporarily closed UFN.

10042
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas, Water Runways | Displaced Threshold

Closed Runway | Closed Taxiway | Under Construction | Metal Surface

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM

REFERENCE FEATURES

Buildings
Tanks
Obstructions
Airport Beacon #
Runway
Radar Reflectors
Control Tower #
Hot Spot

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point

Runway Threshold elevation.....THRE 123
Runway TDZ elevation.....TDZE 123
Runway Slope.....0.3% DOWN / 0.8% UP
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

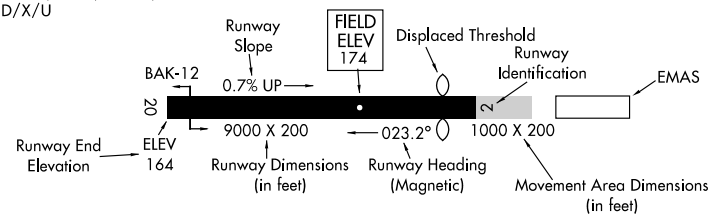
Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.
Refer to the appropriate Supplement/Directory for applicable codes e.g.,
RWY 14-32 S75, T185, ST175, TT325
PCN 80 F/D/X/U



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

HOT SPOTS

An ''Airport surface hot spot'' is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

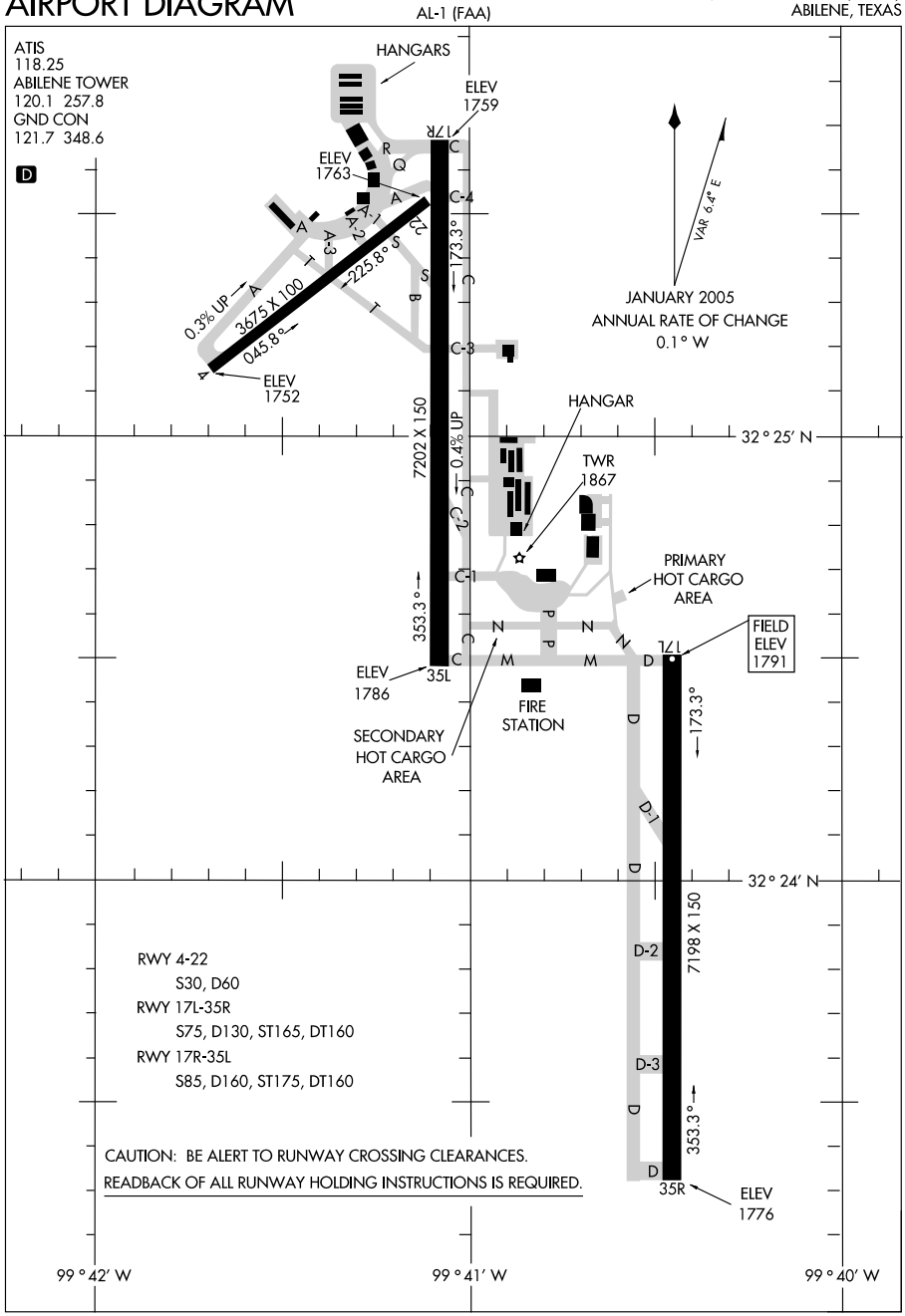
A ''hot spot'' is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as ''HOT[1]'', ''HOT[2]'', etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
TEXAS		
MIDLAND		
MIDLAND INTL (MAF)	HOT[1]	Twy B and Twy P merge.
	HOT[2]	Area not visible from tower. Limited air traffic services provided.
	HOT[3]	Area not visible from tower. Limited air traffic services provided.

09183

AIRPORT DIAGRAM

ABILENE/ABILENE RGNL (ABI)
ABILENE, TEXAS



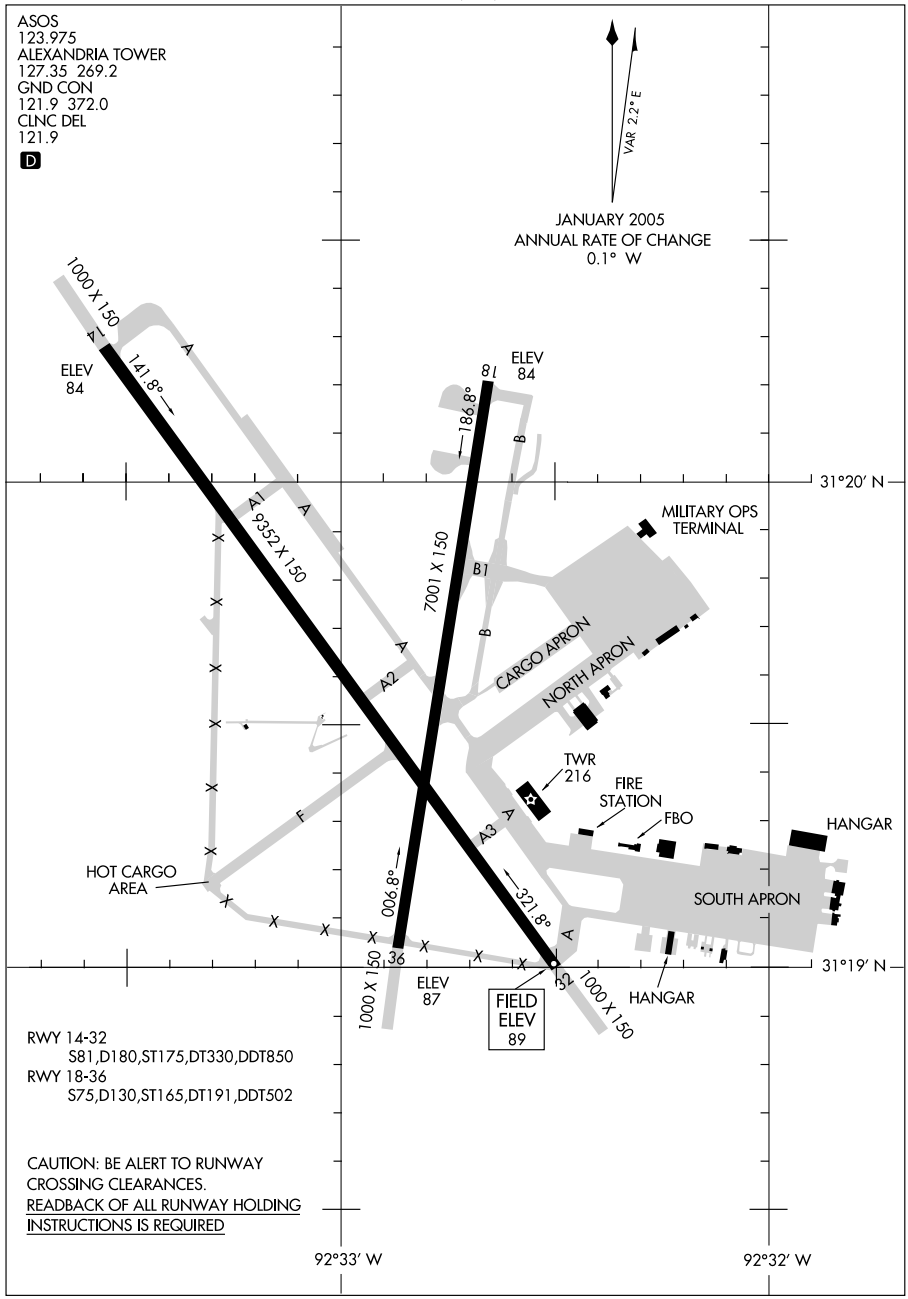
AIRPORT DIAGRAM
09183
ABILENE, TEXAS
ABILENE/ABILENE RGNL (ABI)

09183

AIRPORT DIAGRAM

ALEXANDRIA INTL (AEX)
ALEXANDRIA, LOUISIANA

AL-13 (FAA)



AIRPORT DIAGRAM
09183
ALEXANDRIA, LOUISIANA
ALEXANDRIA INTL (AEX)

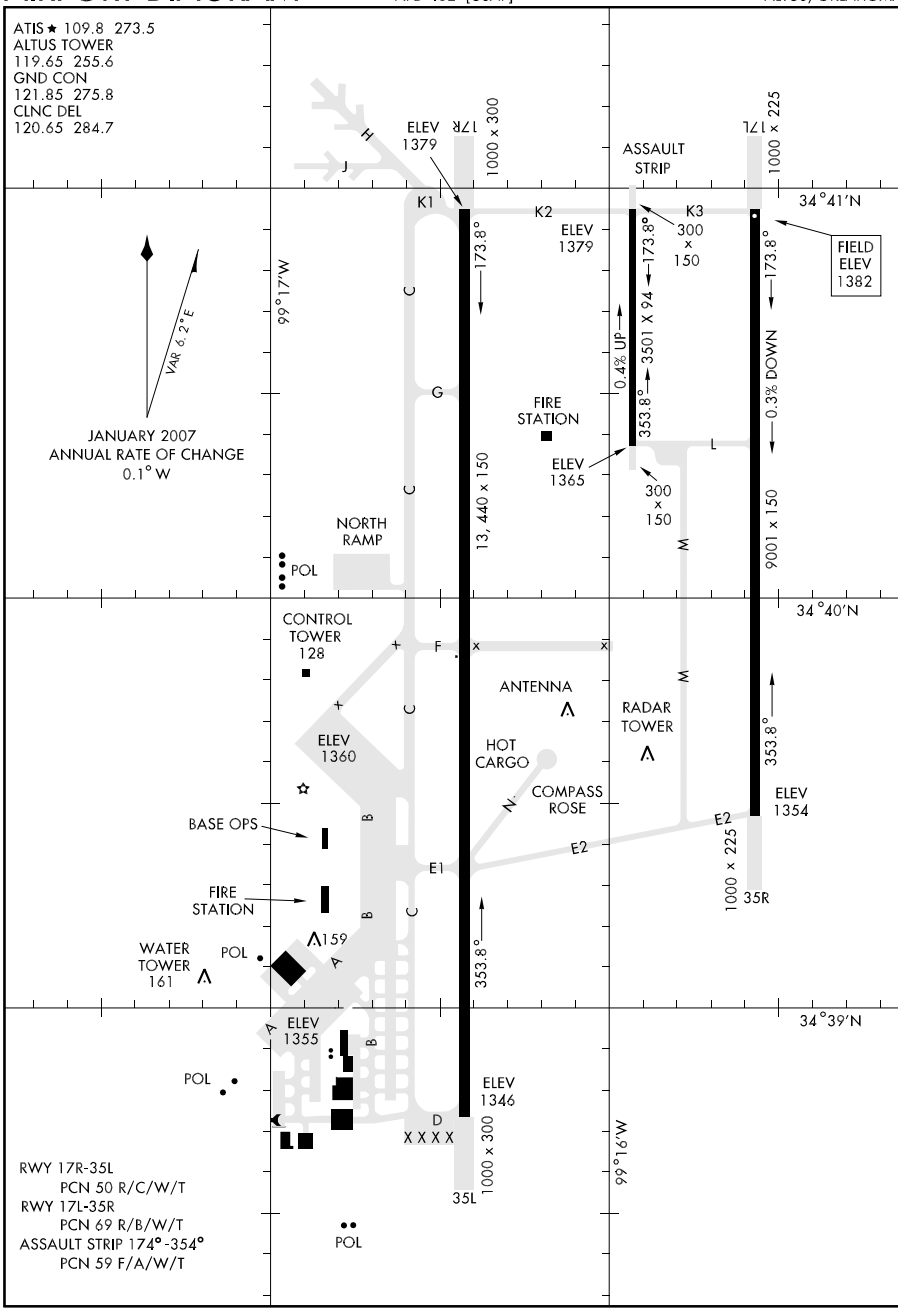
07298

AIRPORT DIAGRAM

ALTUS AFB (KLTS)

AFD-482 [USAF]

ALTUS, OKLAHOMA



AIRPORT DIAGRAM

WGS DATUM

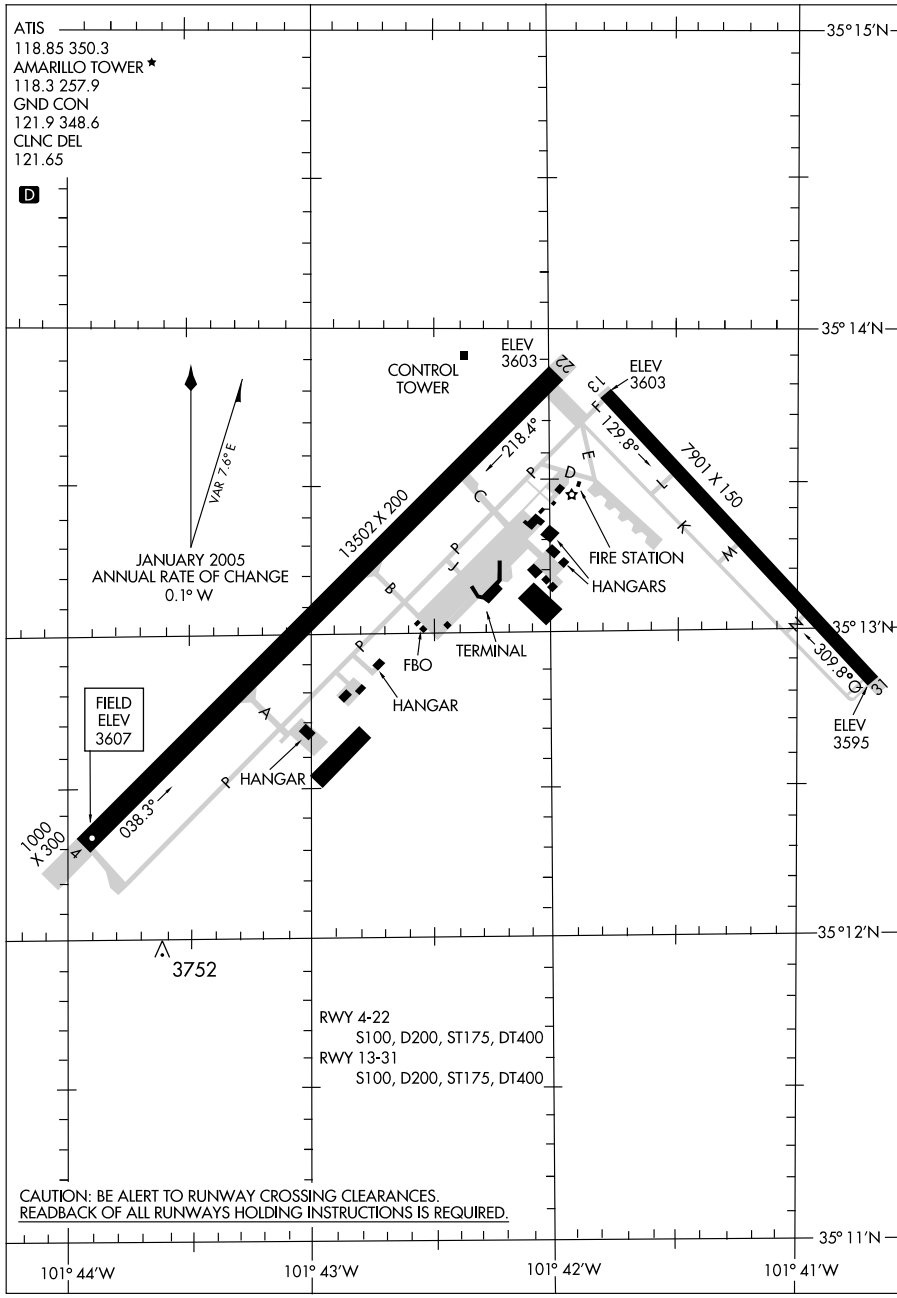
ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

09183

AIRPORT DIAGRAM

AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)
AL-19 (FAA)
AMARILLO, TEXAS



AIRPORT DIAGRAM

09183

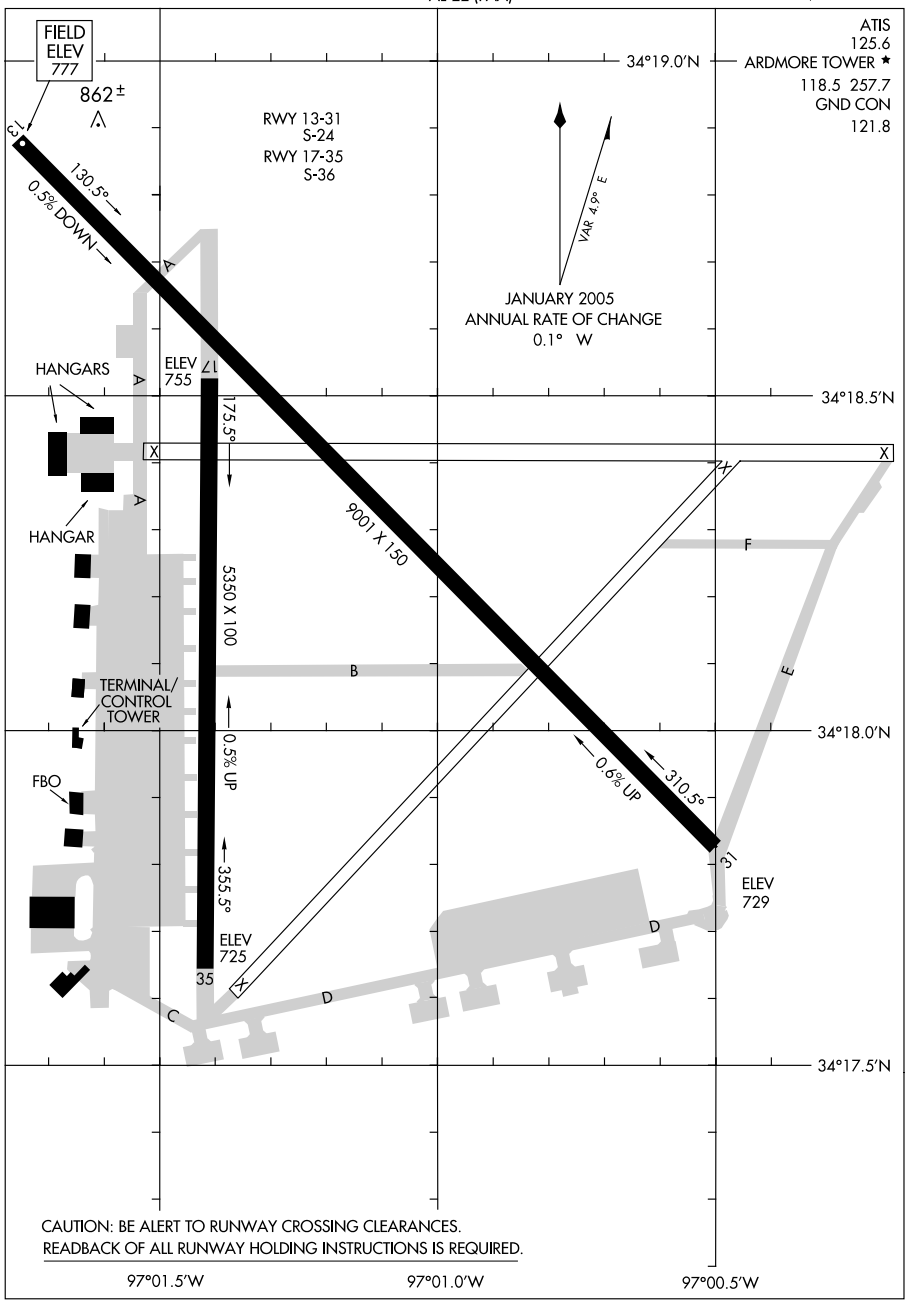
AMARILLO, TEXAS
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

09351

AIRPORT DIAGRAM

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA

AL-22 (FAA)



AIRPORT DIAGRAM

09351

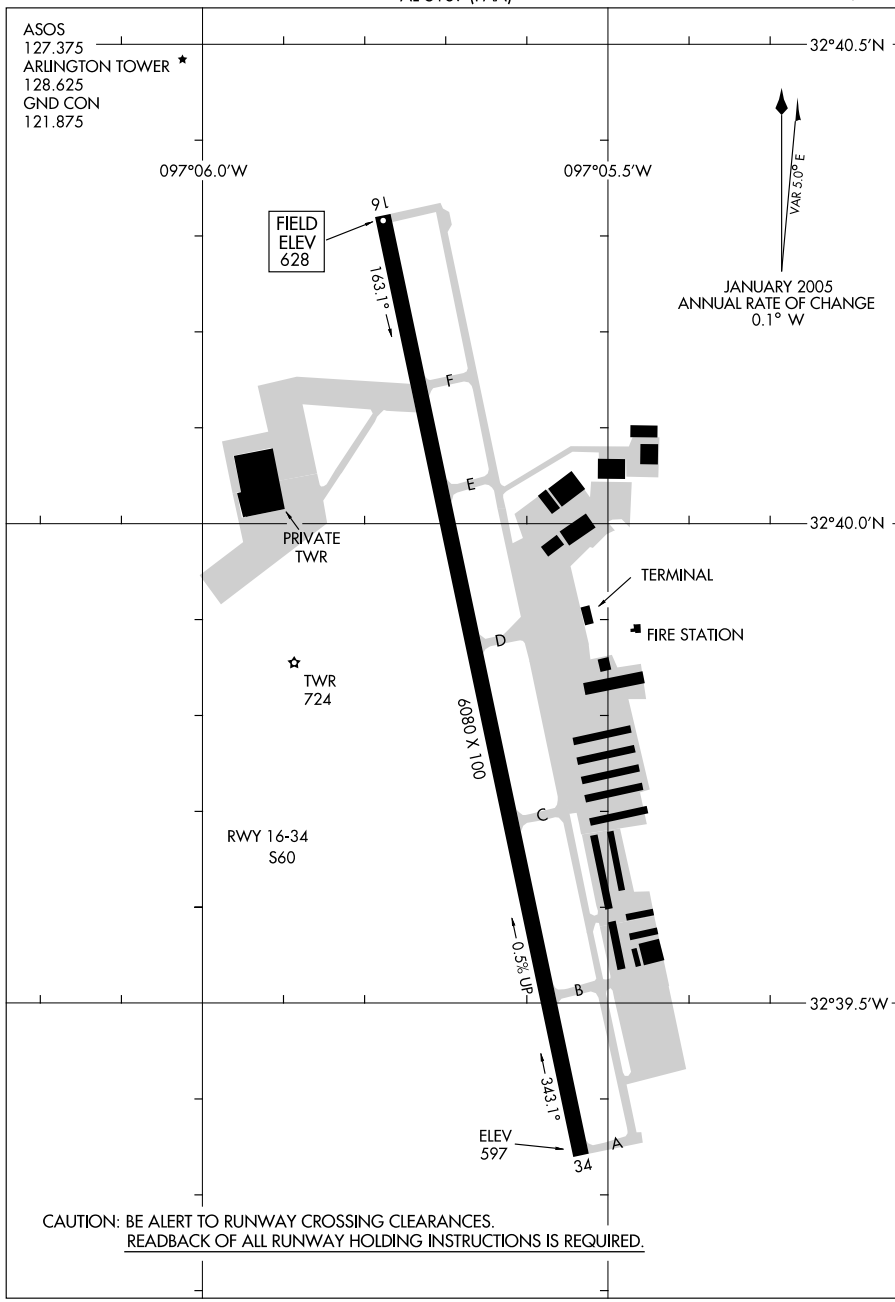
ARDMORE, OKLAHOMA
ARDMORE MUNI (ADM)

09239

AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS



AIRPORT DIAGRAM

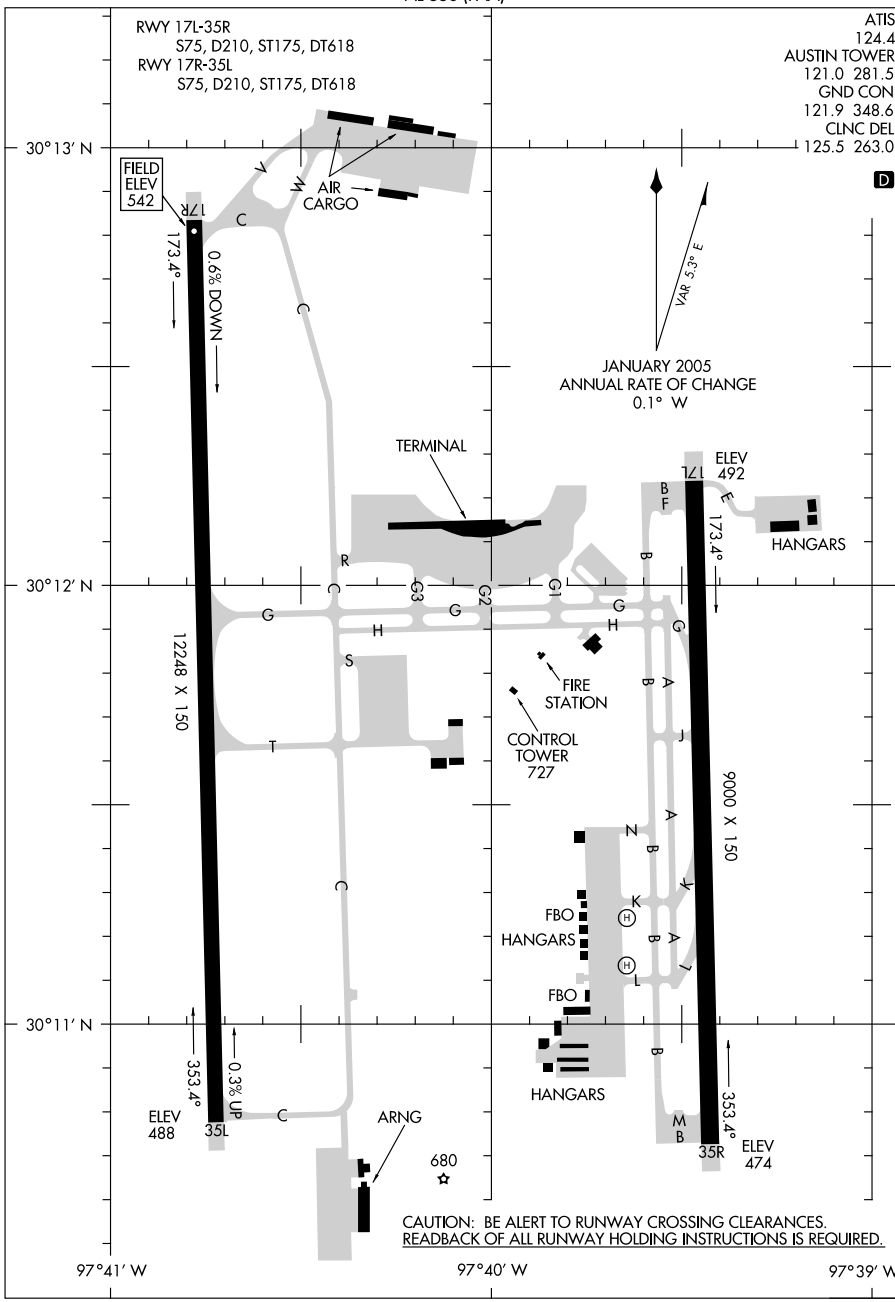
09239

ARLINGTON, TEXAS
ARLINGTON MUNI (GKY)

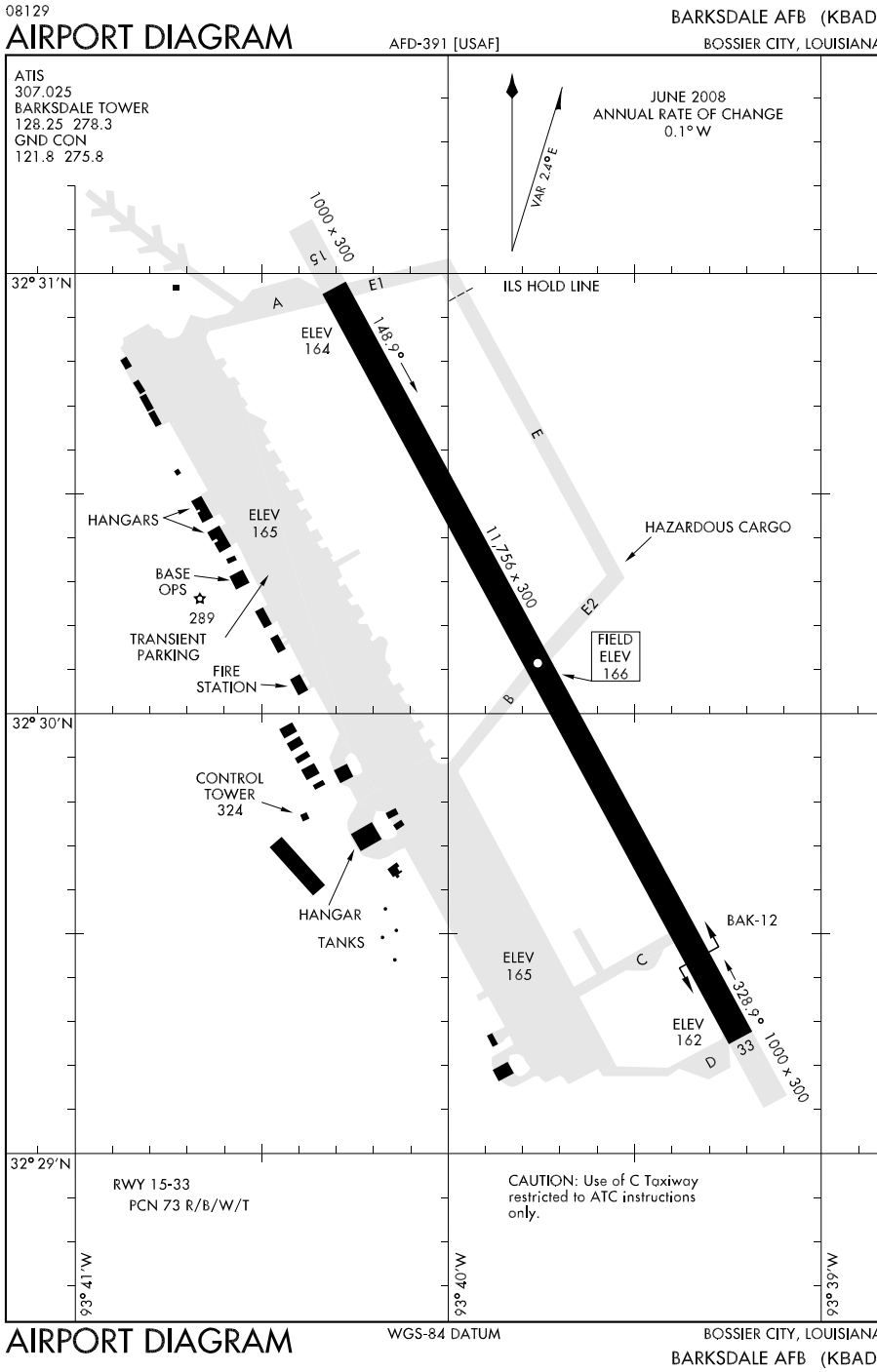
09295

AIRPORT DIAGRAM

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



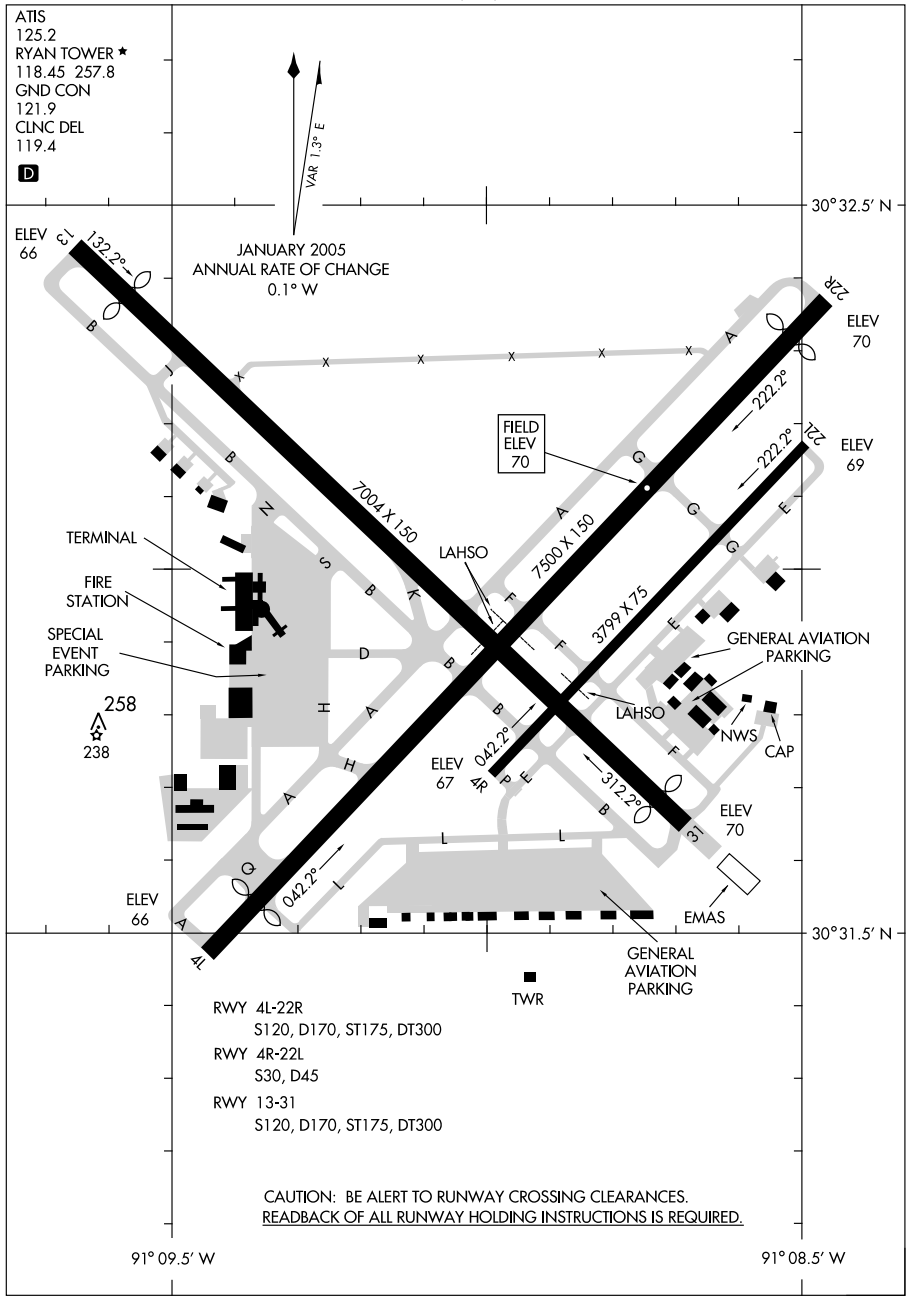
AIRPORT DIAGRAM
09295
AUSTIN, TEXAS
AUSTIN-BERGSTROM INTL (AUS)


08129
AIRPORT DIAGRAM
AFD-391 [USAF]
BARKSDALE AFB (KBAD)
BOSSIER CITY, LOUISIANA
ATIS
307.025
BARKSDALE TOWER
128.25 278.3
GND CON
121.8 275.8
JUNE 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 2.4°E
1000 x 300
15
32° 31'N
A
E1
ELEV
164
148.9°
ILS HOLD LINE
E
HANGARS
ELEV
165
HAZARDOUS CARGO
11,756 x 300
BASE
OPS
289
TRANSIENT
PARKING
FIRE
STATION
E2
FIELD
ELEV
166
B
32° 30'N
CONTROL
TOWER
324
HANGAR
TANKS
BAK-12
ELEV
165
C
328.9°
1000 x 300
ELEV
162
33
D
32° 29'N
RWY 15-33
PCN 73 R/B/W/T
CAUTION: Use of C Taxiway
restricted to ATC instructions
only.
93° 41'W
93° 40'W
93° 39'W
AIRPORT DIAGRAM
WGS-84 DATUM
BOSSIER CITY, LOUISIANA
BARKSDALE AFB (KBAD)

10042

AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
BATON ROUGE, LOUISIANA
AL-40 (FAA)



AIRPORT DIAGRAM
10042
BATON ROUGE, LOUISIANA
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

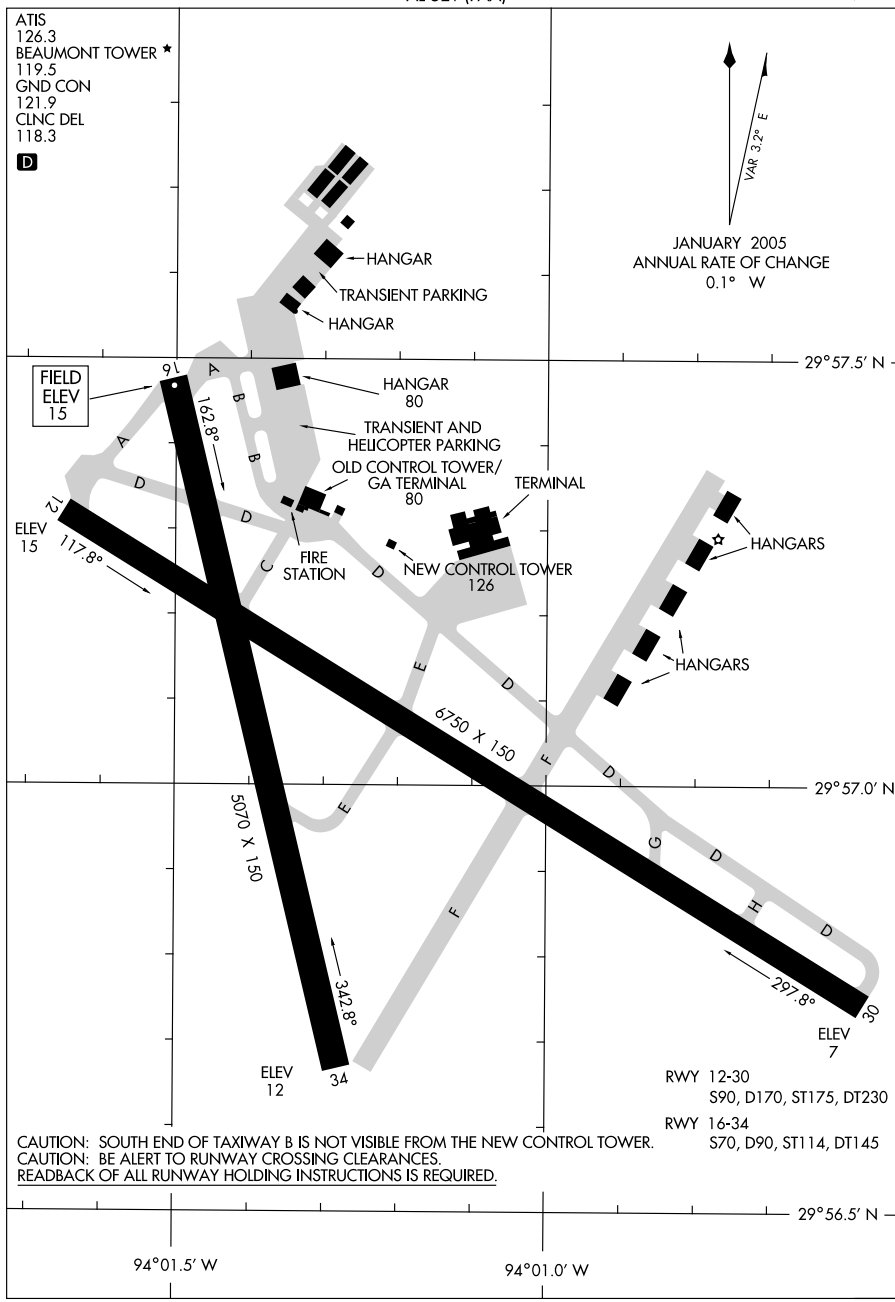
09295

AIRPORT DIAGRAM

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

AL-521 (FAA)

BEAUMONT-PORT ARTHUR, TEXAS



AIRPORT DIAGRAM
09295
BEAUMONT-PORT ARTHUR, TEXAS
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

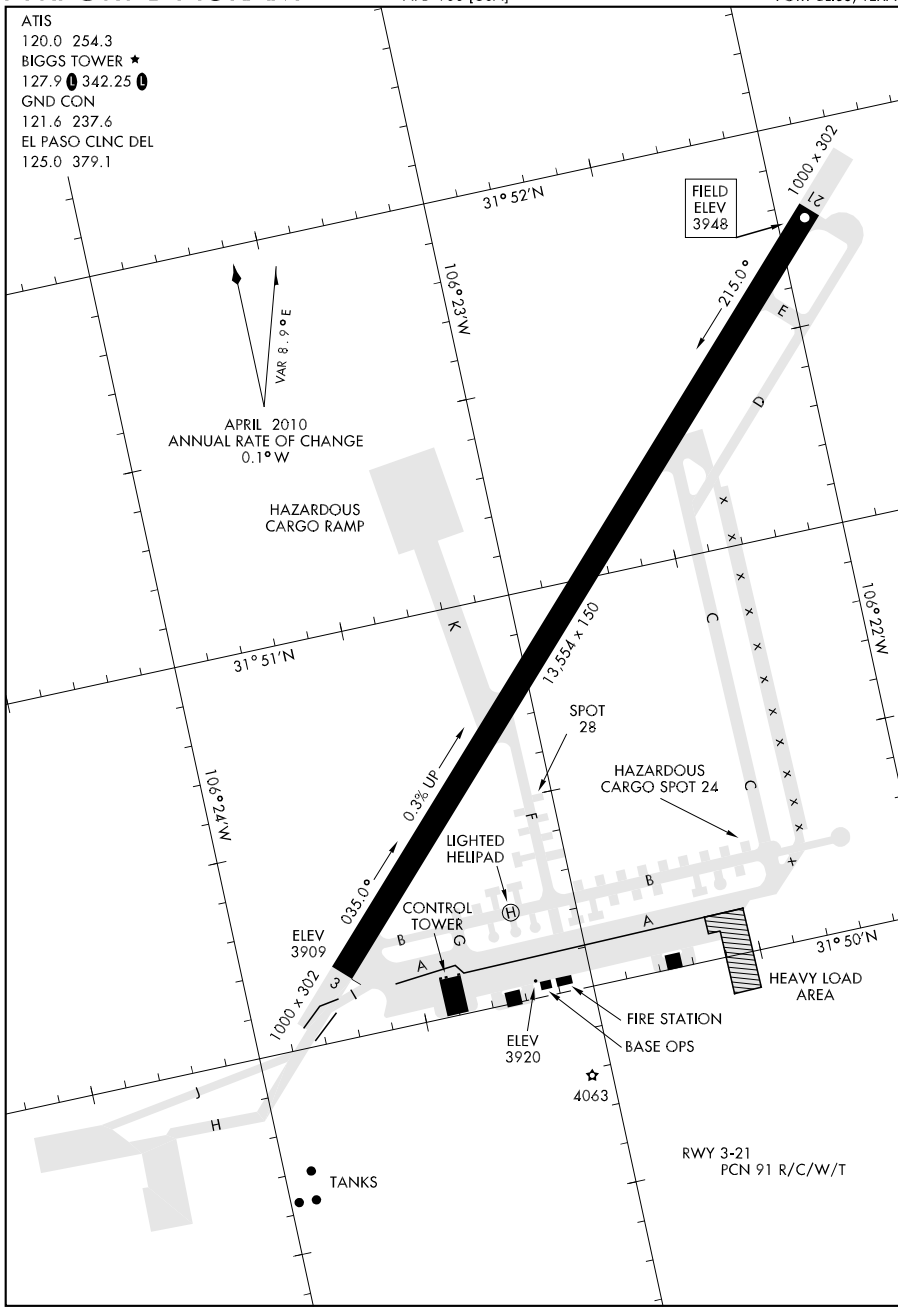
10098

AIRPORT DIAGRAM

BIGGS AAF (KBIF)

AFD-133 [USA]

FORT BLISS, TEXAS



AIRPORT DIAGRAM

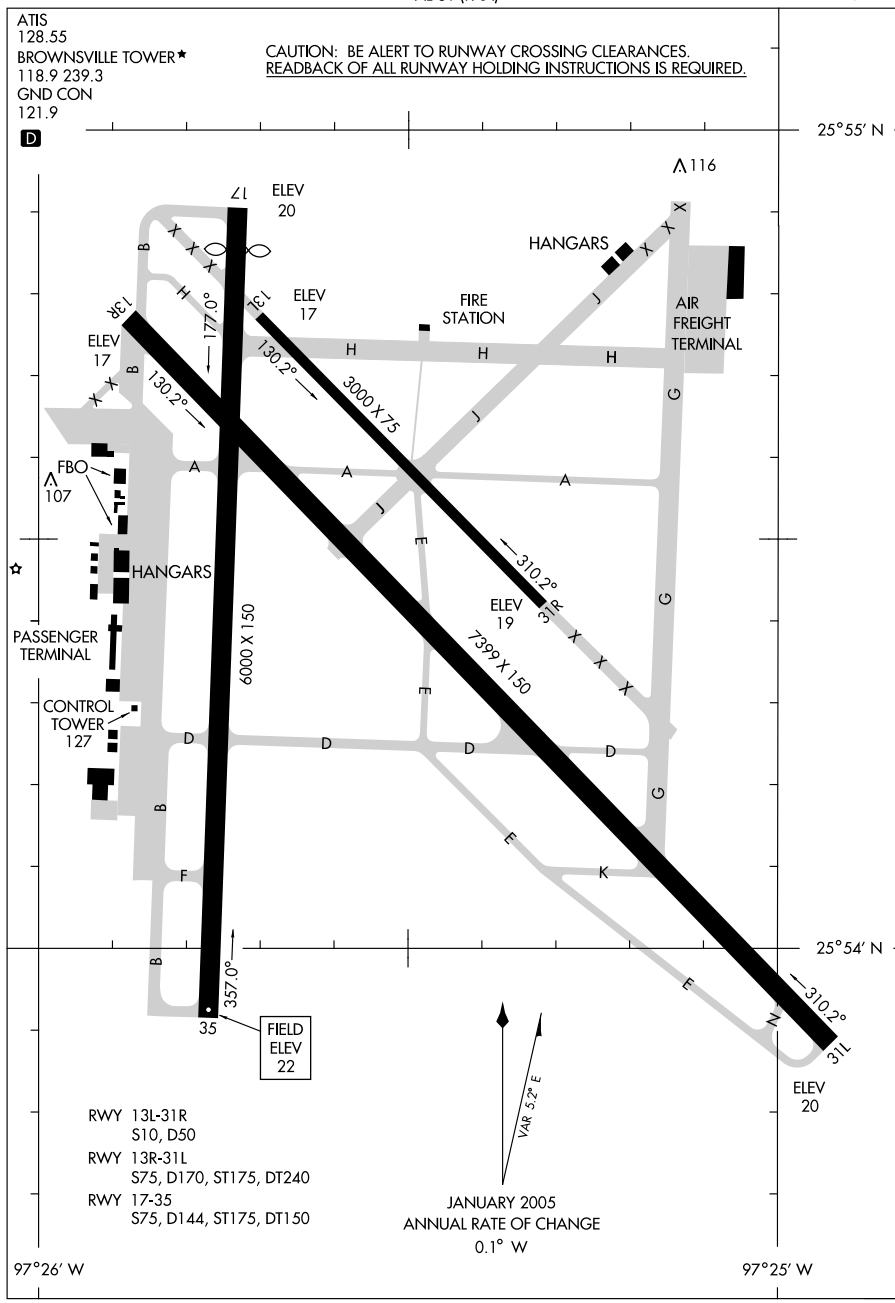
FORT BLISS, TEXAS

BIGGS AAF (KBIF)

09183

AIRPORT DIAGRAM

BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)
AL-61 (FAA)
BROWNSVILLE, TEXAS



AIRPORT DIAGRAM

09183

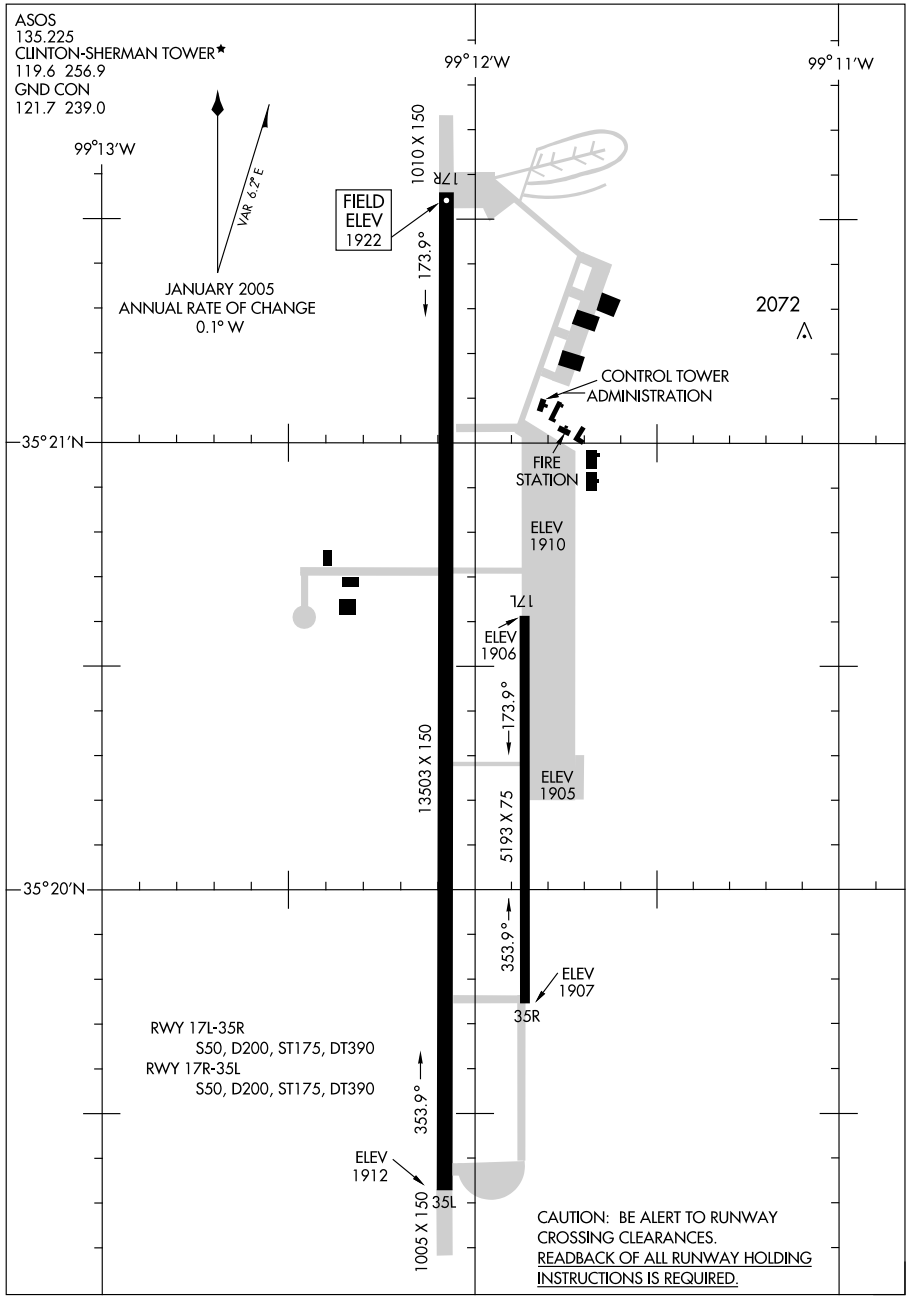
BROWNSVILLE, TEXAS
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

09183

AIRPORT DIAGRAM

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA

AL-778 (FAA)



AIRPORT DIAGRAM

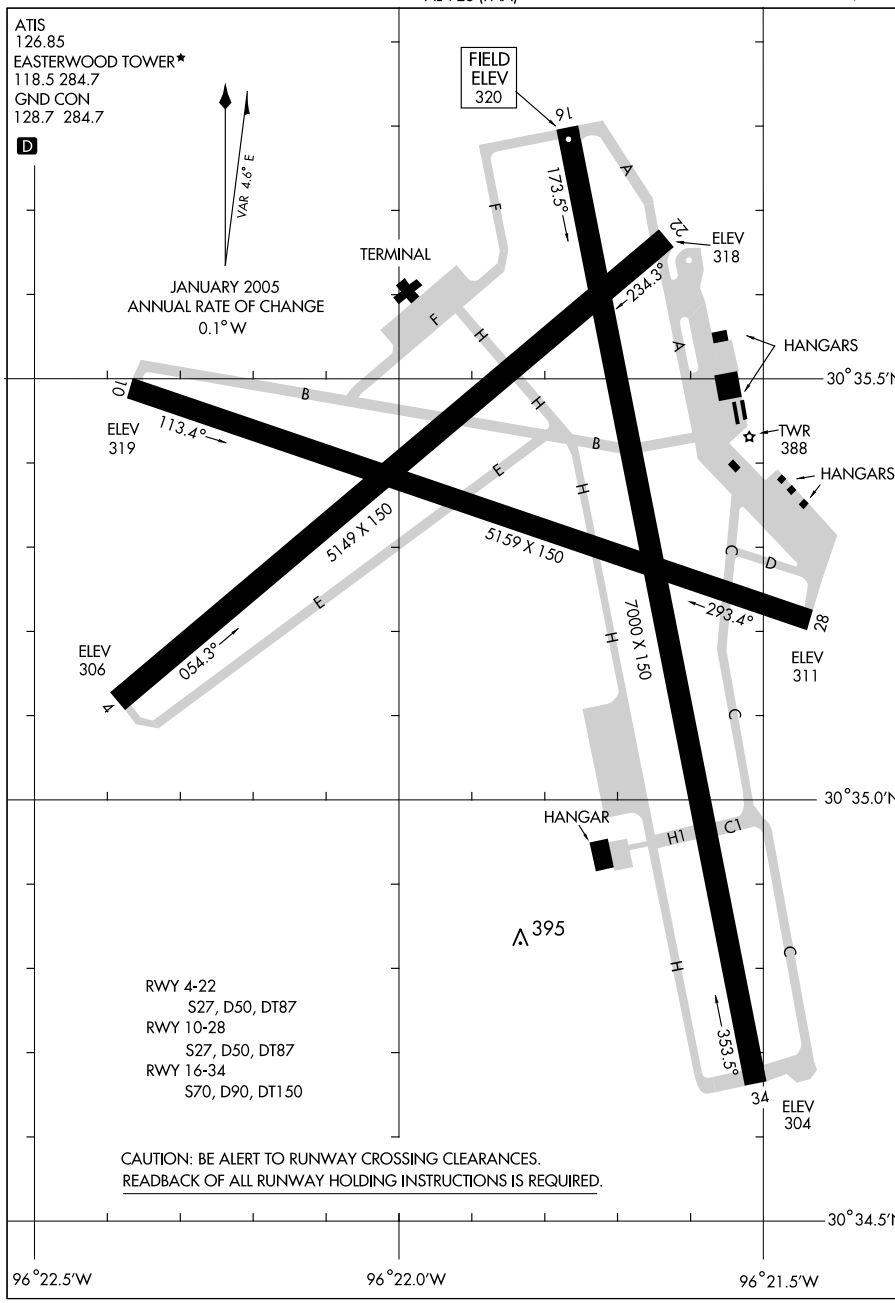
09183

CLINTON, OKLAHOMA
CLINTON-SHERMAN (CSM)

09295

AIRPORT DIAGRAM

COLLEGE STATION/EASTERWOOD FIELD (CLL)
COLLEGE STATION, TEXAS
AL-928 (FAA)



AIRPORT DIAGRAM

09295

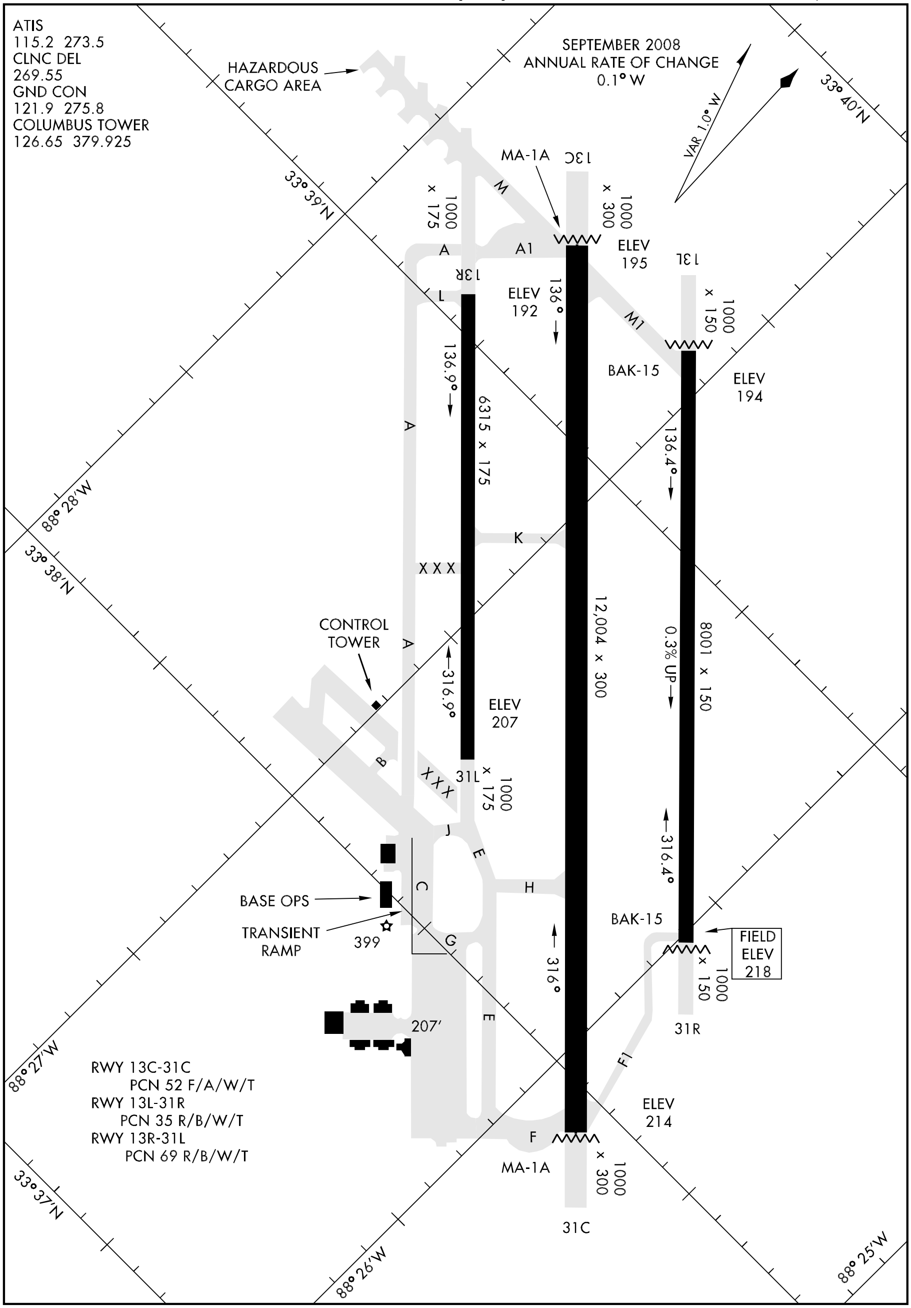
COLLEGE STATION, TEXAS
COLLEGE STATION/EASTERWOOD FIELD (CLL)

08269

AIRPORT DIAGRAM

AFD-91 [USAF]

COLUMBUS AFB (KCBM)
COLUMBUS, MISSISSIPPI



AIRPORT DIAGRAM

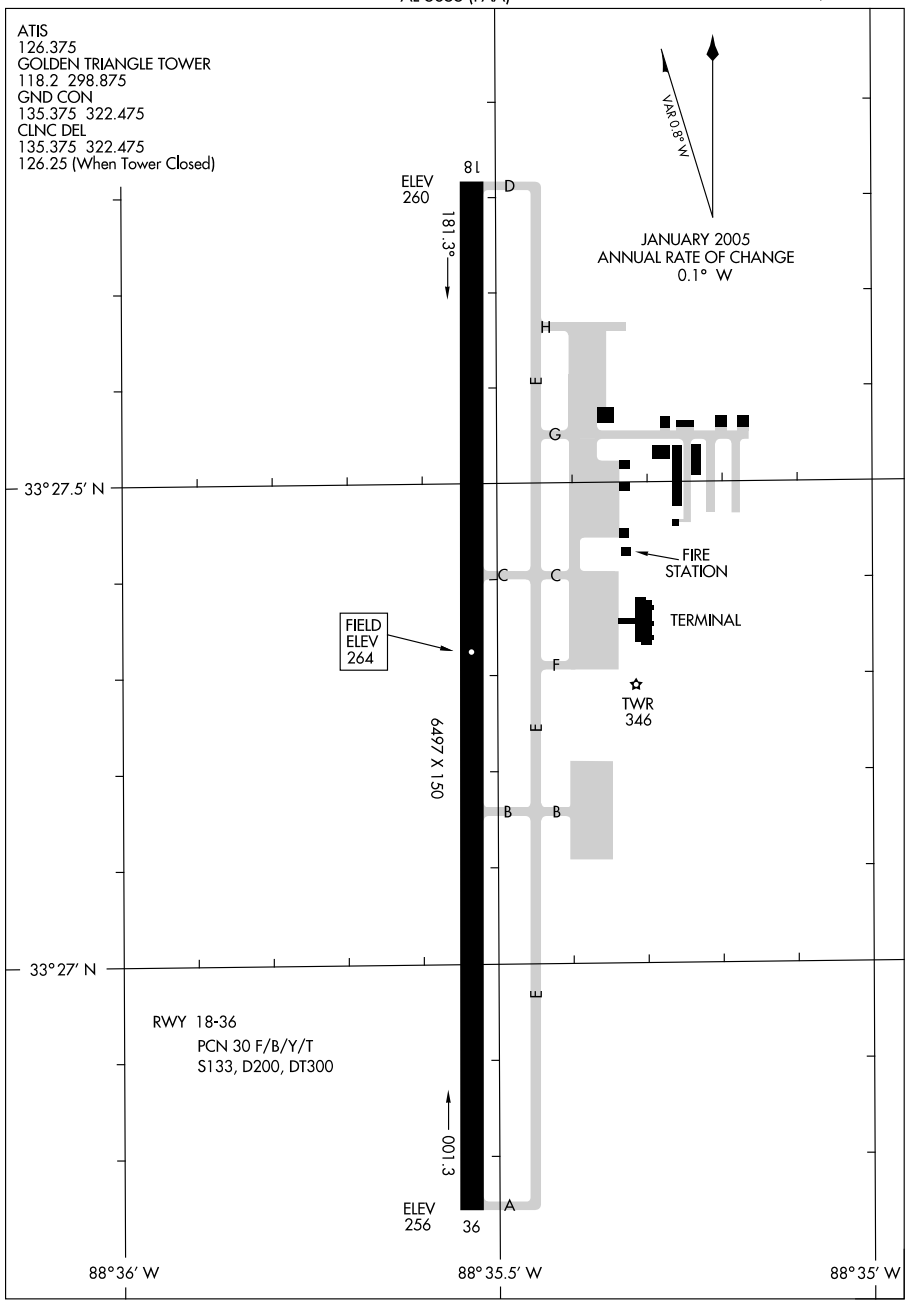
WGS-84 DATUM

COLUMBUS, MISSISSIPPI
COLUMBUS AFB (KCBM)

09183

AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)
COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
AL-5855 (FAA)



AIRPORT DIAGRAM

09183

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

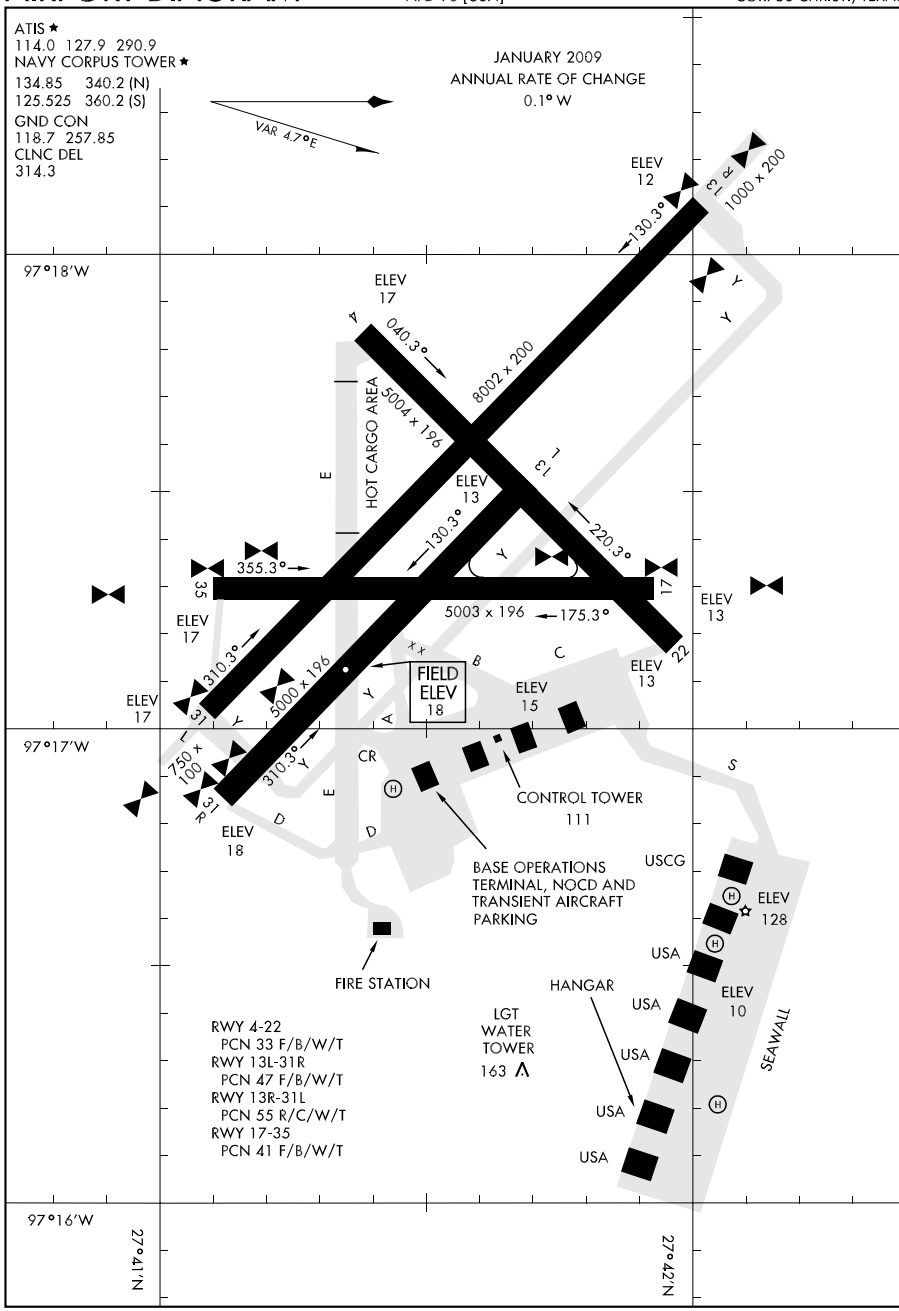
09015

AIRPORT DIAGRAM

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

AFD-98 [USN]

CORPUS CHRISTI, TEXAS



AIRPORT DIAGRAM

CORPUS CHRISTI, TEXAS

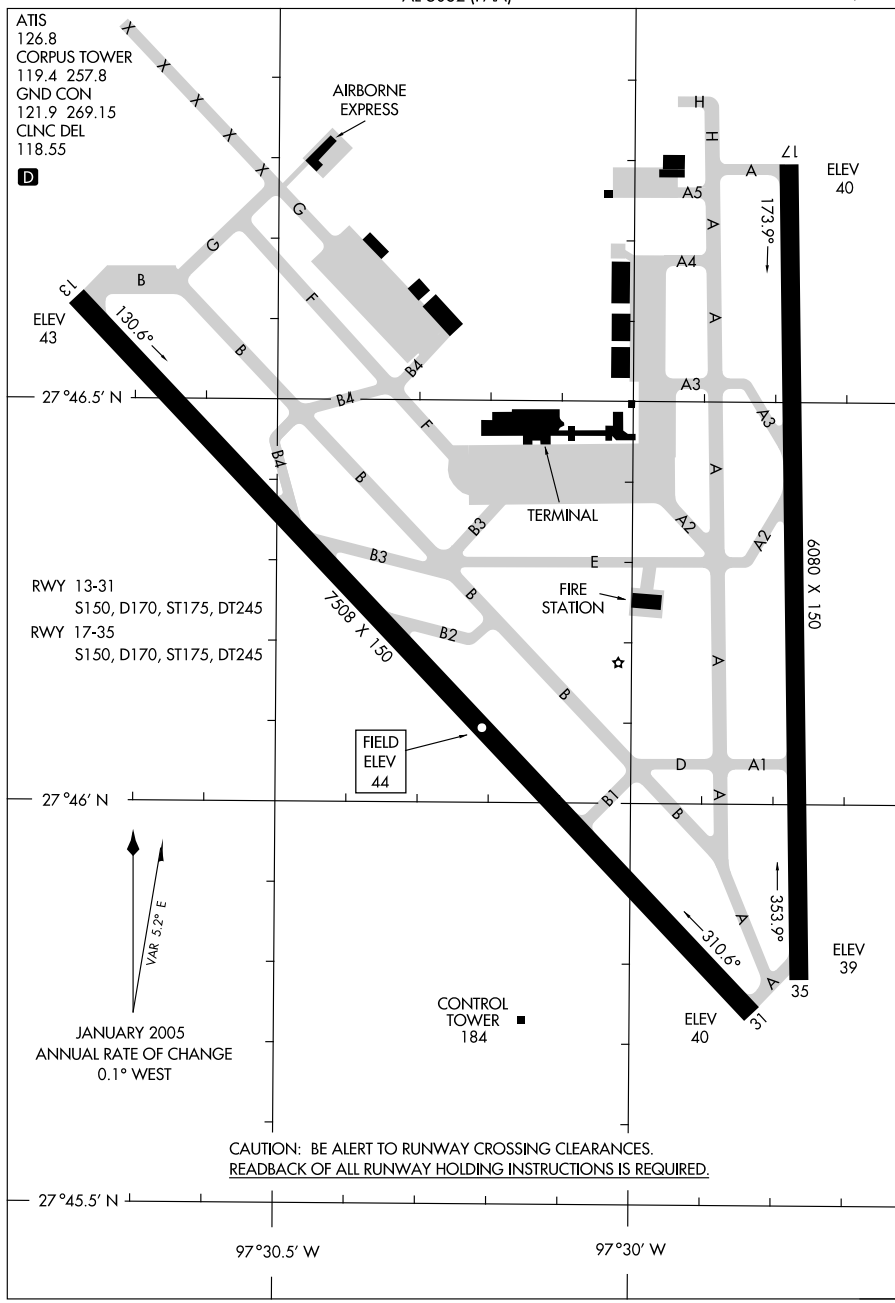
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

09183

AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)
CORPUS CHRISTI, TEXAS



AIRPORT DIAGRAM
09183

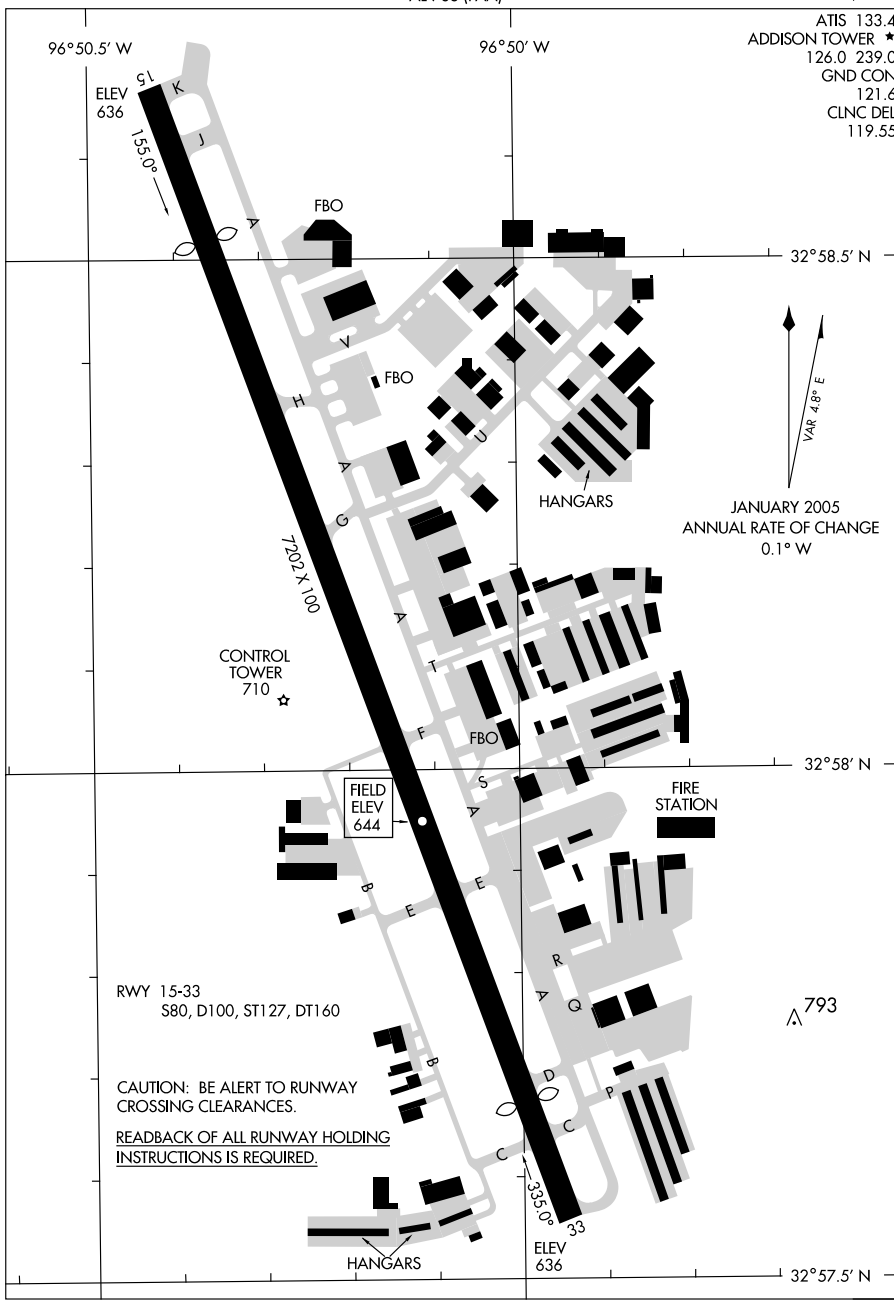
CORPUS CHRISTI, TEXAS
CORPUS CHRISTI INTL (CRP)

08325

AIRPORT DIAGRAM

DALLAS/ADDISON (ADS)
DALLAS, TEXAS

AL-768 (FAA)



AIRPORT DIAGRAM

08325

DALLAS, TEXAS
DALLAS/ADDISON (ADS)

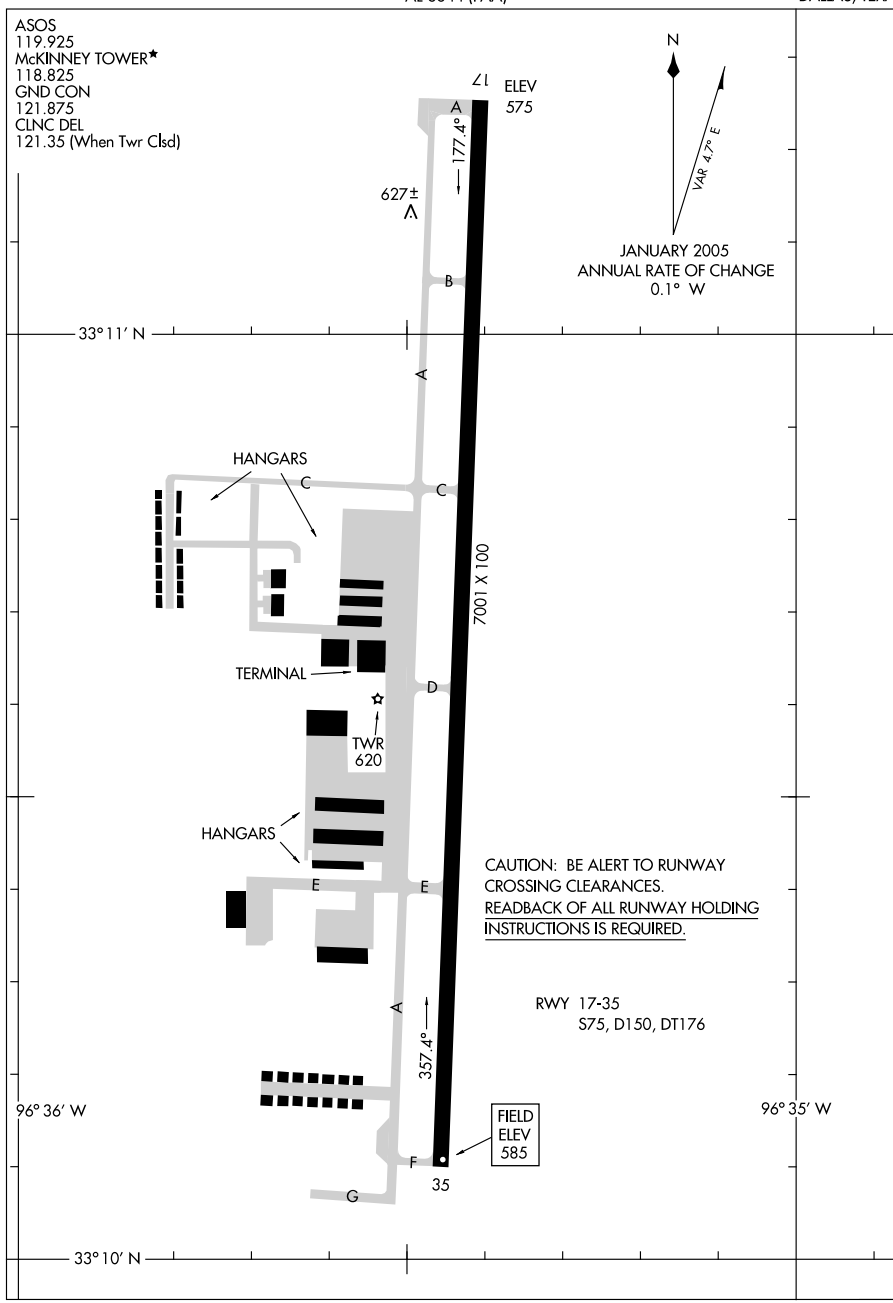
09351

AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AL-6644 (FAA)

DALLAS, TEXAS



AIRPORT DIAGRAM

09351

DALLAS, TEXAS

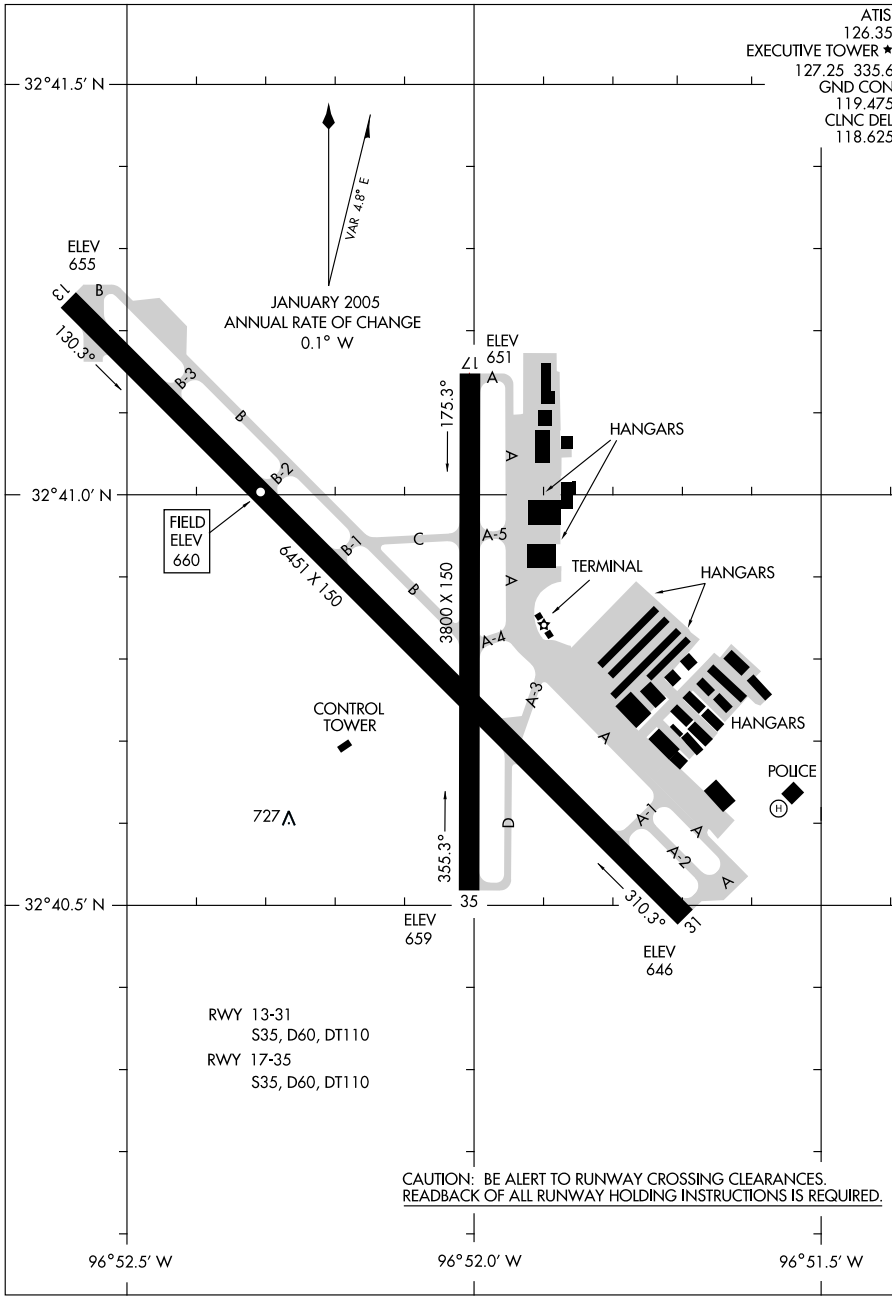
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

09239

AIRPORT DIAGRAM

AL-742 (FAA)

DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS



AIRPORT DIAGRAM

09239

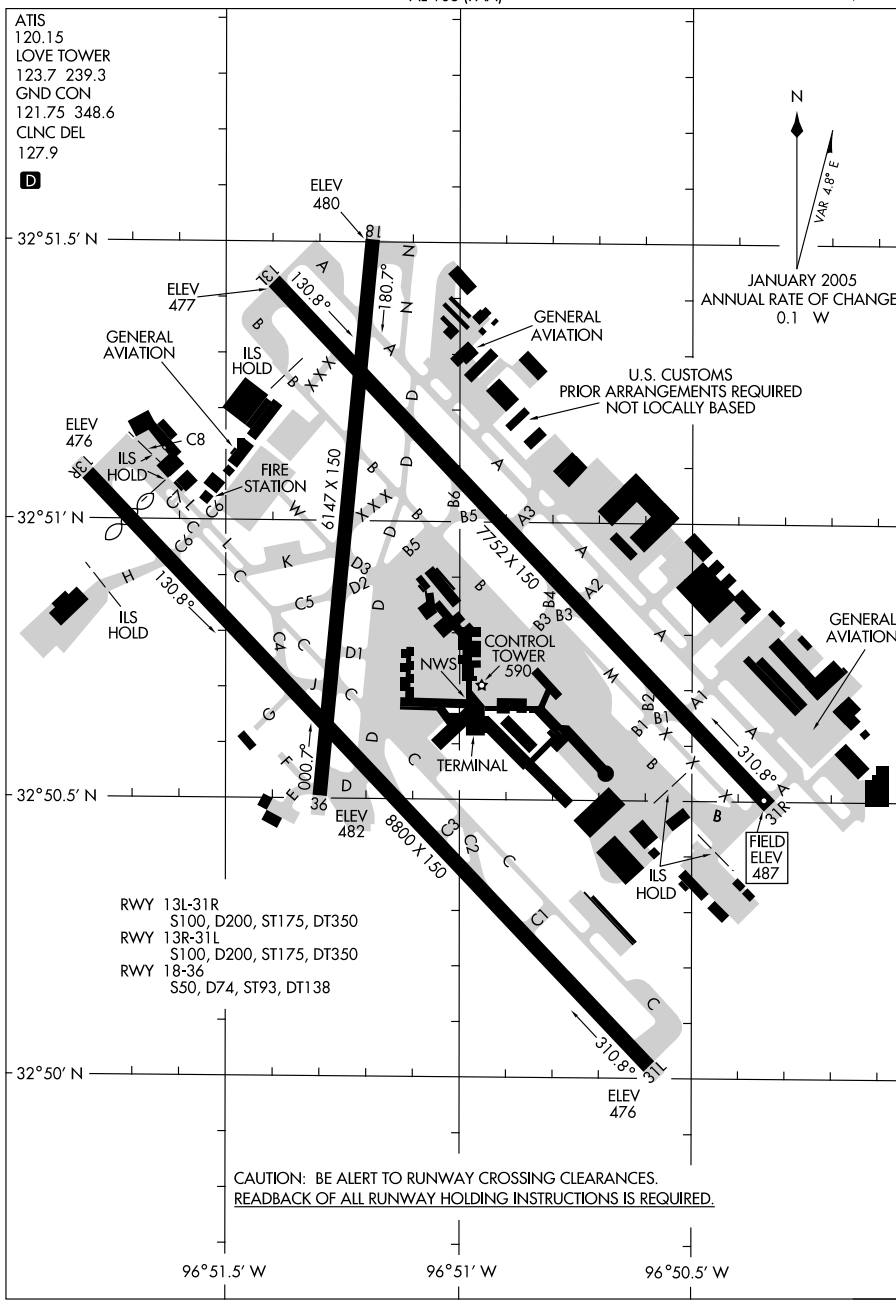
DALLAS, TEXAS
DALLAS EXECUTIVE (RBD)

09071

AIRPORT DIAGRAM

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

AL-106 (FAA)



AIRPORT DIAGRAM
09071

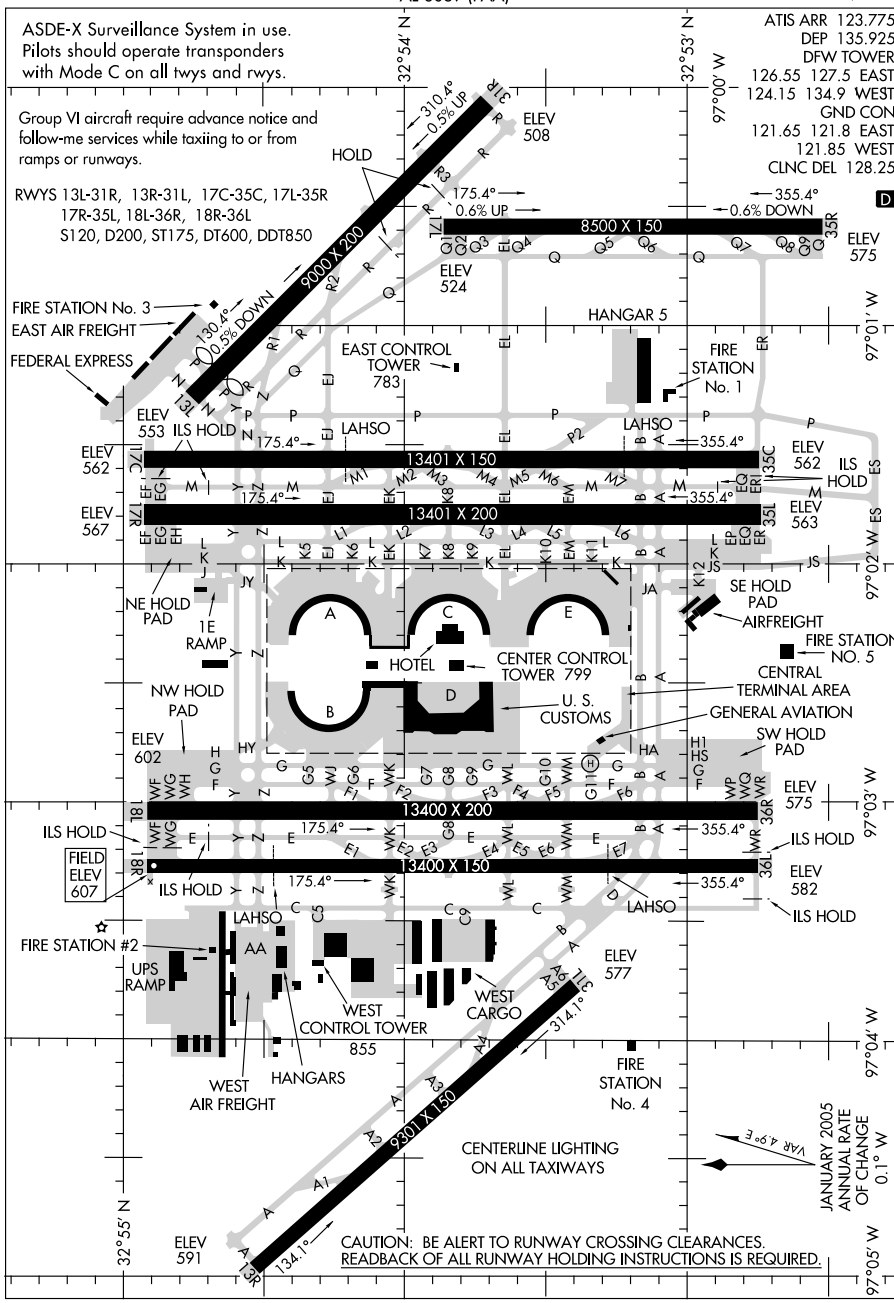
DALLAS, TEXAS
DALLAS-LOVE FIELD (DAL)

09351

AIRPORT DIAGRAM

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



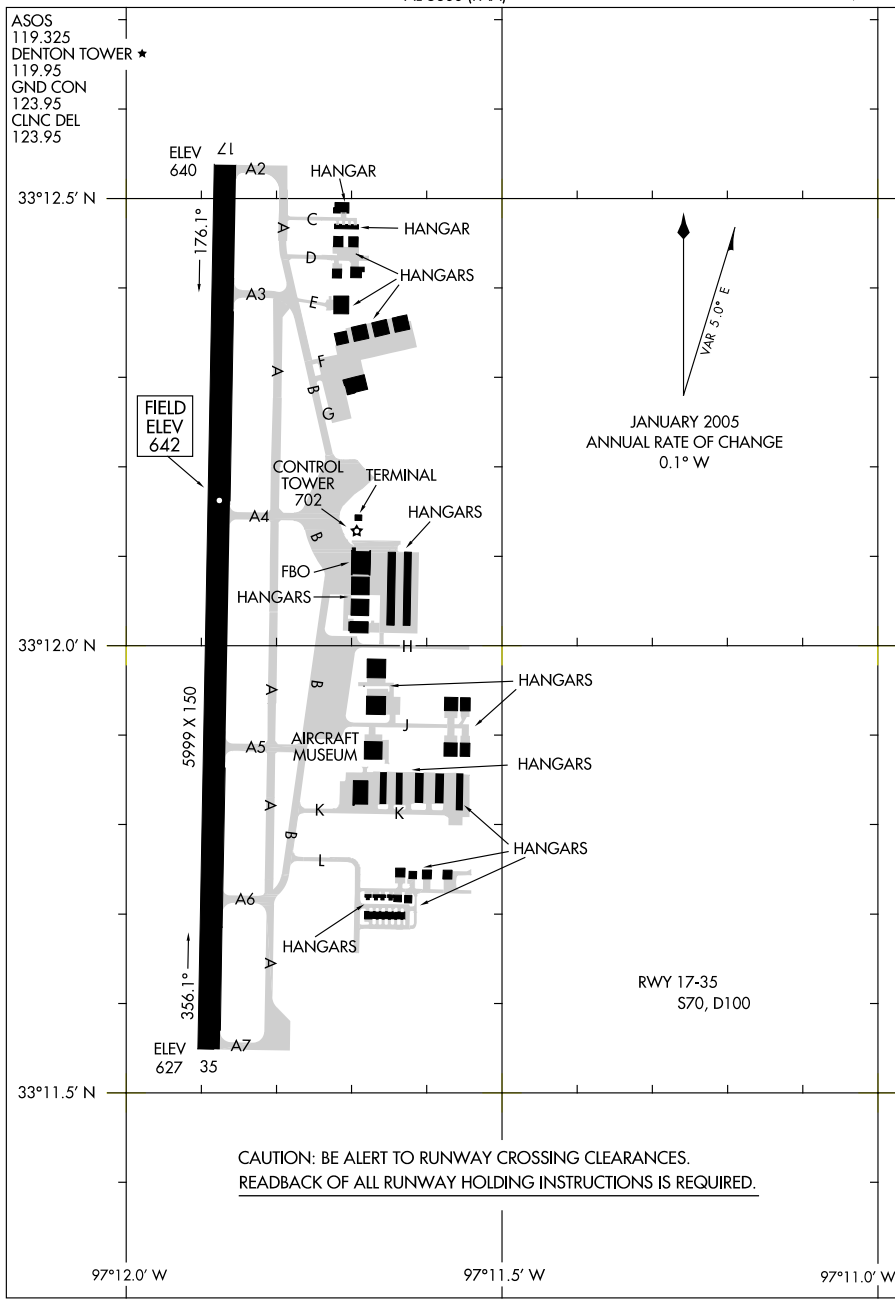
AIRPORT DIAGRAM
09351
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

09015

AIRPORT DIAGRAM

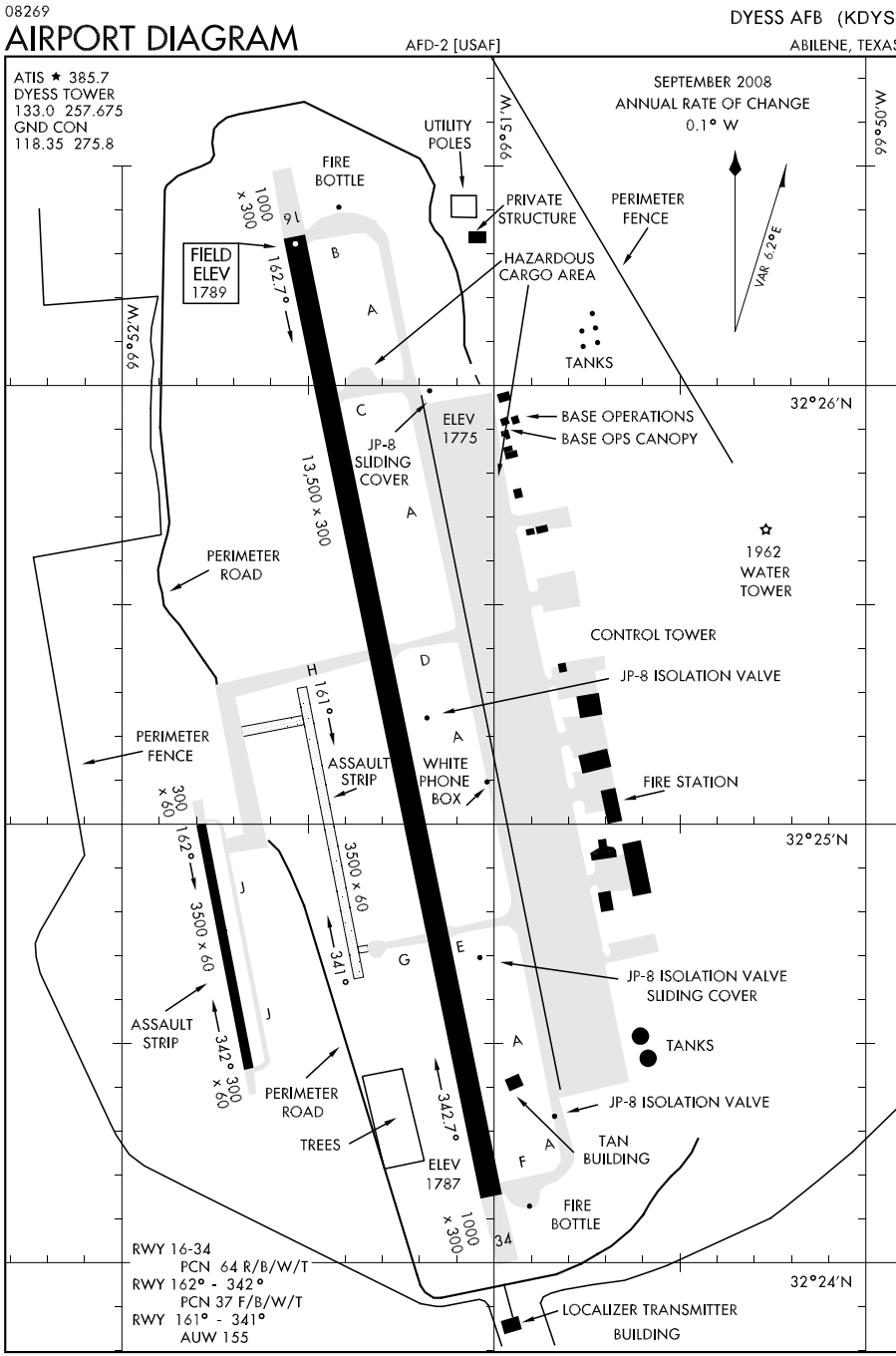
DENTON MUNI (DTO)
DENTON, TEXAS

AL-5866 (FAA)



AIRPORT DIAGRAM
09015

DENTON, TEXAS
DENTON MUNI (DTO)

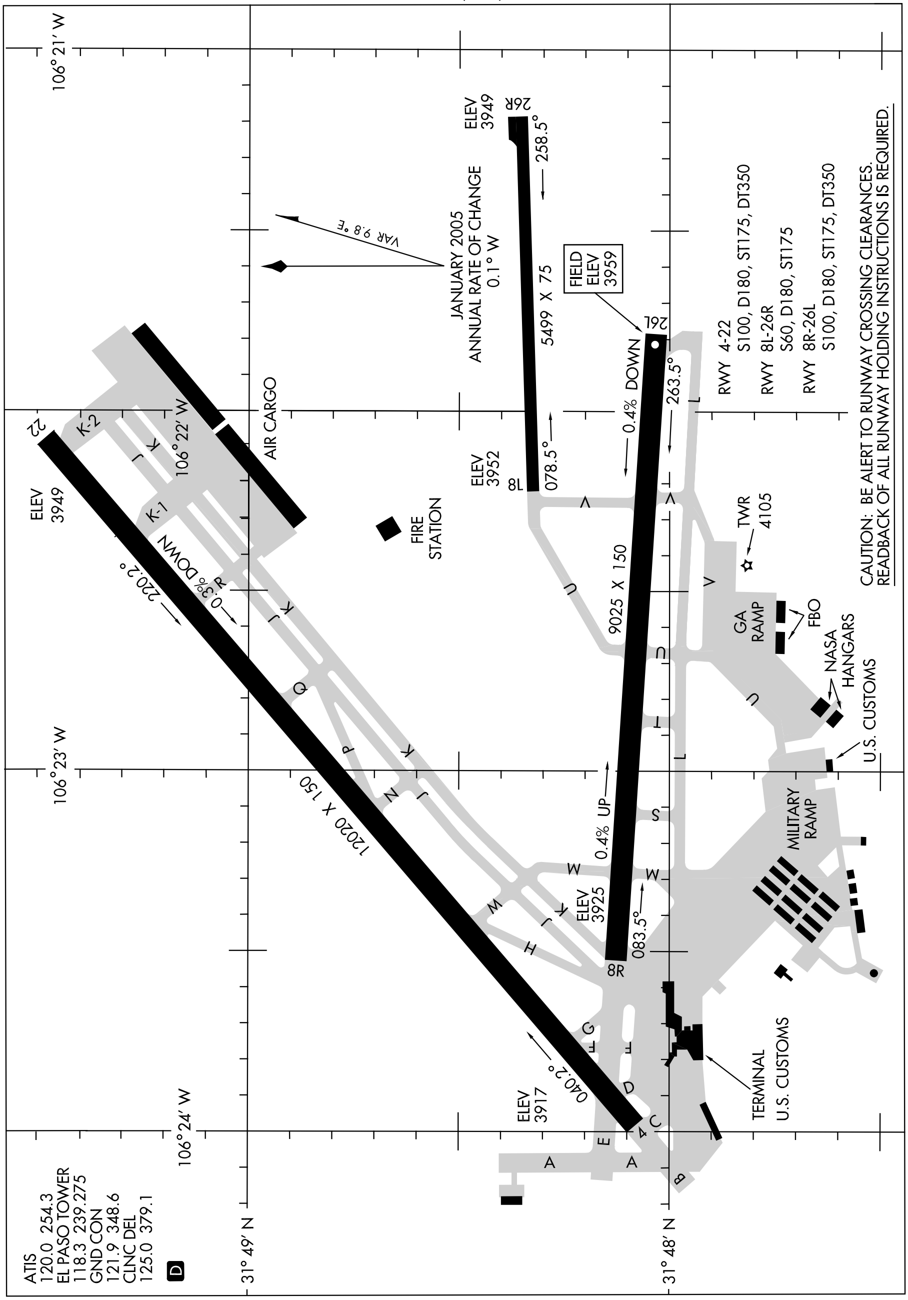

08269
AIRPORT DIAGRAM
AFD-2 [USAF]
DYESS AFB (KDYS)
ABILENE, TEXAS
ATIS ★ 385.7
DYESS TOWER
133.0 257.675
GND CON
118.35 275.8
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 6.2°E
99°51'W
99°50'W
UTILITY POLES
FIRE BOTTLE
PRIVATE STRUCTURE
PERIMETER FENCE
HAZARDOUS CARGO AREA
TANKS
FIELD ELEV 1789
1000 x 300
16
162.7°
B
A
C
ELEV 1775
JP-8 SLIDING COVER
13,500 x 300
BASE OPERATIONS
BASE OPS CANOPY
32°26'N
1962 WATER TOWER
PERIMETER ROAD
CONTROL TOWER
JP-8 ISOLATION VALVE
H
161°
D
A
PERIMETER FENCE
ASSAULT STRIP
300 x 60
WHITE PHONE BOX
FIRE STATION
32°25'N
162°
3500 x 60
J
341°
G
E
JP-8 ISOLATION VALVE
SLIDING COVER
ASSAULT STRIP
342° 300 x 60
TANKS
PERIMETER ROAD
342.7°
JP-8 ISOLATION VALVE
TREES
ELEV 1787
TAN BUILDING
F
FIRE BOTTLE
1000 x 300
34
RWY 16-34
PCN 64 R/B/W/T
RWY 162° - 342°
PCN 37 F/B/W/T
RWY 161° - 341°
AUW 155
32°24'N
LOCALIZER TRANSMITTER BUILDING
AIRPORT DIAGRAM
ABILENE, TEXAS
DYESS AFB (KDYS)

09295

AIRPORT DIAGRAM

AL-134 (FAA)

EL PASO INTL (ELP)
EL PASO, TEXAS



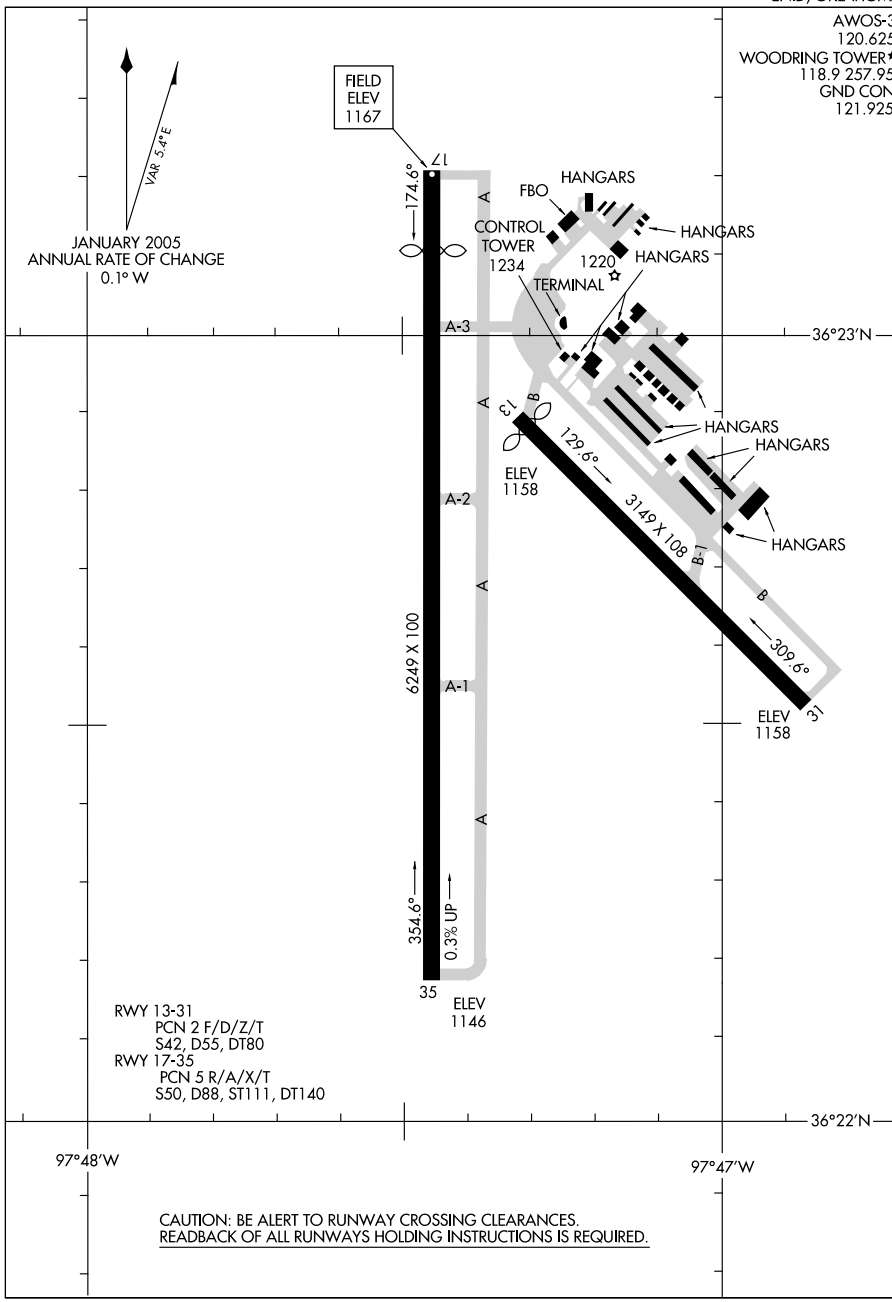
AIRPORT DIAGRAM
09295
EL PASO, TEXAS
EL PASO INTL (ELP)

09239

AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)
ENID, OKLAHOMA



AIRPORT DIAGRAM

09239

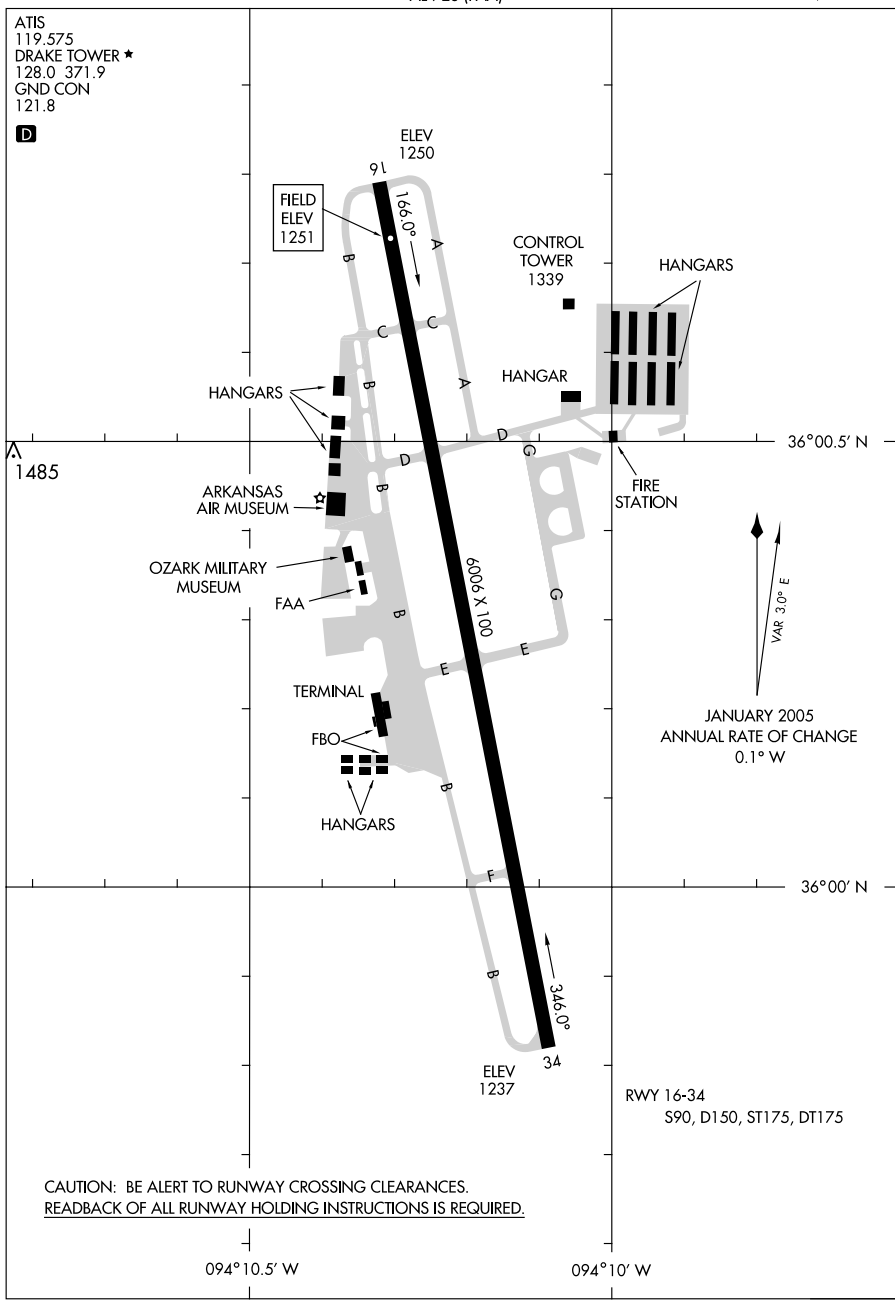
ENID, OKLAHOMA
ENID WOODRING RGNL (WDG)

09015

AIRPORT DIAGRAM

FAYETTEVILLE/ DRAKE FIELD (FYV)
FAYETTEVILLE, ARKANSAS

AL-728 (FAA)



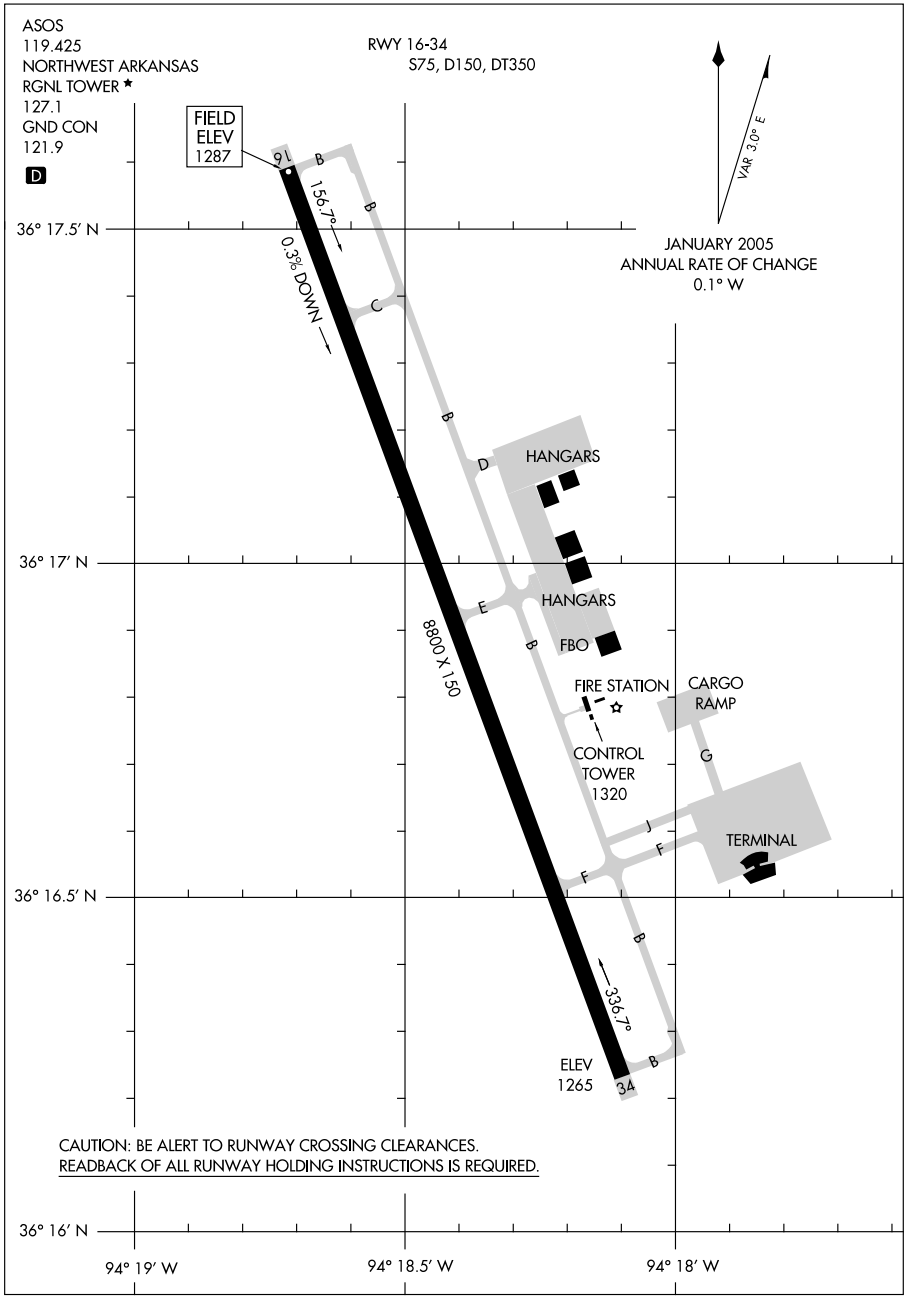
AIRPORT DIAGRAM
09015

FAYETTEVILLE, ARKANSAS
FAYETTEVILLE/ DRAKE FIELD (FYV)

09183

AIRPORT DIAGRAM

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)
AL-9274 (FAA) FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS



AIRPORT DIAGRAM

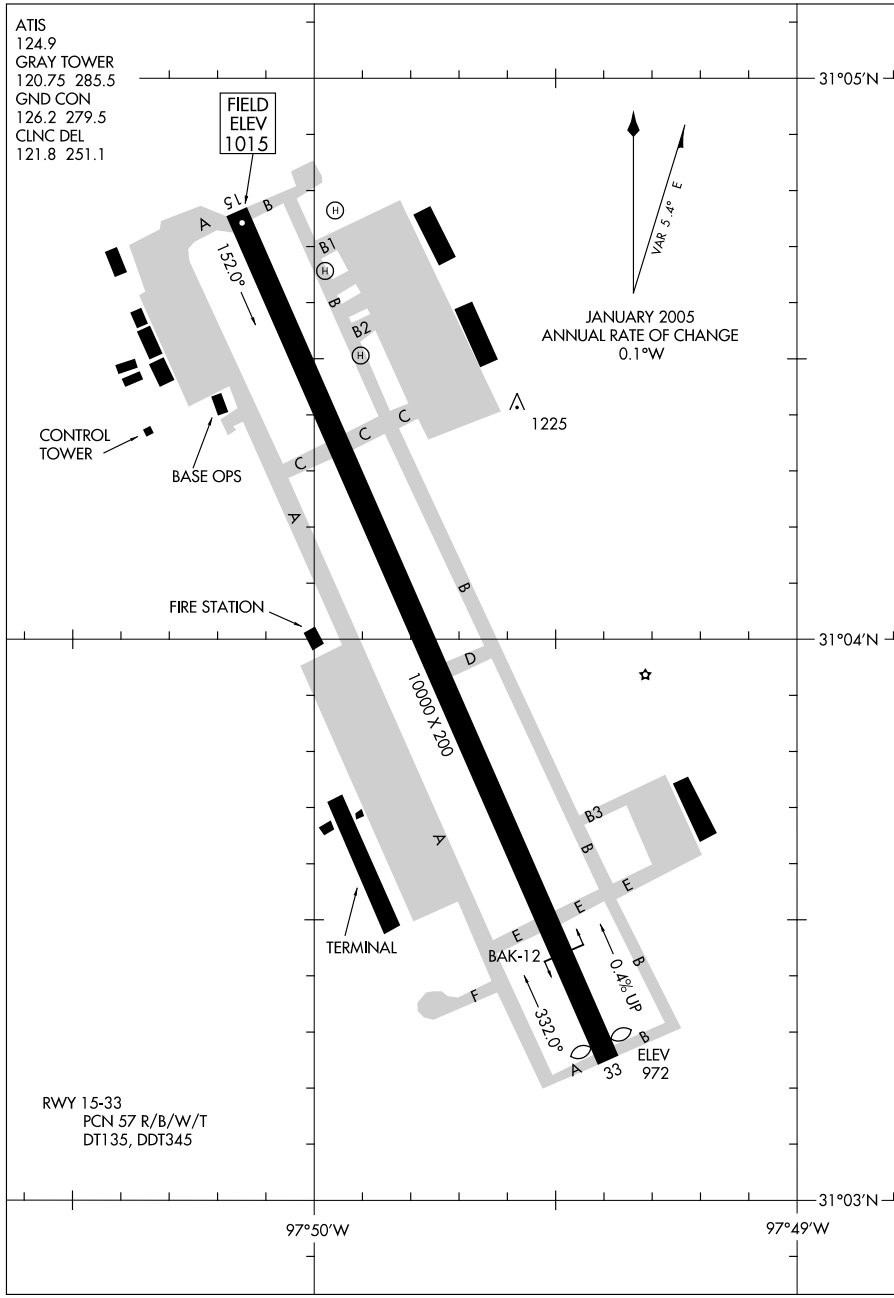
09183

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

09351

AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)
AL-906 (FAA) FORT HOOD/KILLEEN, TEXAS



AIRPORT DIAGRAM

09351

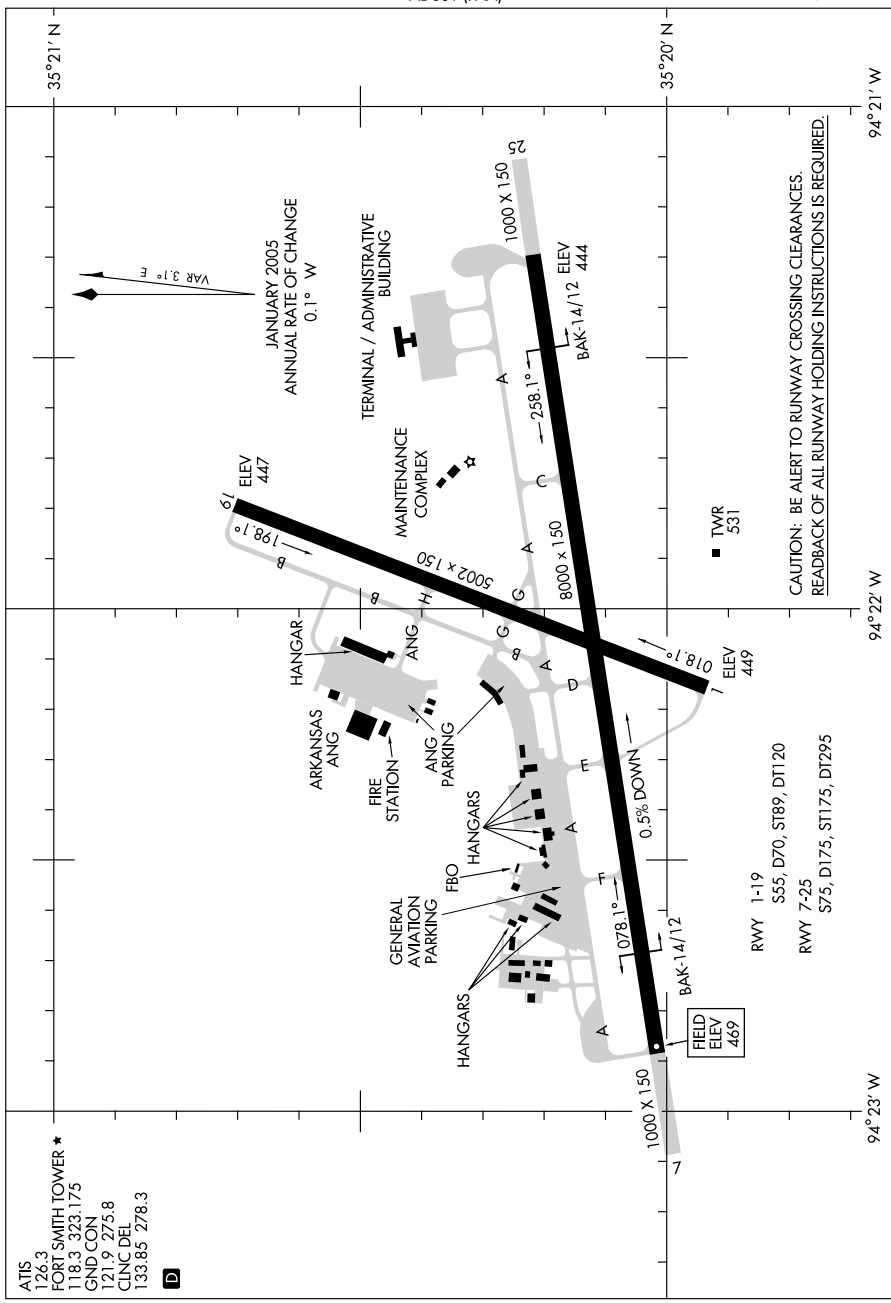
FORT HOOD/KILLEEN, TEXAS
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

09183

AIRPORT DIAGRAM

AL-631 (FAA)

FORT SMITH RGNL (FSM)
FORT SMITH, ARKANSAS



AIRPORT DIAGRAM
09183

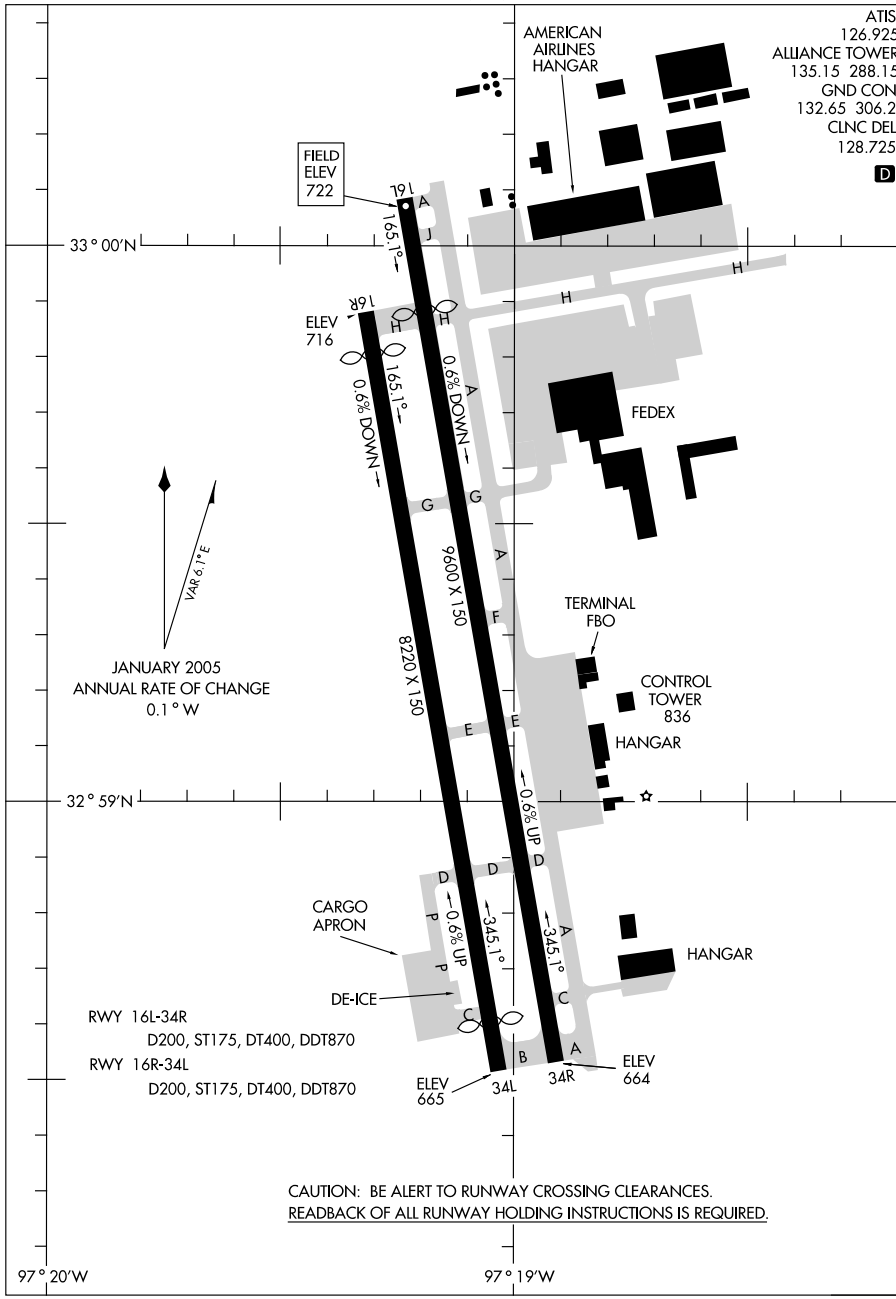
FORT SMITH, ARKANSAS
FORT SMITH RGNL (FSM)

09071

AIRPORT DIAGRAM

AL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS



AIRPORT DIAGRAM

09071

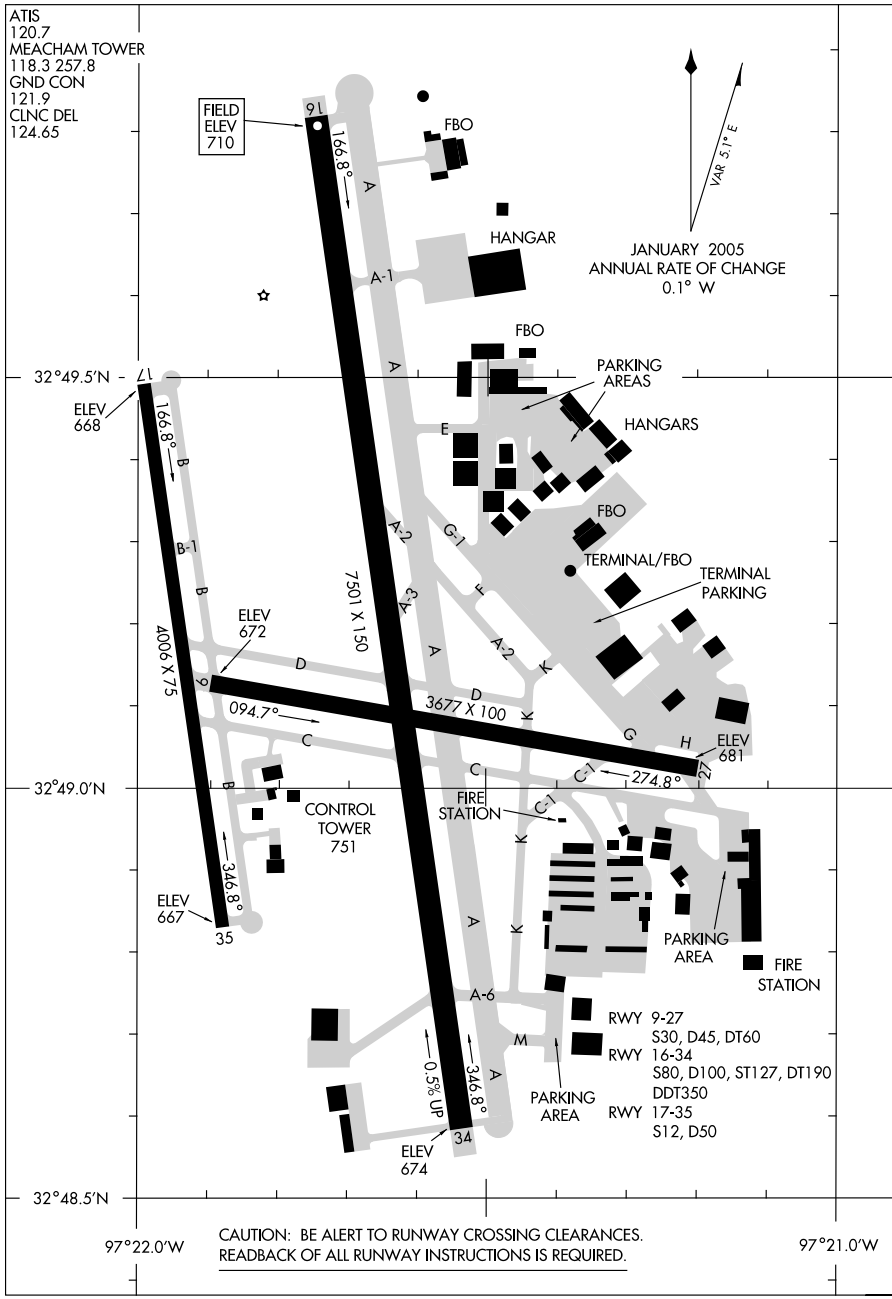
FORT WORTH, TEXAS
FORT WORTH ALLIANCE (AFW)

10042

AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS



AIRPORT DIAGRAM

10042

FORT WORTH, TEXAS
FORT WORTH MEACHAM INTL (FTW)

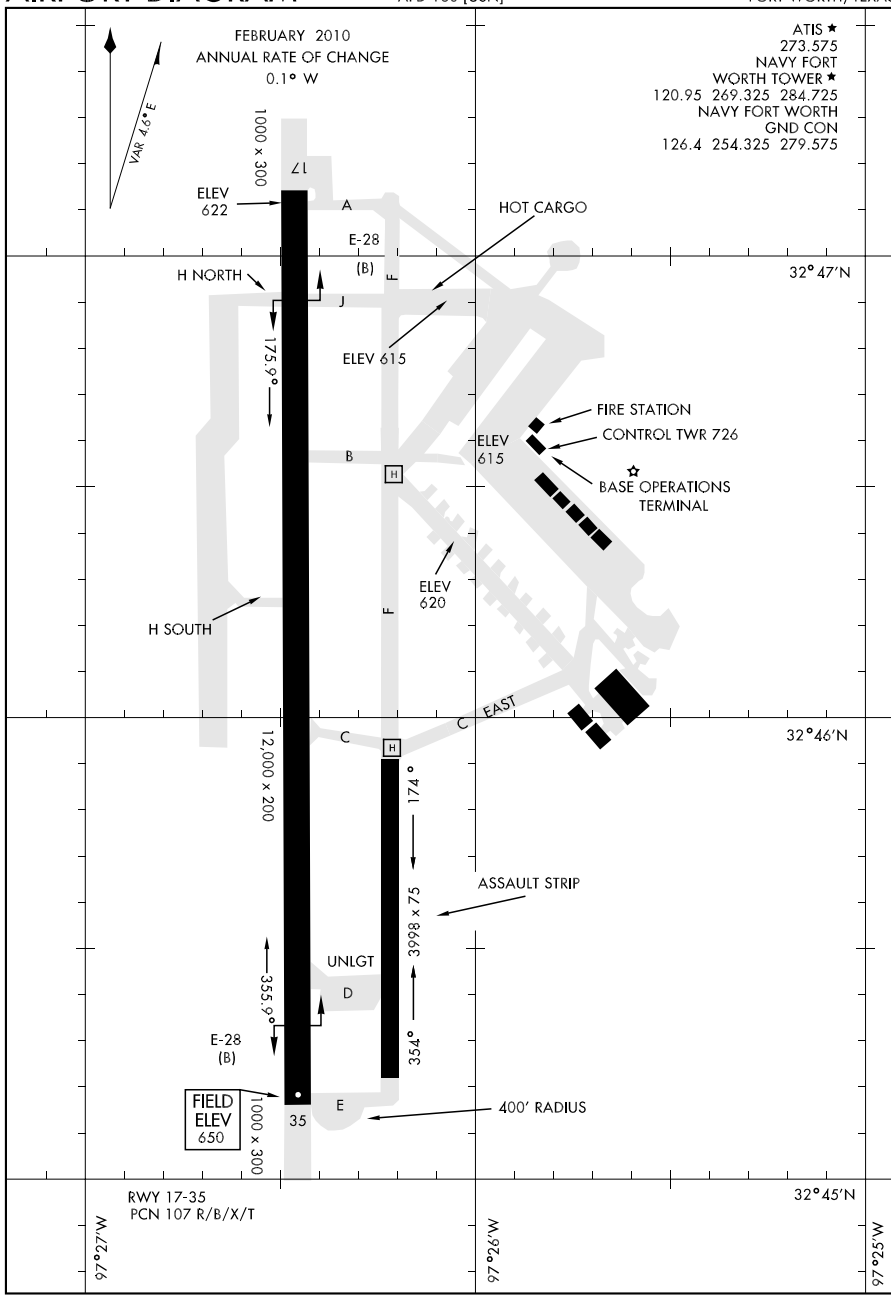
10014

AIRPORT DIAGRAM

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

AFD-160 [USN]

FORT WORTH, TEXAS



AIRPORT DIAGRAM

FORT WORTH, TEXAS

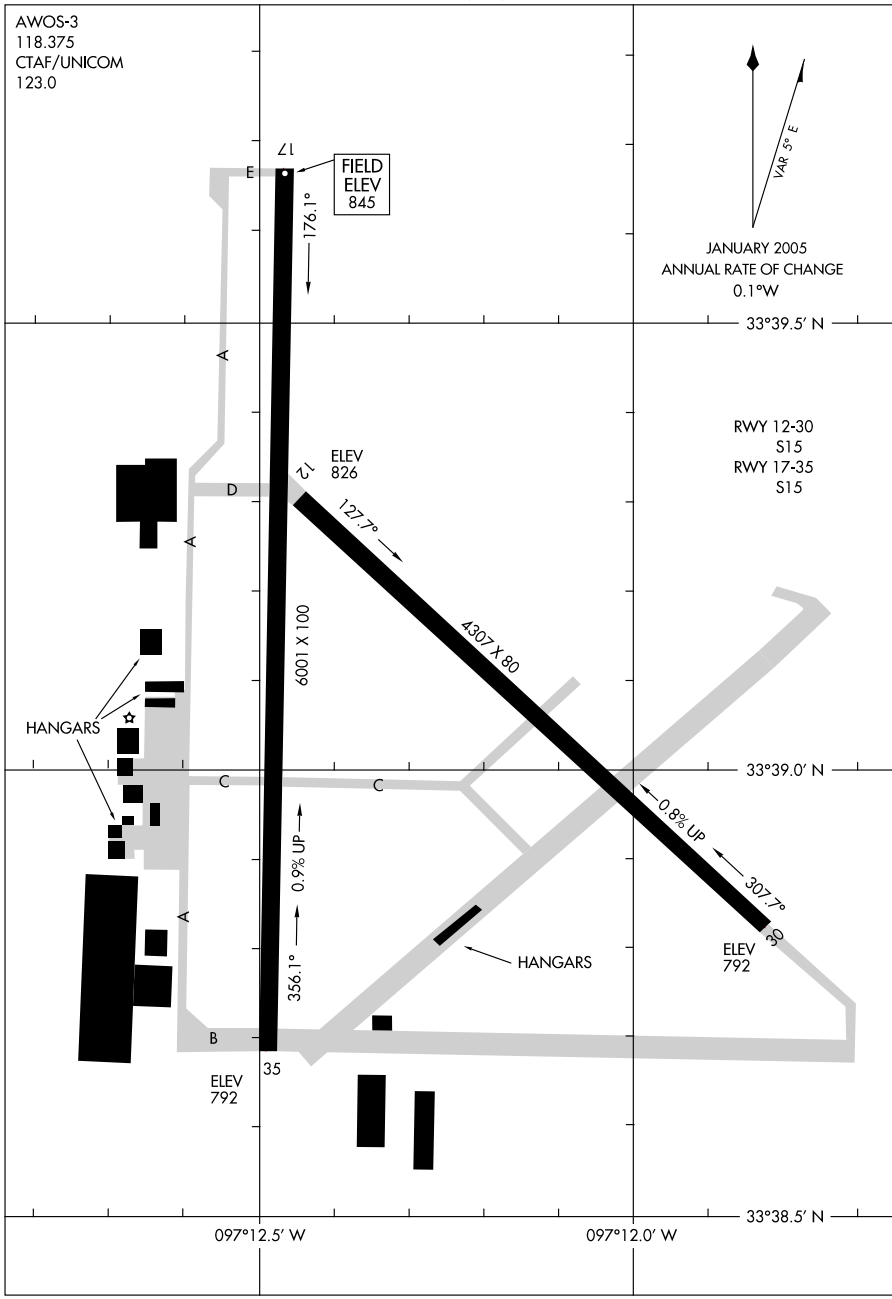
FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

09127

AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)
GAINESVILLE, TEXAS



AIRPORT DIAGRAM

09127

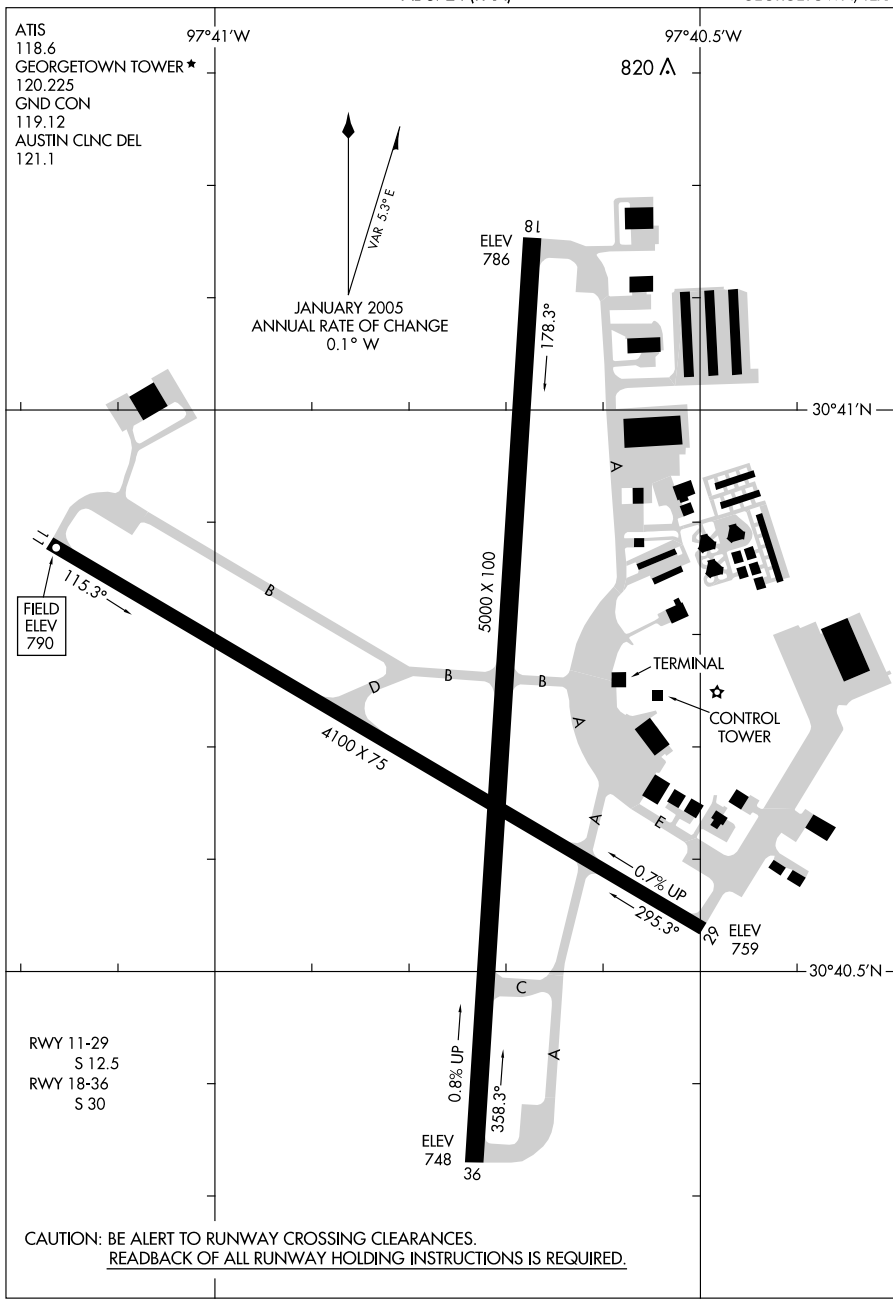
GAINESVILLE, TEXAS
GAINESVILLE MUNI (GLE)

08157

AIRPORT DIAGRAM

AL-5724 (FAA)

GEORGETOWN MUNI (GTU)
GEORGETOWN, TEXAS



AIRPORT DIAGRAM

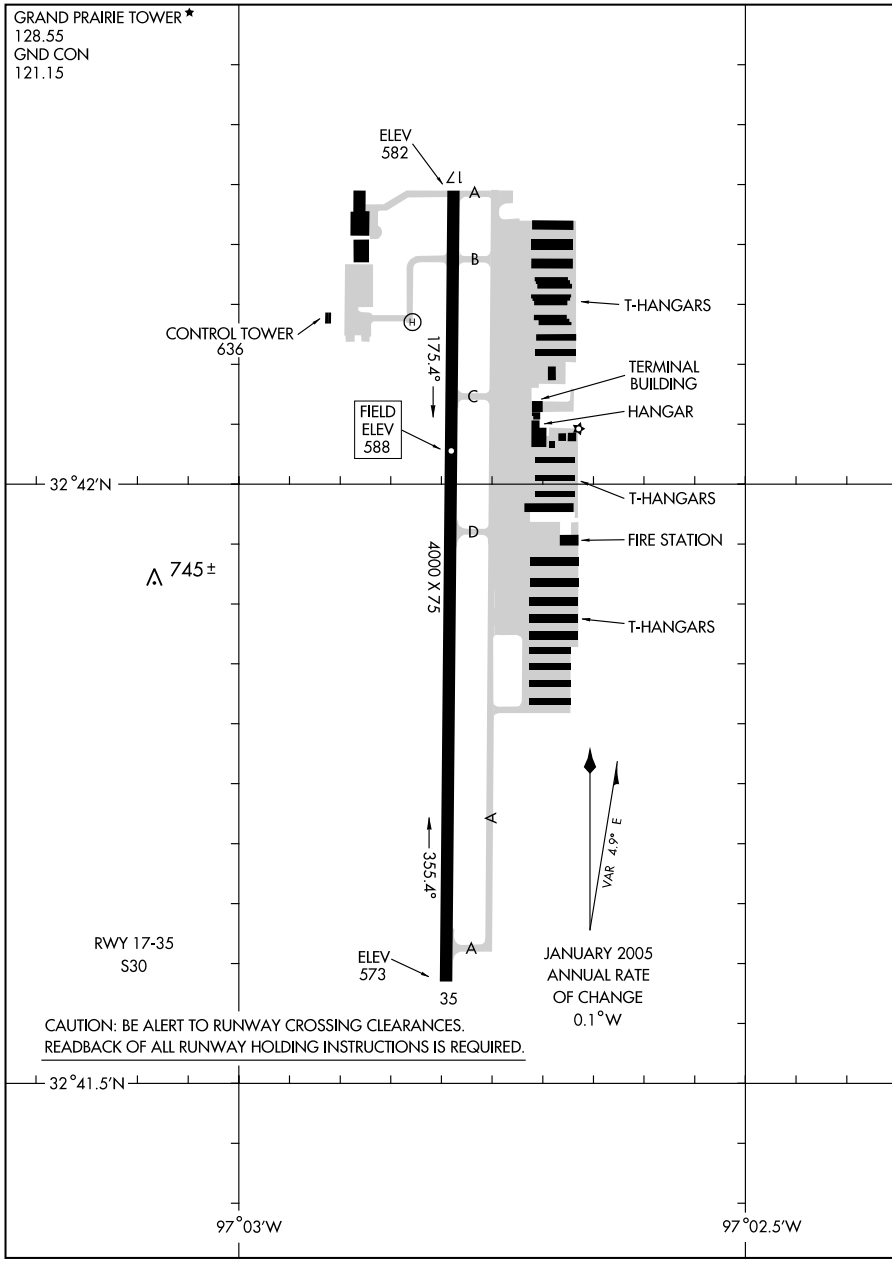
08157

GEORGETOWN, TEXAS
GEORGETOWN MUNI (GTU)

06327

AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)
AL-9209 (FAA)
GRAND PRAIRIE, TEXAS



AIRPORT DIAGRAM

06327

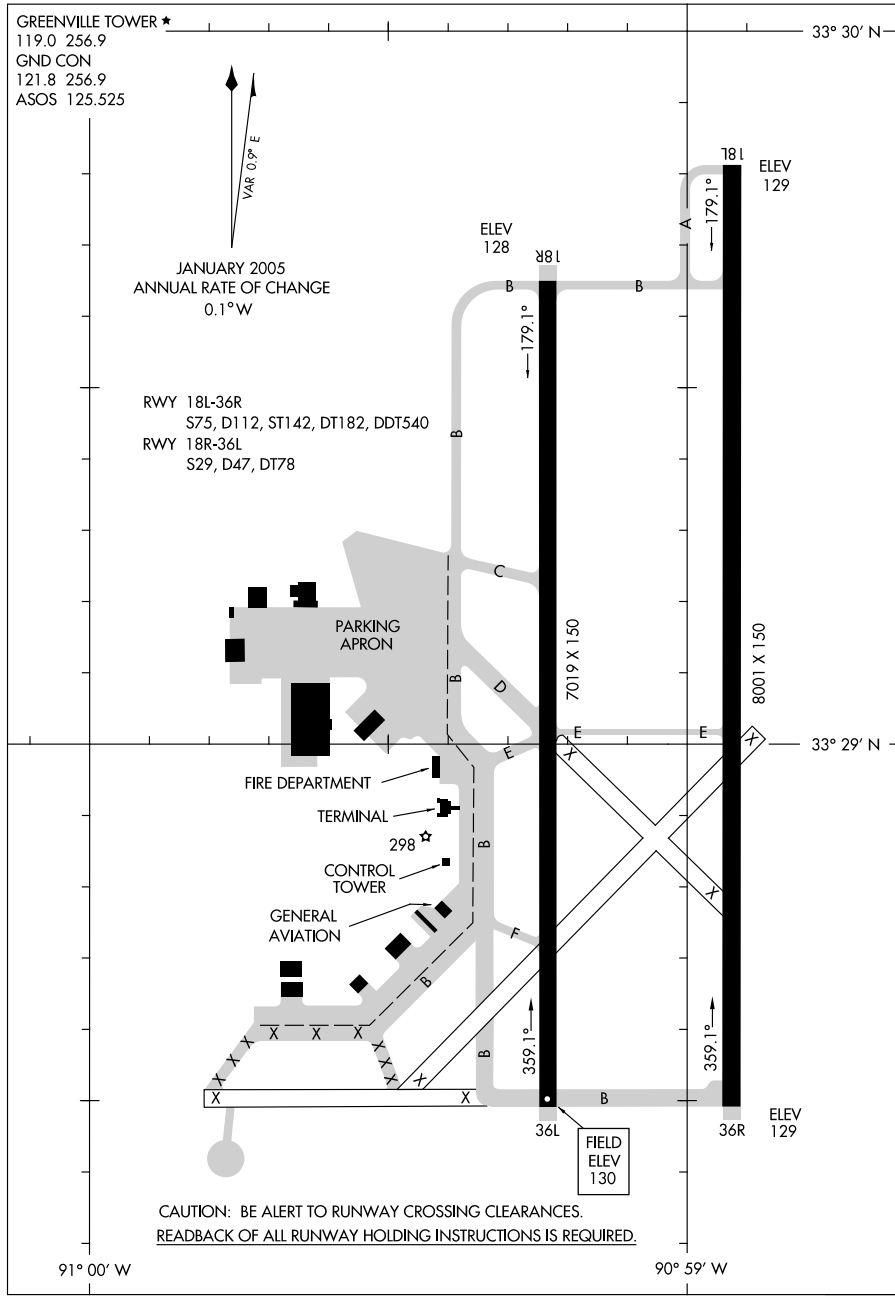
GRAND PRAIRIE, TEXAS
GRAND PRAIRIE MUNI (GPM)

07354

AIRPORT DIAGRAM

GREENVILLE/MID DELTA RGNL (GLH)
GREENVILLE, MISSISSIPPI

AL-572 (FAA)



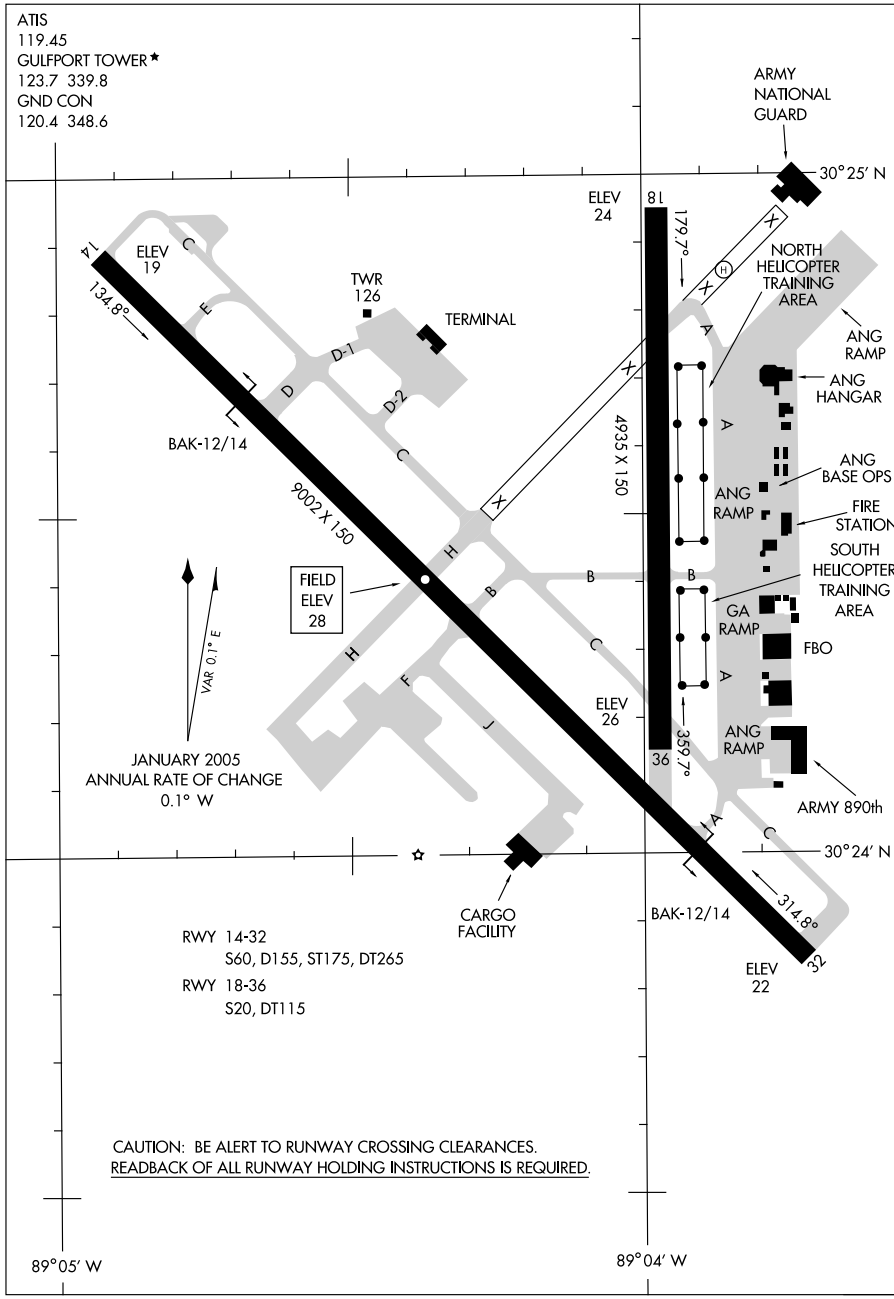
AIRPORT DIAGRAM
07354
GREENVILLE, MISSISSIPPI
GREENVILLE/MID DELTA RGNL (GLH)

10098

AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI



AIRPORT DIAGRAM
10098

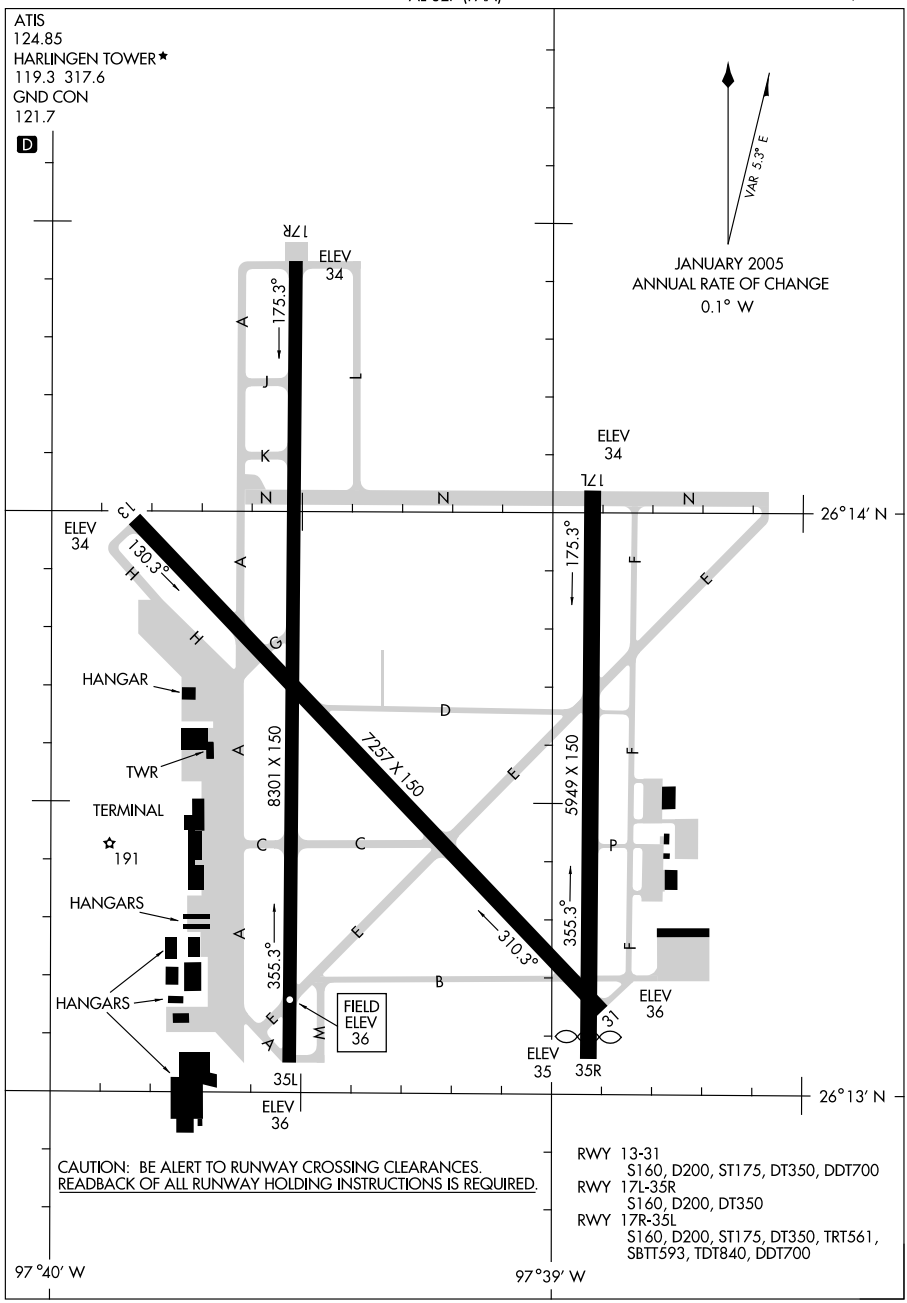
GULFPORT, MISSISSIPPI
GULFPORT-BILOXI INTL (GPT)

10098

AIRPORT DIAGRAM

AL-827 (FAA)

HARLINGEN/ VALLEY INTL (HRL)
HARLINGEN, TEXAS



AIRPORT DIAGRAM

10098

HARLINGEN, TEXAS
HARLINGEN/ VALLEY INTL (HRL)

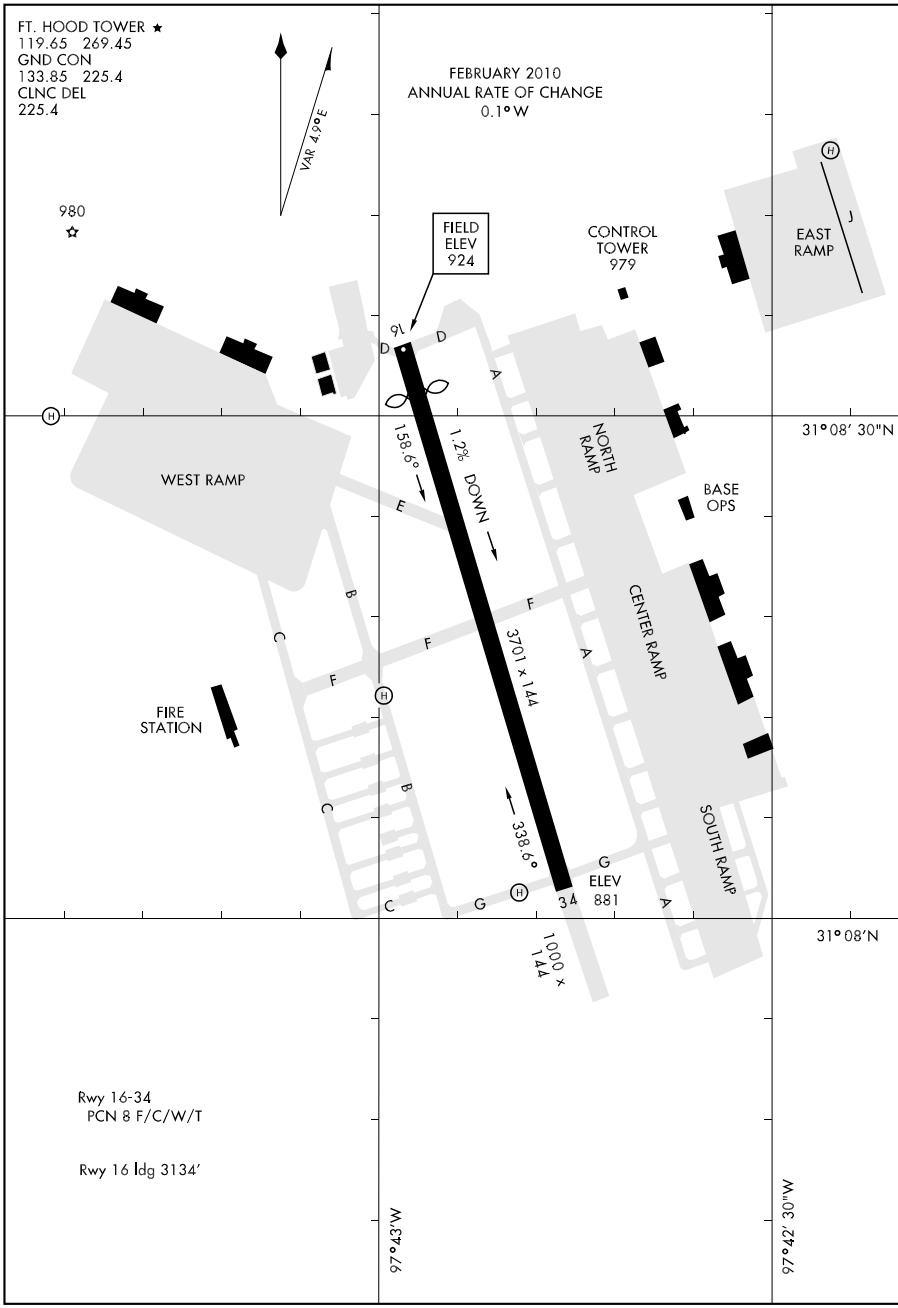
10042

HOOD AAF (KHLR)

AIRPORT DIAGRAM

AFD-5031 [USA]

FT HOOD, TEXAS



AIRPORT DIAGRAM

FT HOOD, TEXAS

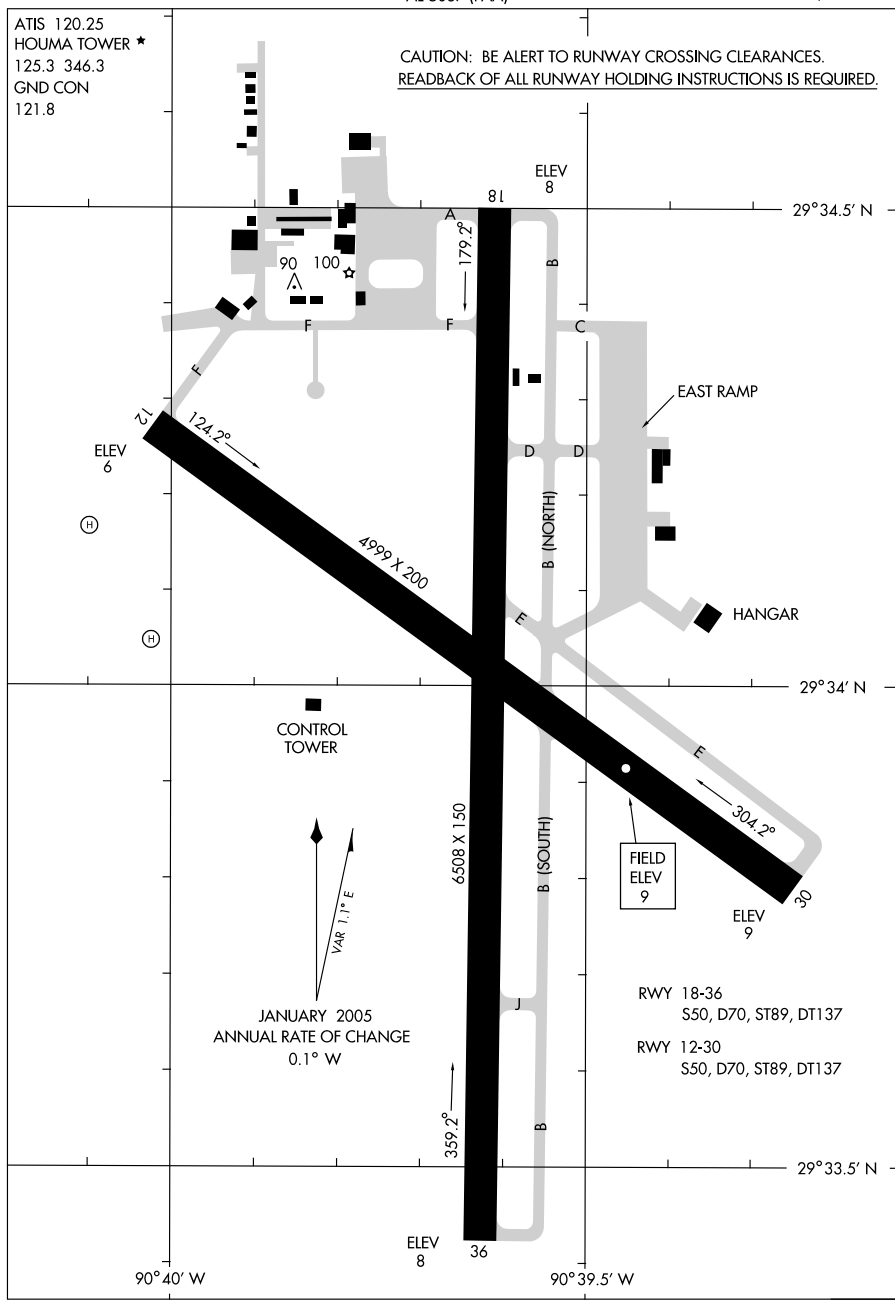
HOOD AAF (KHLR)

06327

AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)
HOUMA, LOUISIANA



AIRPORT DIAGRAM

06327

HOUMA, LOUISIANA
HOUMA-TERREBONNE (HUM)

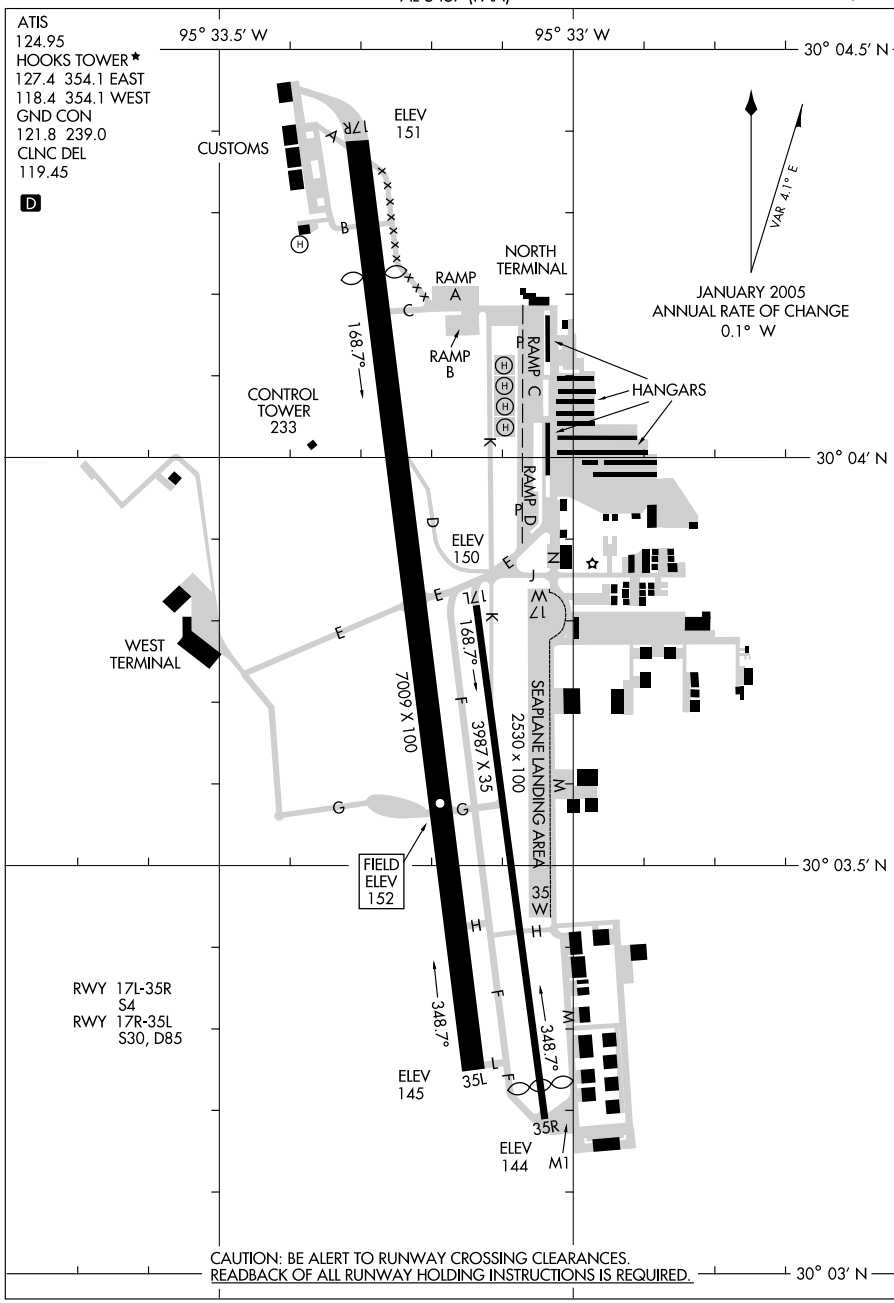
09071

AIRPORT DIAGRAM

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

AL-5457 (FAA)

HOUSTON, TEXAS



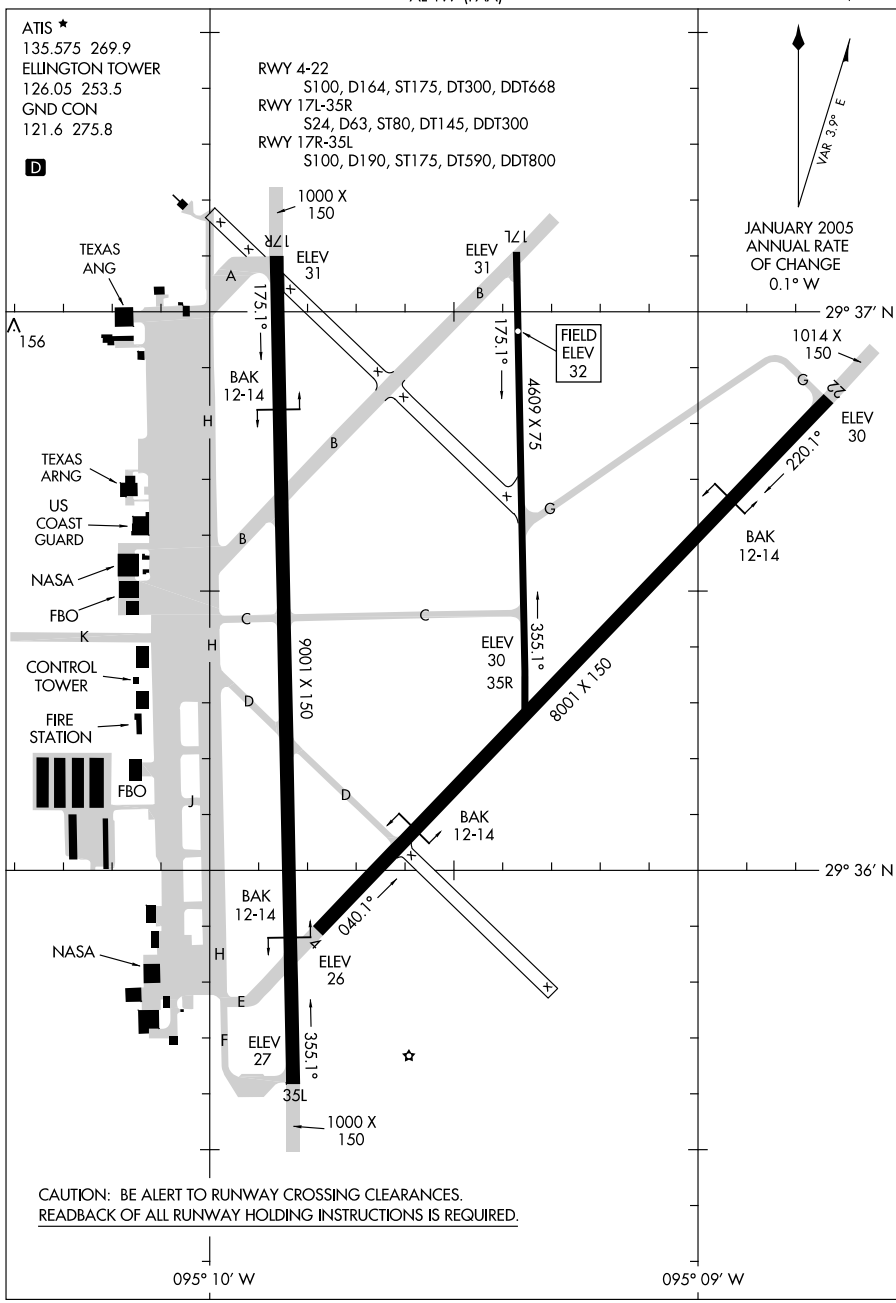
AIRPORT DIAGRAM
09071
HOUSTON, TEXAS
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

09239

AIRPORT DIAGRAM

AL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



AIRPORT DIAGRAM

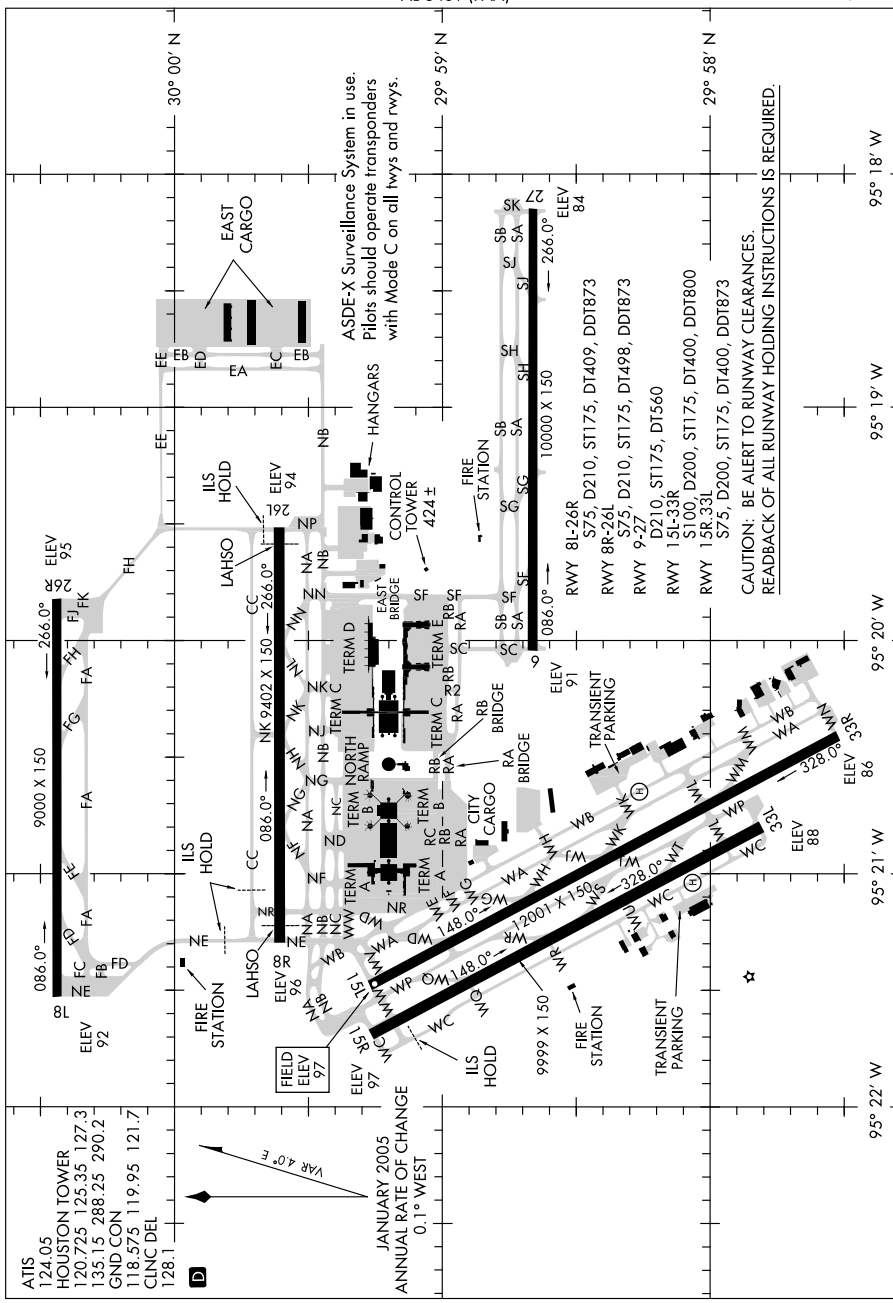
09239

HOUSTON, TEXAS
HOUSTON/ ELLINGTON FIELD (EFD)

09351

AIRPORT DIAGRAM

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
AL-5461 (FAA)
HOUSTON, TEXAS



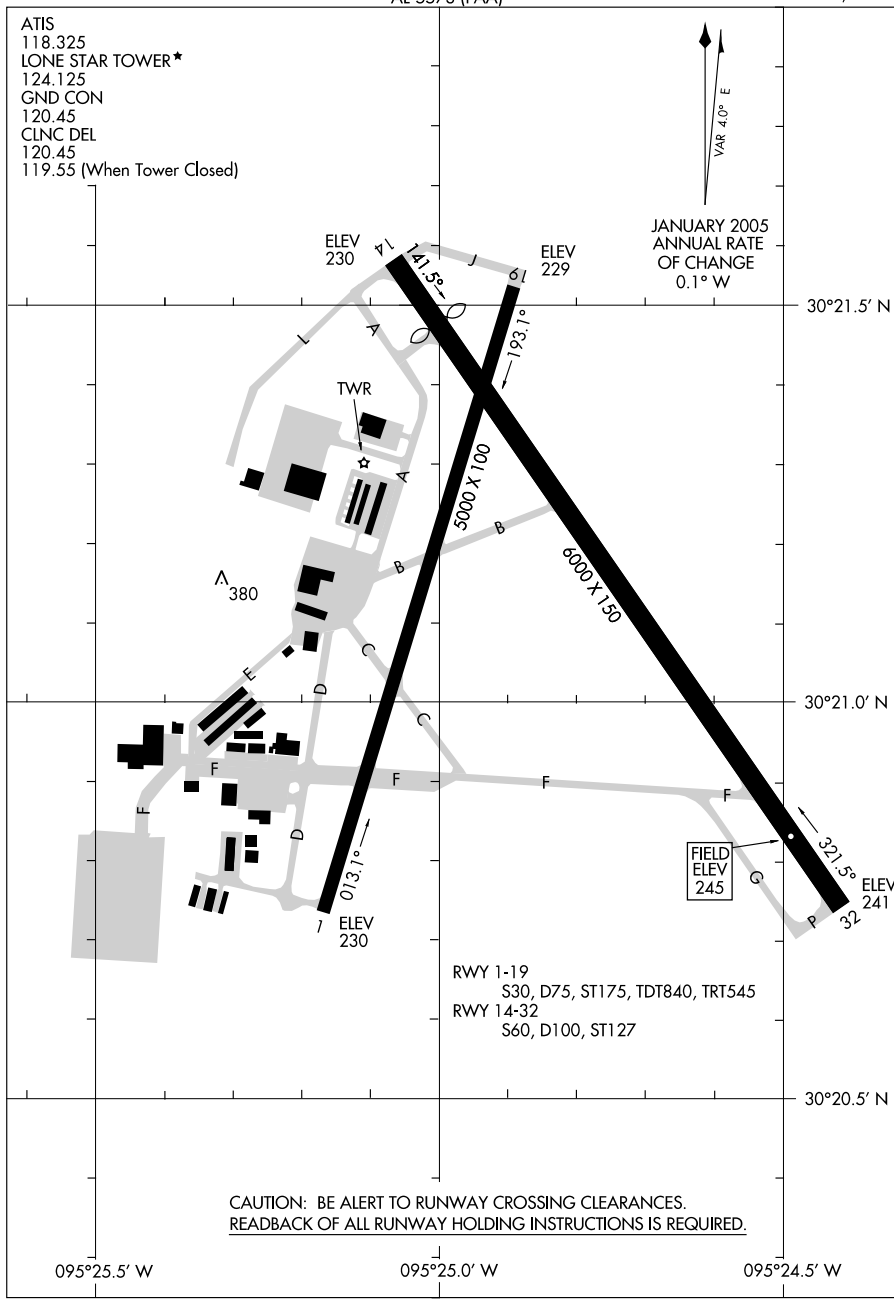
AIRPORT DIAGRAM

HOUSTON, TEXAS
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
09351

10042

AIRPORT DIAGRAM

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS
AL-5573 (FAA)



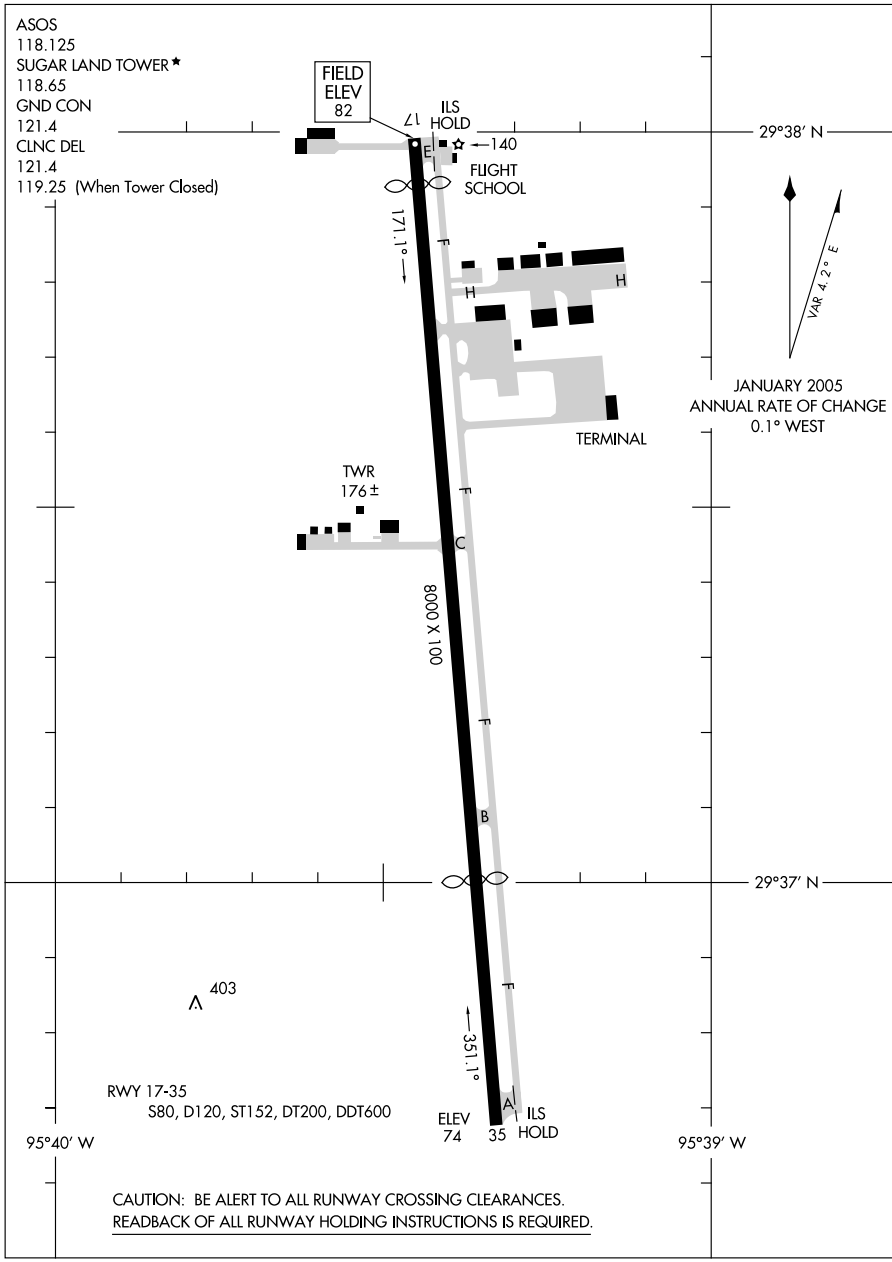
AIRPORT DIAGRAM
10042
HOUSTON, TEXAS
HOUSTON/ LONE STAR EXECUTIVE (CXO)

09295

AIRPORT DIAGRAM

AL-5537 (FAA)

HOUSTON/ SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS



AIRPORT DIAGRAM

09295

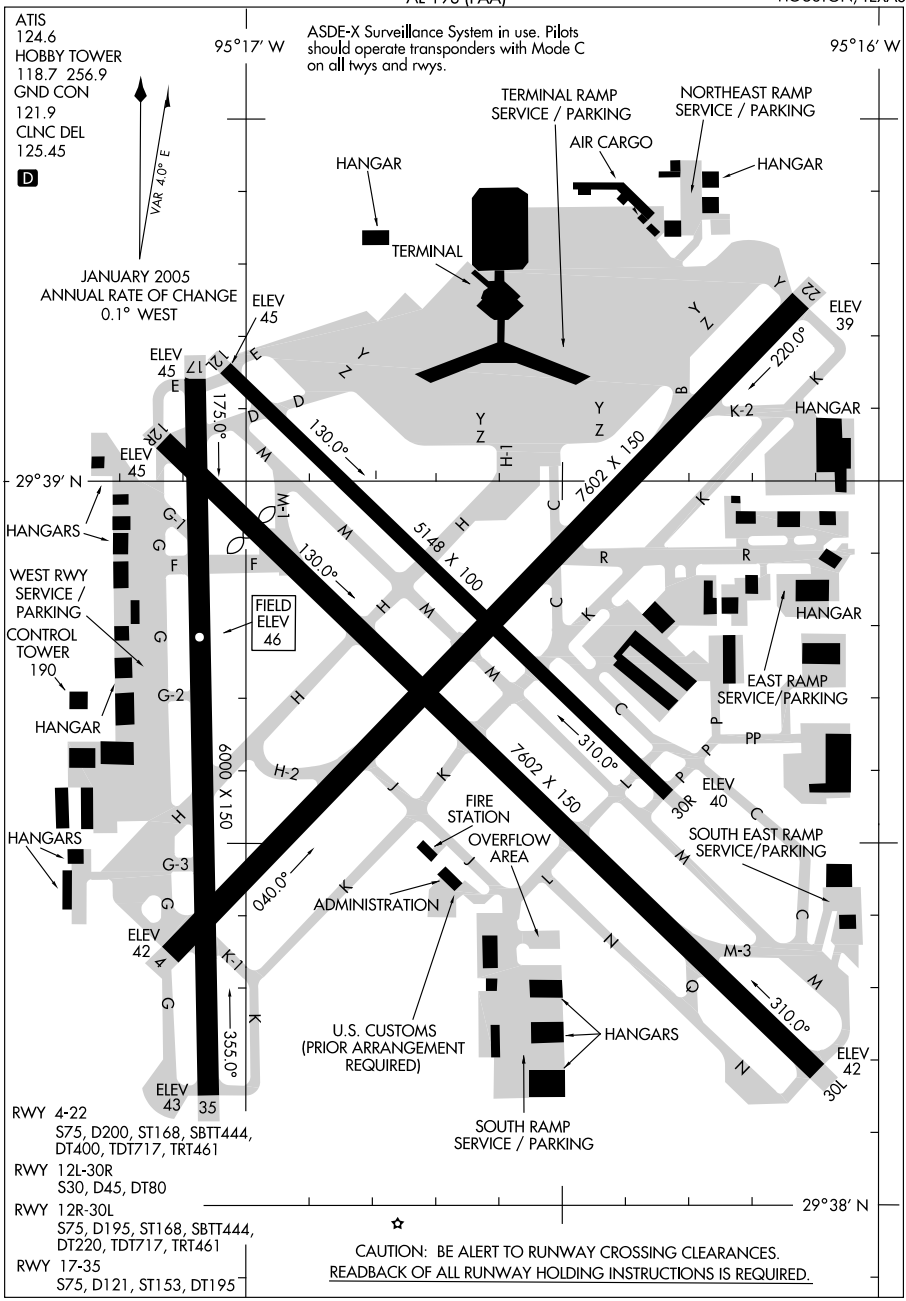
HOUSTON, TEXAS
HOUSTON/ SUGAR LAND RGNL (SGR)

09351

AIRPORT DIAGRAM

HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

AL-198 (FAA)



AIRPORT DIAGRAM
09351

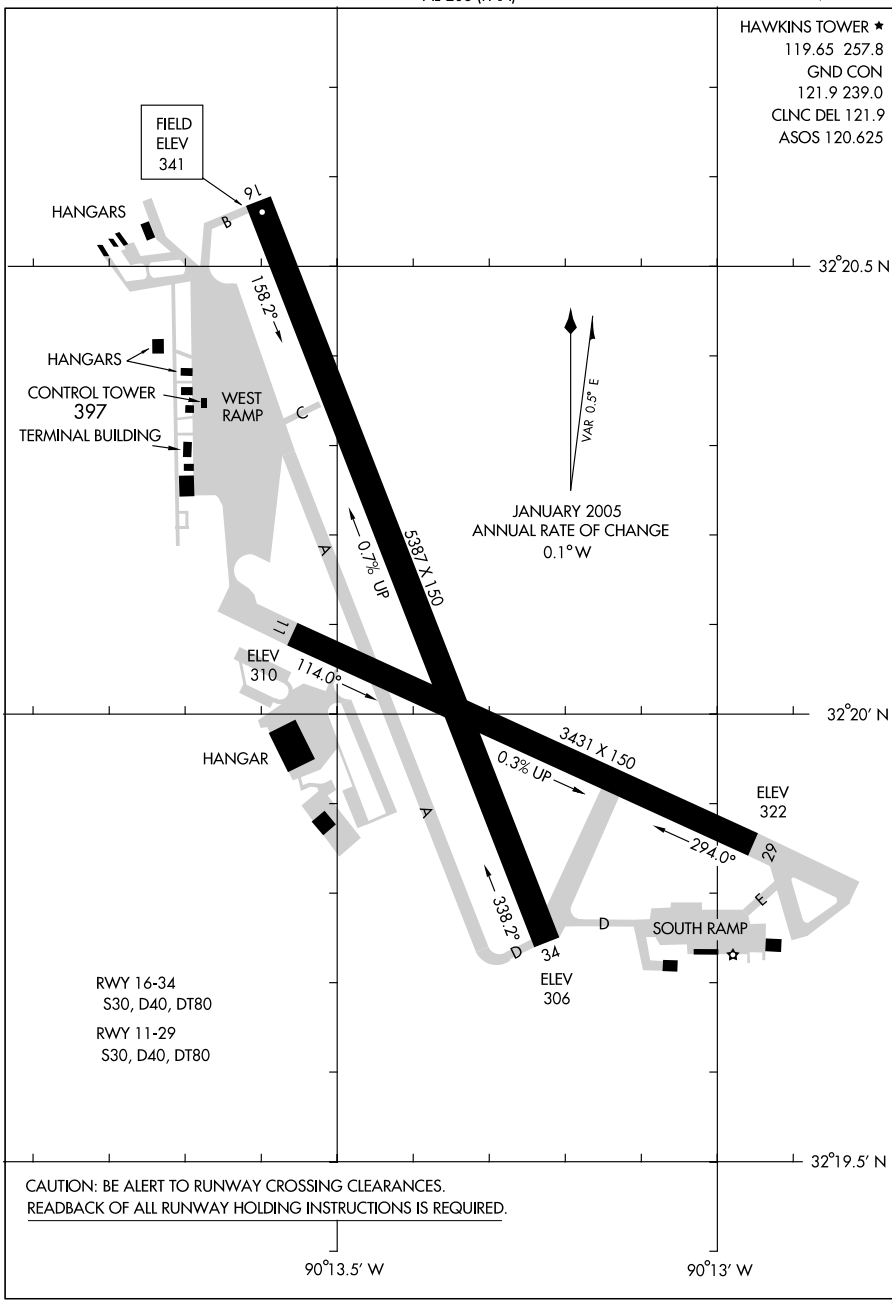
HOUSTON, TEXAS
HOUSTON/WILLIAM P. HOBBY (HOU)

08101

AIRPORT DIAGRAM

JACKSON/HAWKINS FIELD (HKS)
JACKSON, MISSISSIPPI

AL-206 (FAA)



AIRPORT DIAGRAM

08101

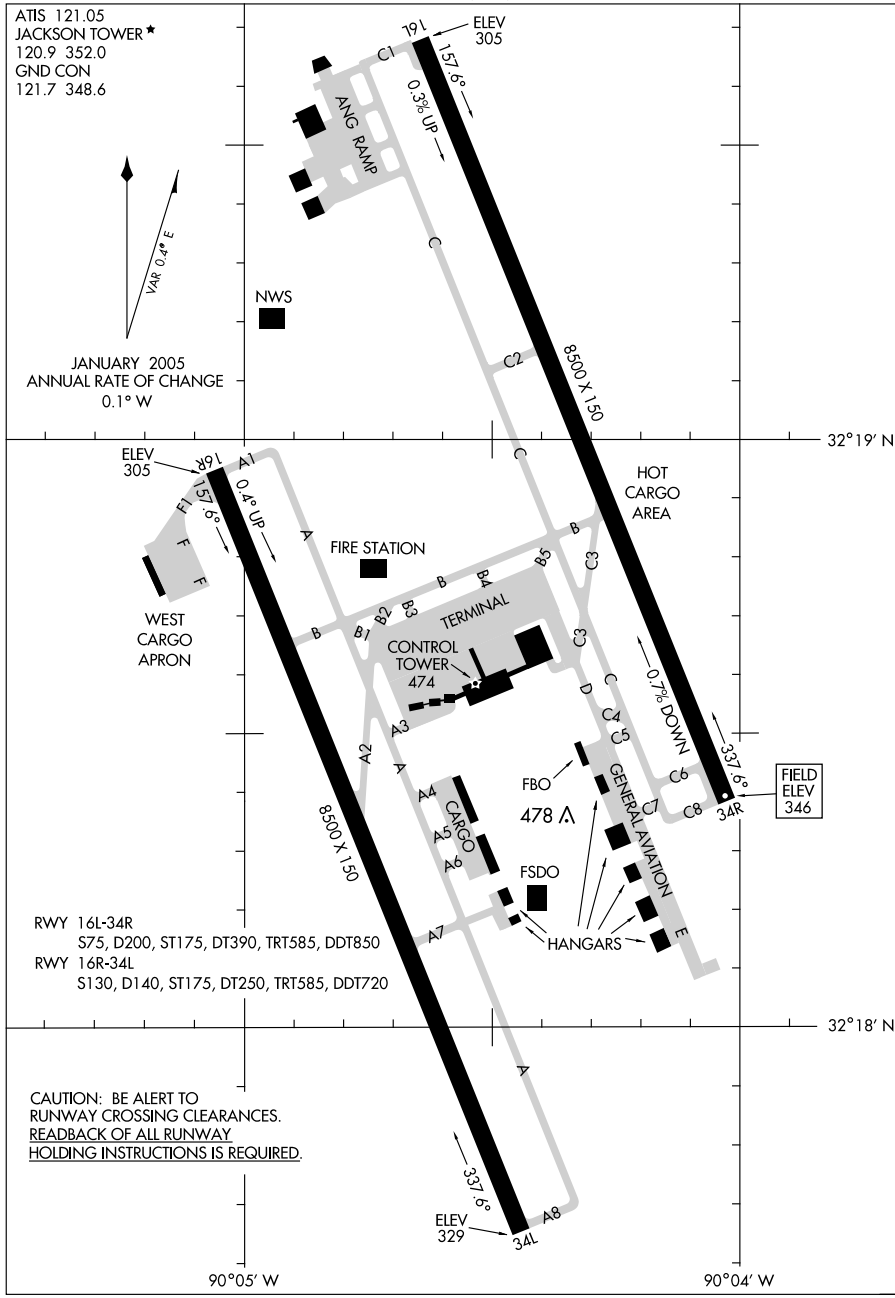
JACKSON, MISSISSIPPI
JACKSON/HAWKINS FIELD (HKS)

08157

AIRPORT DIAGRAM

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI

AL-5132 (FAA)



AIRPORT DIAGRAM

08157

JACKSON, MISSISSIPPI
JACKSON-EVERS INTL (JAN)

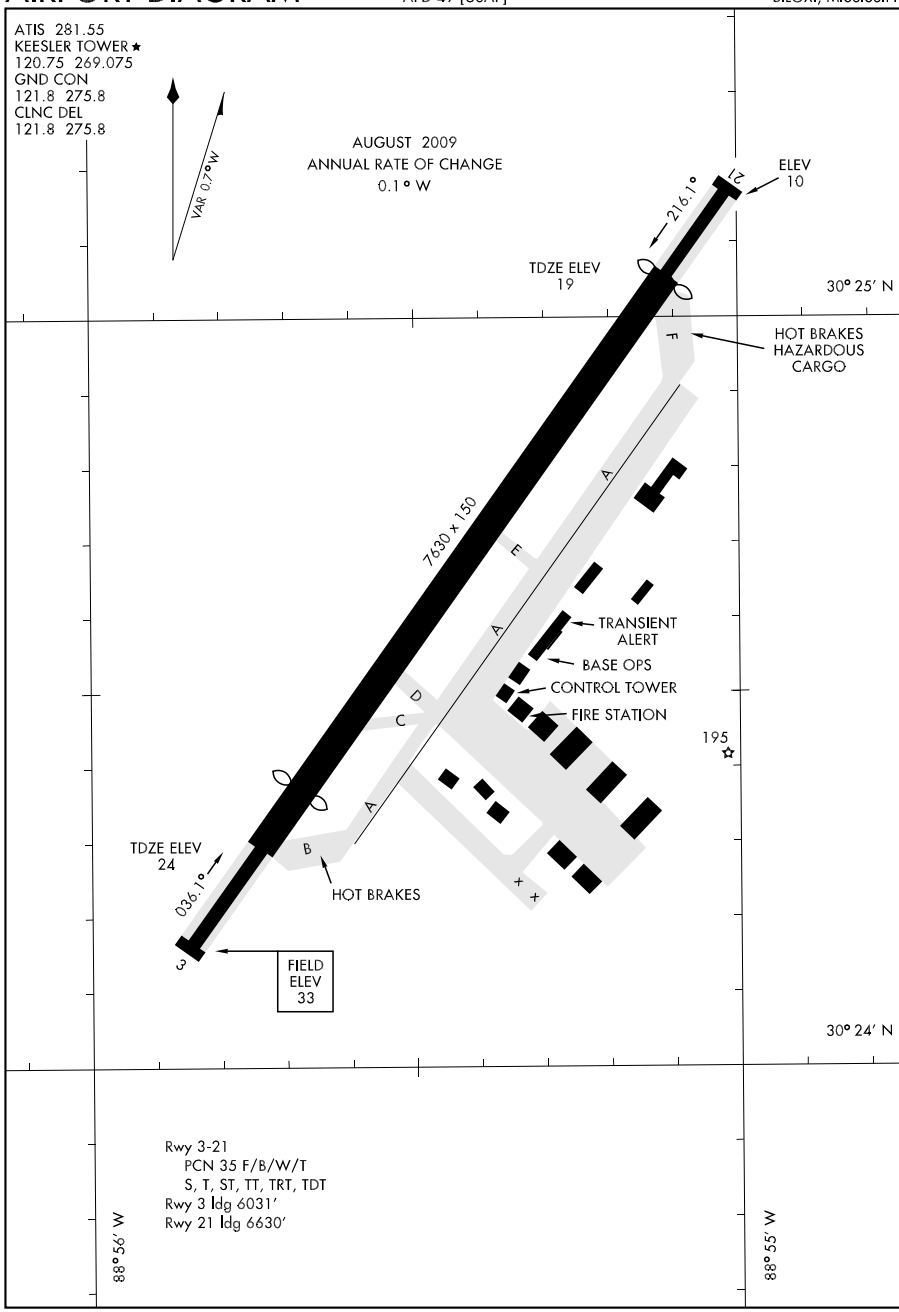
09239

AIRPORT DIAGRAM

KEESLER AFB (KBIX)

AFD-49 [USAF]

BILOXI, MISSISSIPPI



AIRPORT DIAGRAM

WGS-84 DATUM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

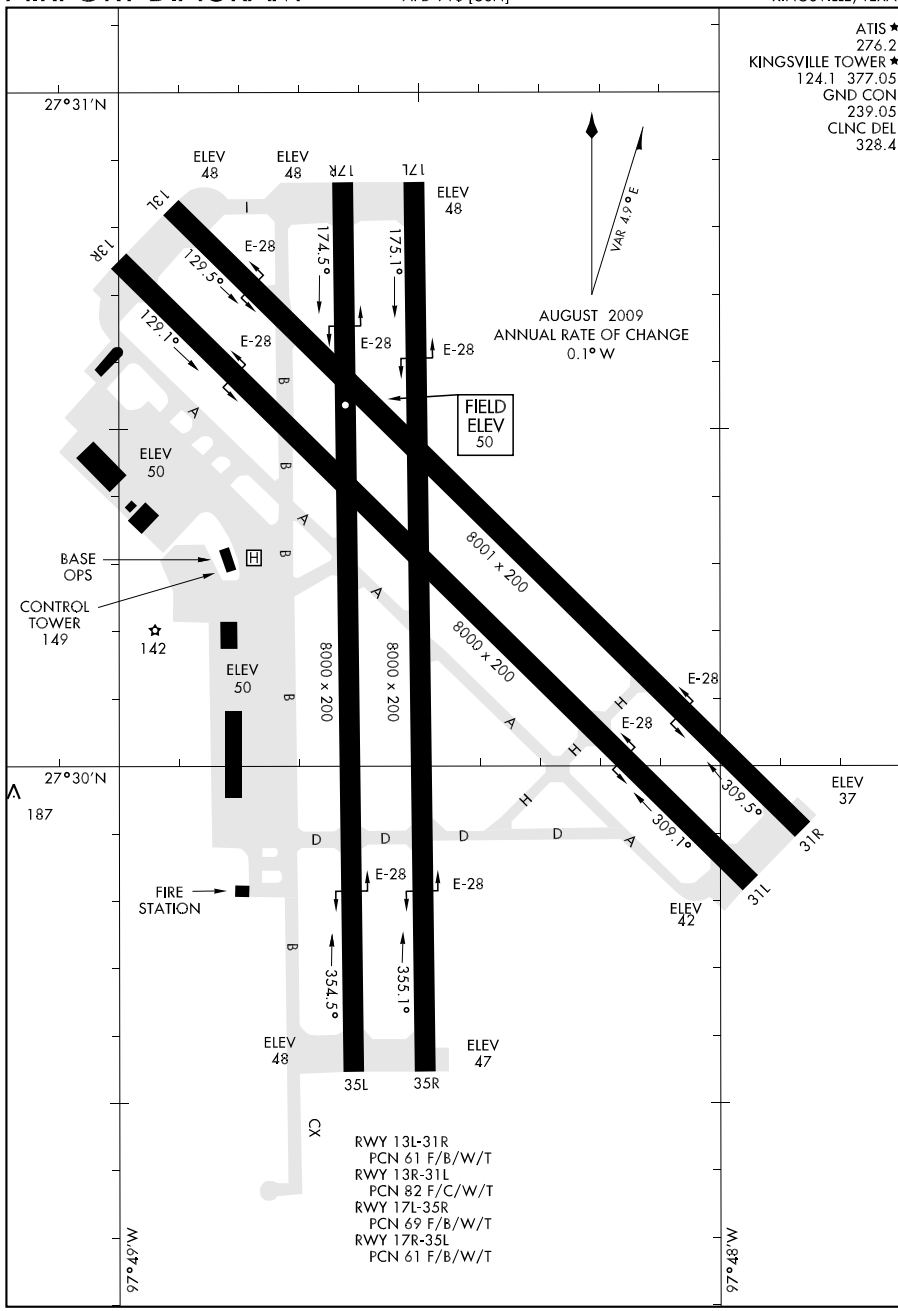
09239

AIRPORT DIAGRAM

AFD-918 [USN]

KINGSVILLE NAS (KNQI)

KINGSVILLE, TEXAS



AIRPORT DIAGRAM

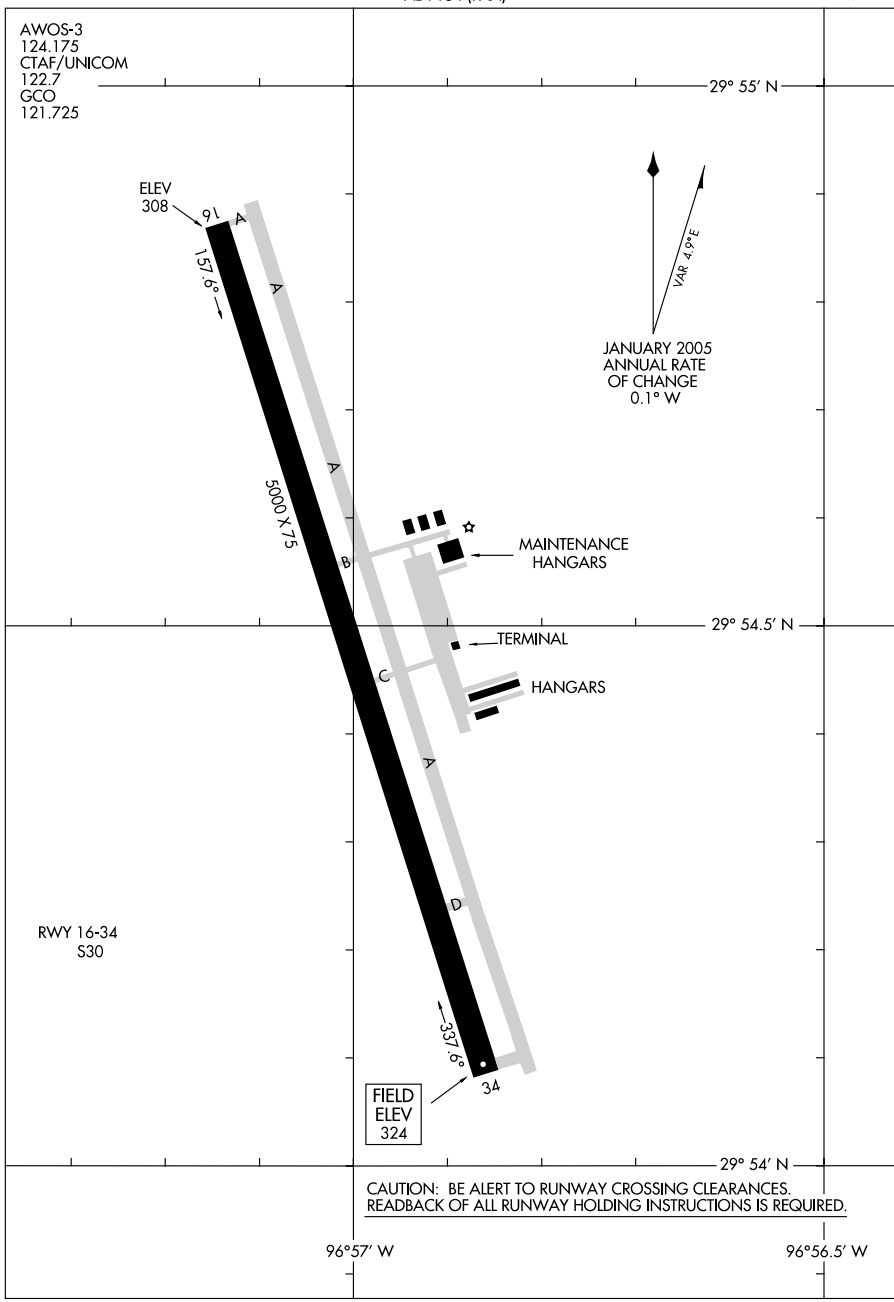
KINGSVILLE, TEXAS

KINGSVILLE NAS (KNQI)

09239

AIRPORT DIAGRAM

LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)
LA GRANGE, TEXAS
AL-9154 (FAA)



AIRPORT DIAGRAM

09239

LA GRANGE, TEXAS
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

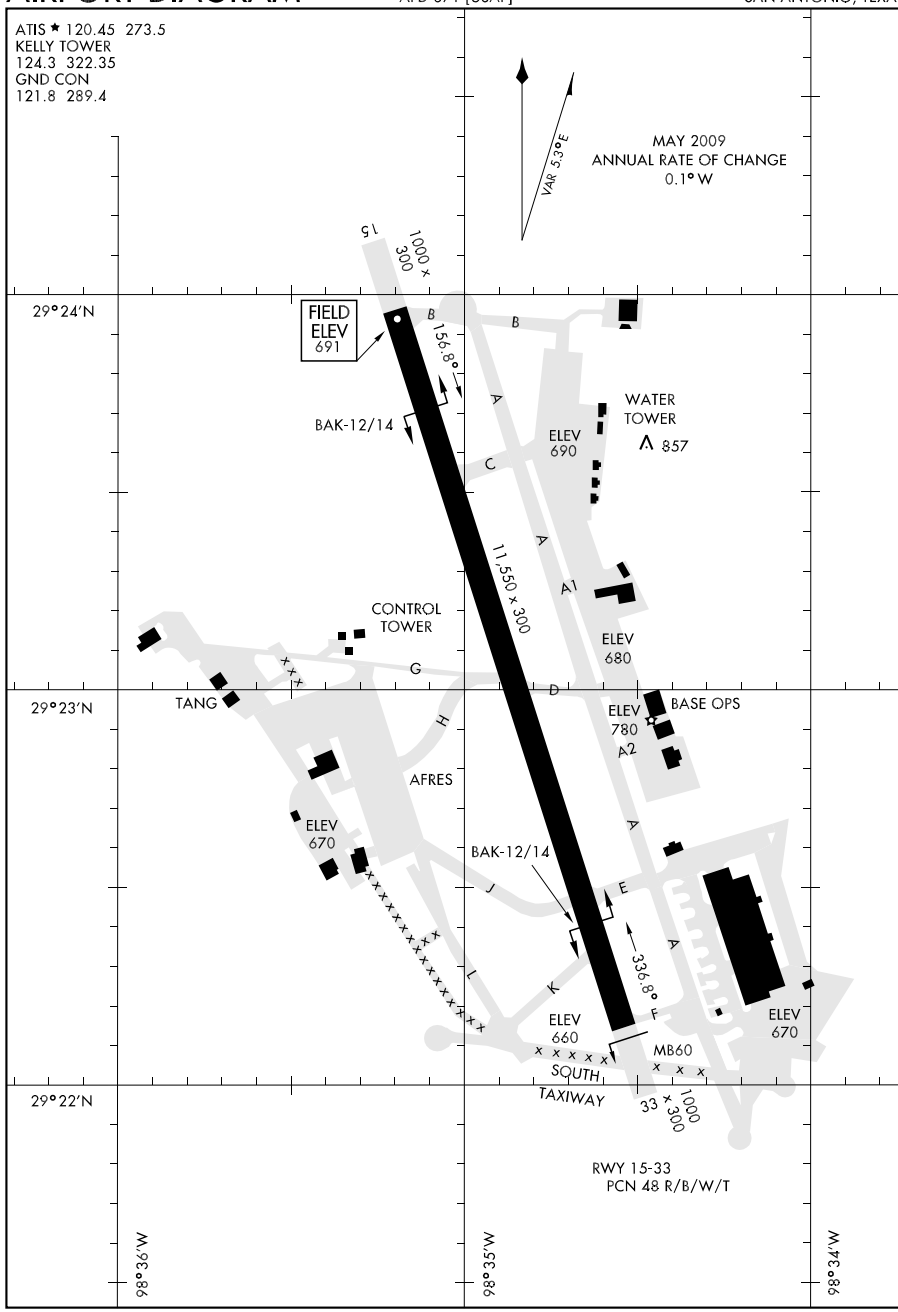
09127

AIRPORT DIAGRAM

LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

AFD-371 [USAF]

SAN ANTONIO, TEXAS



AIRPORT DIAGRAM

SAN ANTONIO, TEXAS

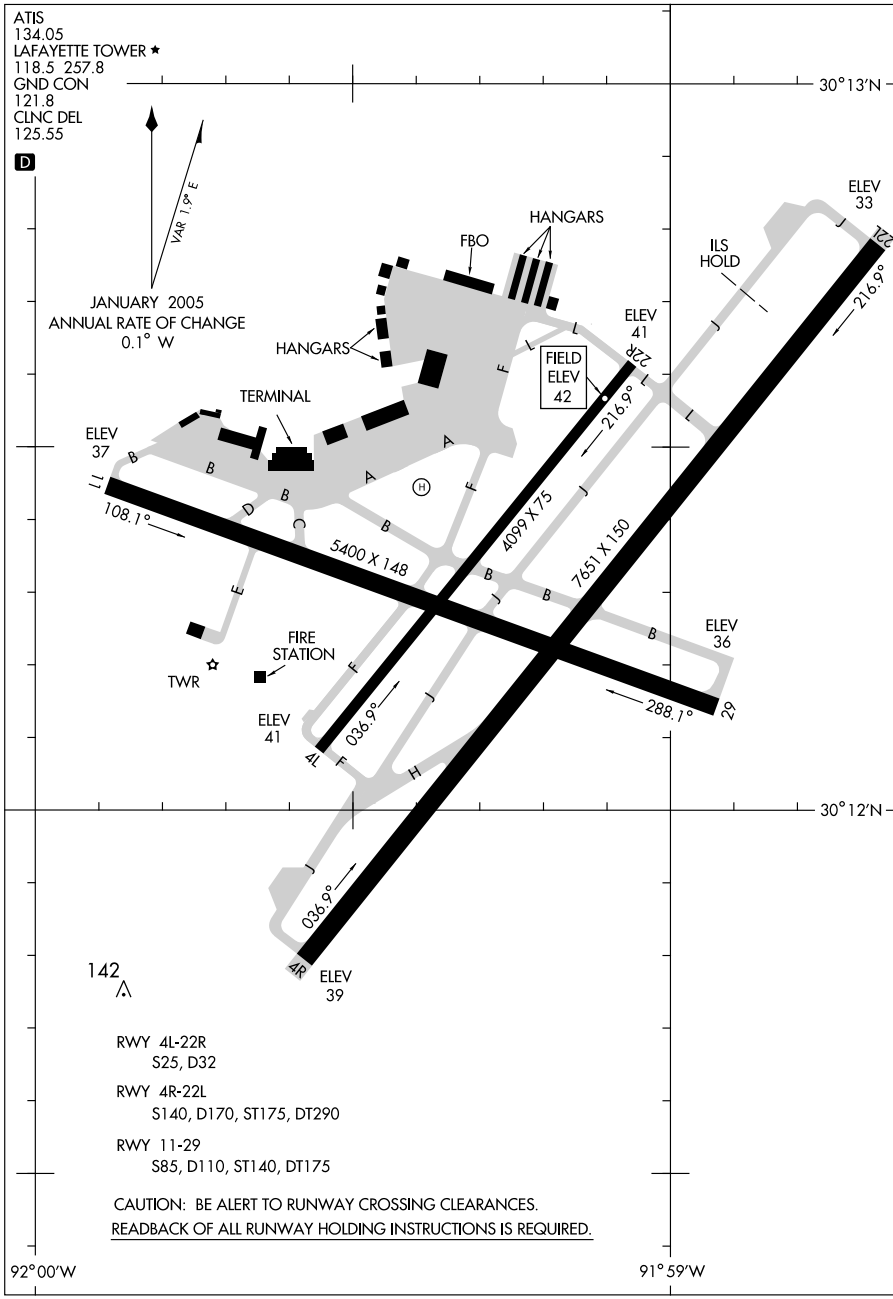
LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

09295

AIRPORT DIAGRAM

AL-865 (FAA)

LAFAYETTE RGNL (LFT)
LAFAYETTE, LOUISIANA



AIRPORT DIAGRAM

09295

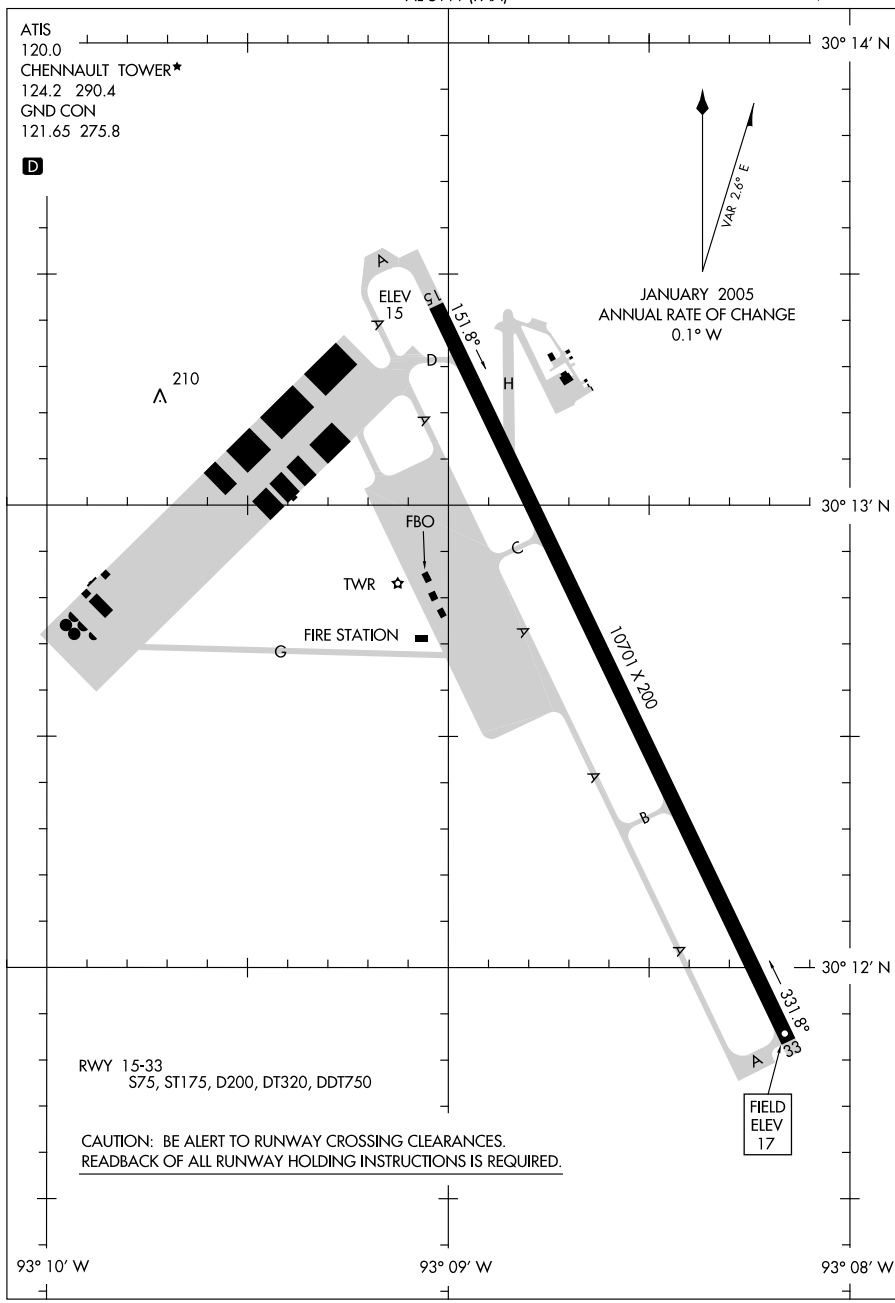
LAFAYETTE, LOUISIANA
LAFAYETTE RGNL (LFT)

09239

AIRPORT DIAGRAM

AL-5111 (FAA)

LAKE CHARLES/CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA



AIRPORT DIAGRAM

09239

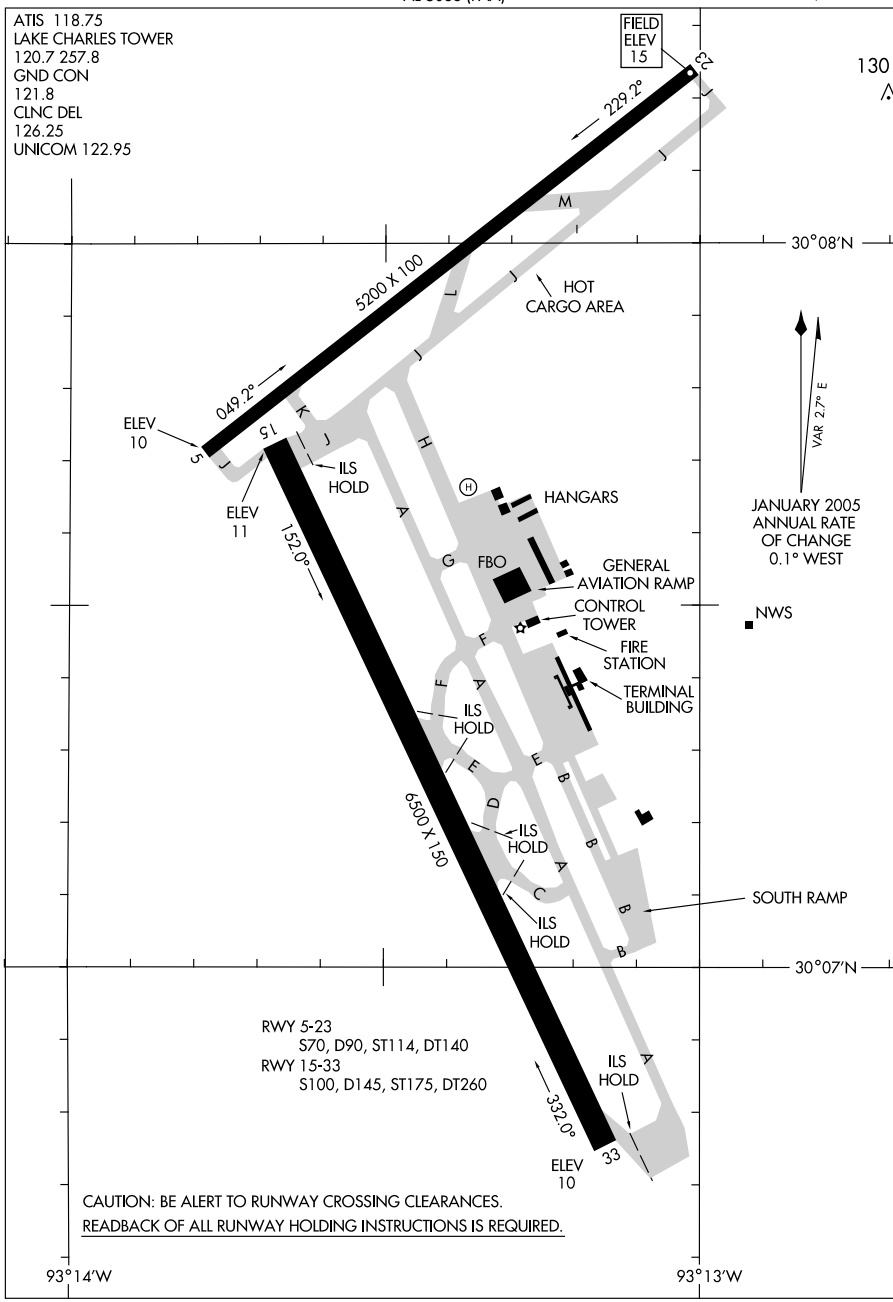
LAKE CHARLES, LOUISIANA
LAKE CHARLES/CHENNAULT INTL (CWF)

08157

AIRPORT DIAGRAM

AL-5083 (FAA)

LAKE CHARLES RGNL (LCH)
LAKE CHARLES, LOUISIANA



AIRPORT DIAGRAM

08157

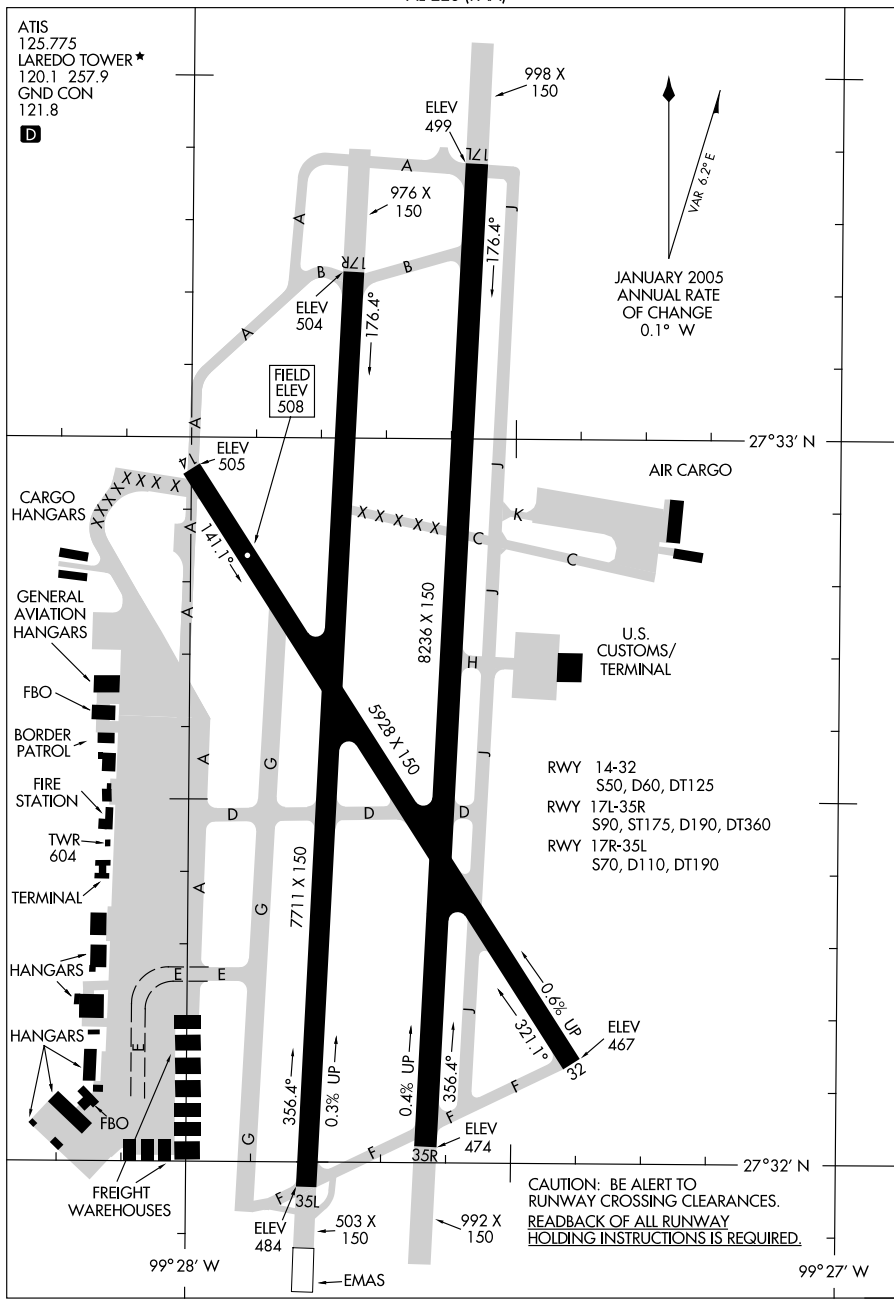
LAKE CHARLES, LOUISIANA
LAKE CHARLES RGNL (LCH)

10098

AIRPORT DIAGRAM

AL-226 (FAA)

LAREDO INTL (LRD)
LAREDO, TEXAS



AIRPORT DIAGRAM

10098

LAREDO, TEXAS
LAREDO INTL (LRD)

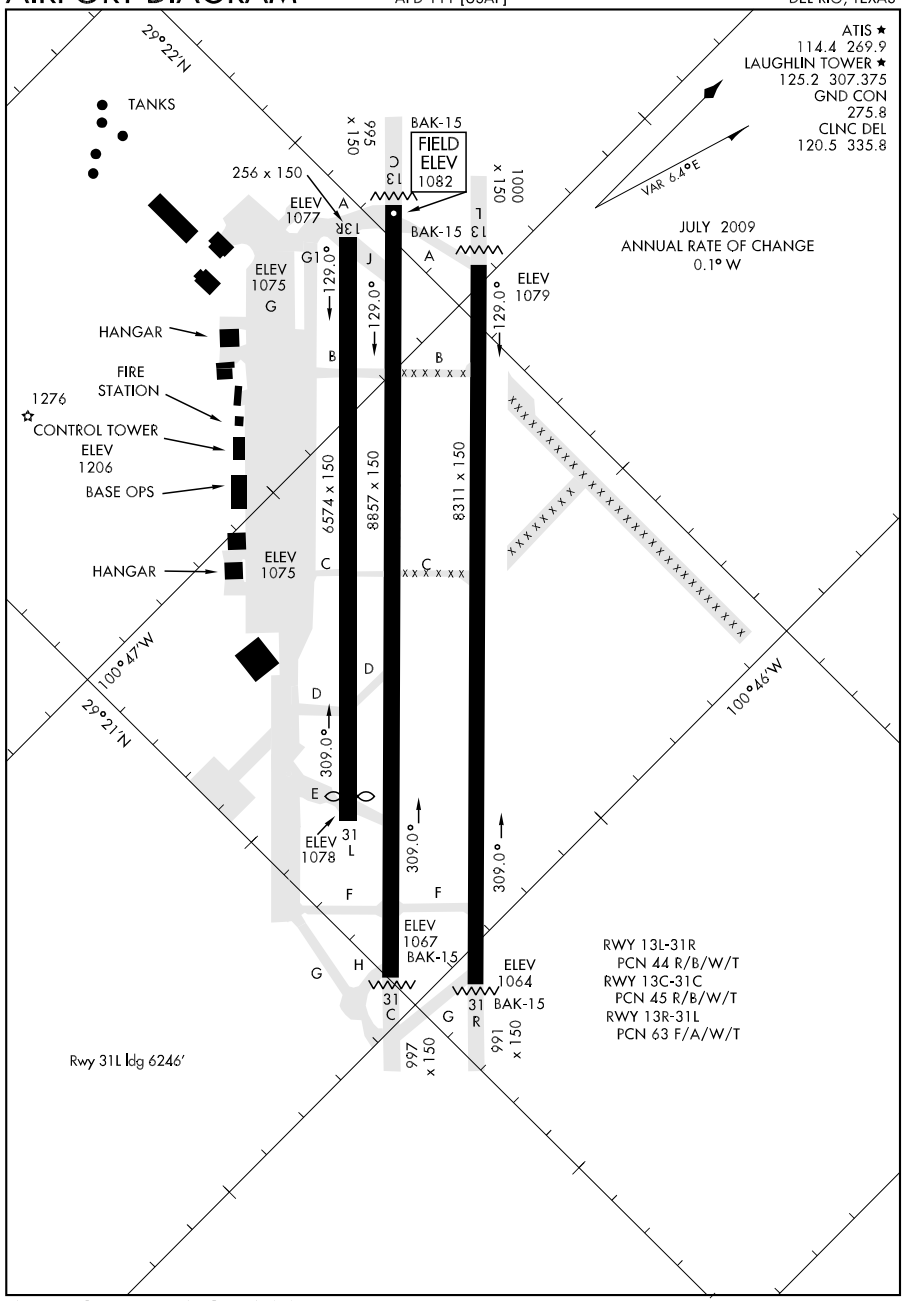
09183

AIRPORT DIAGRAM

AFD-111 [USAF]

LAUGHLIN AFB (KDLF)

DEL RIO, TEXAS



AIRPORT DIAGRAM

DEL RIO, TEXAS

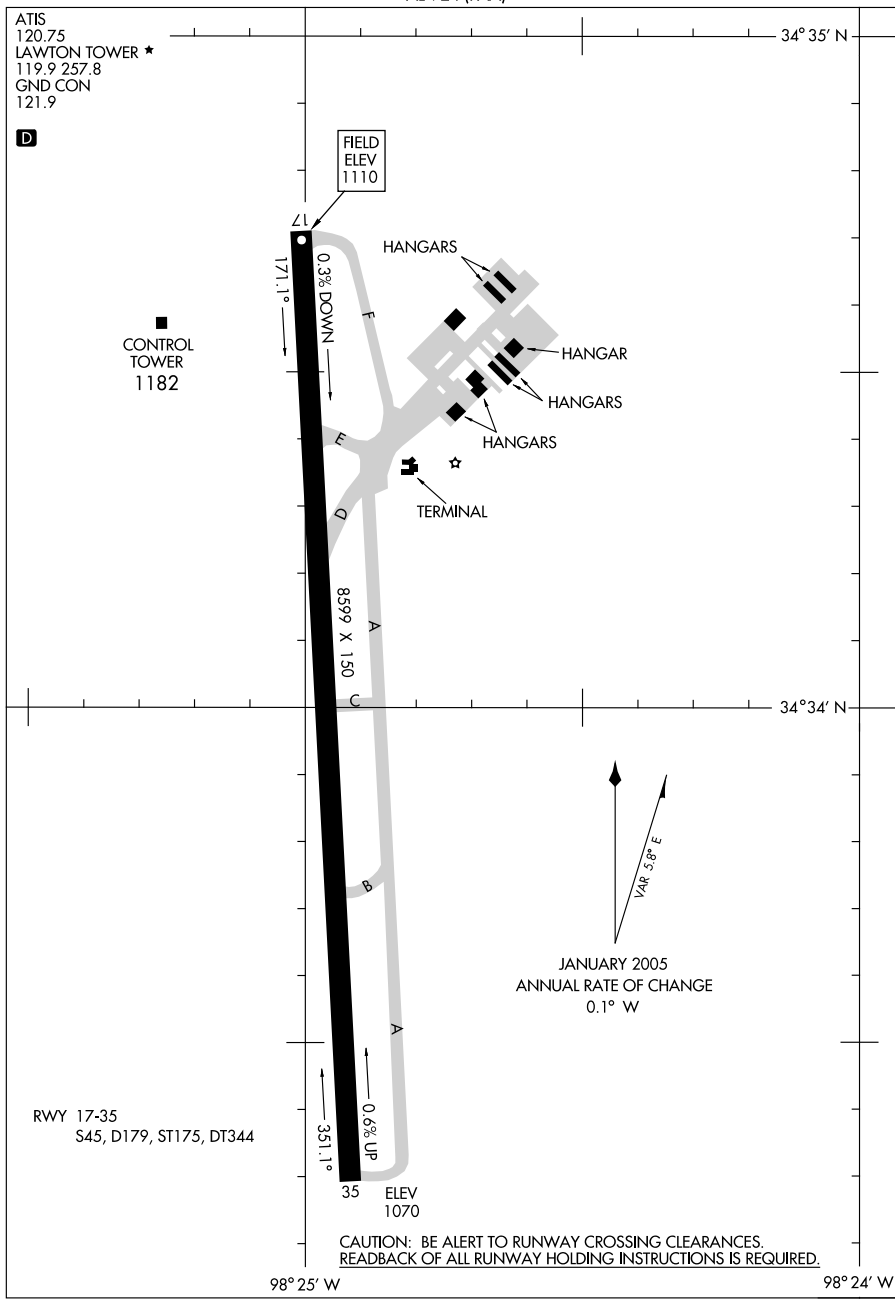
LAUGHLIN AFB (KDLF)

09295

AIRPORT DIAGRAM

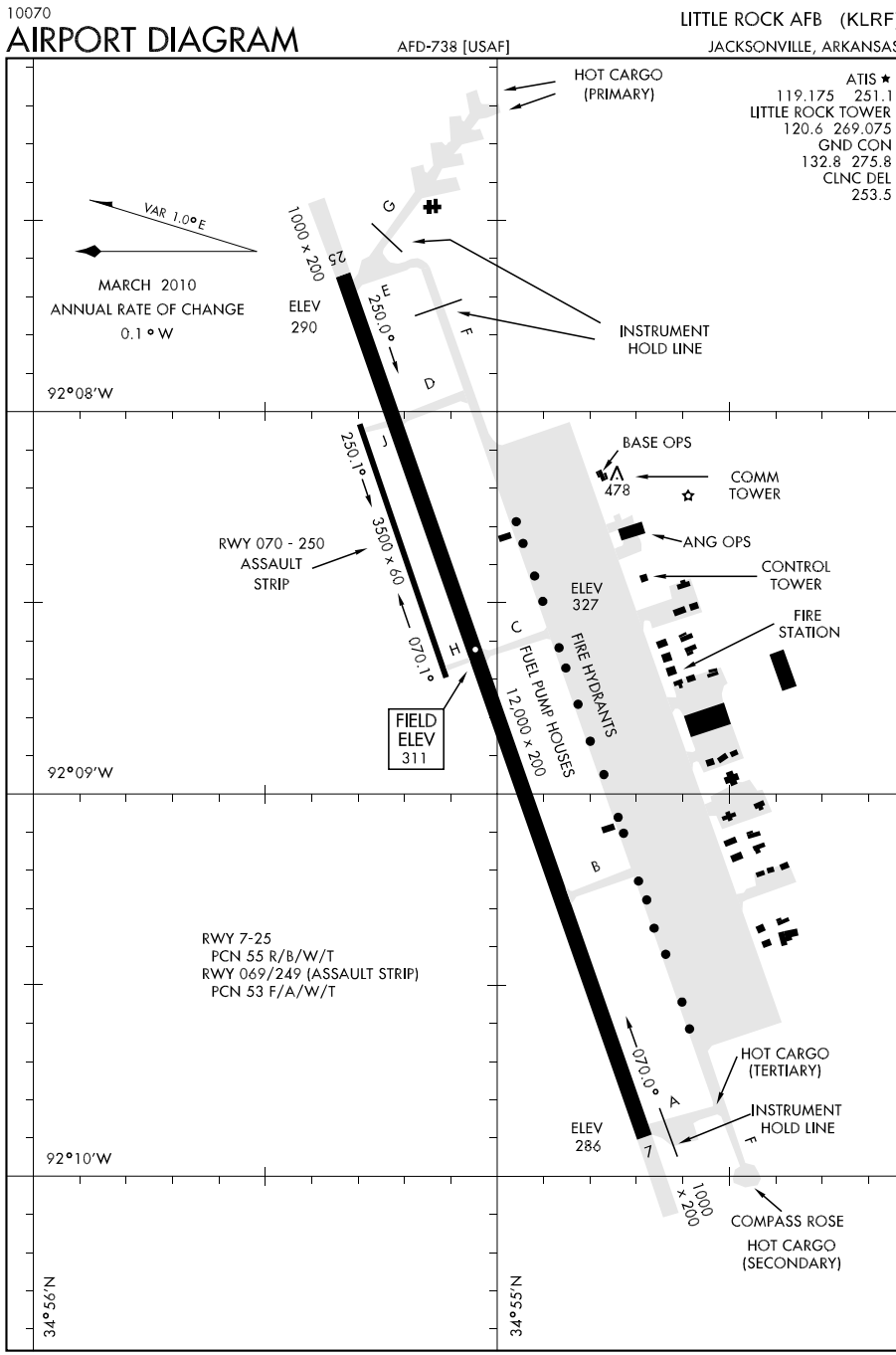
AL-924 (FAA)

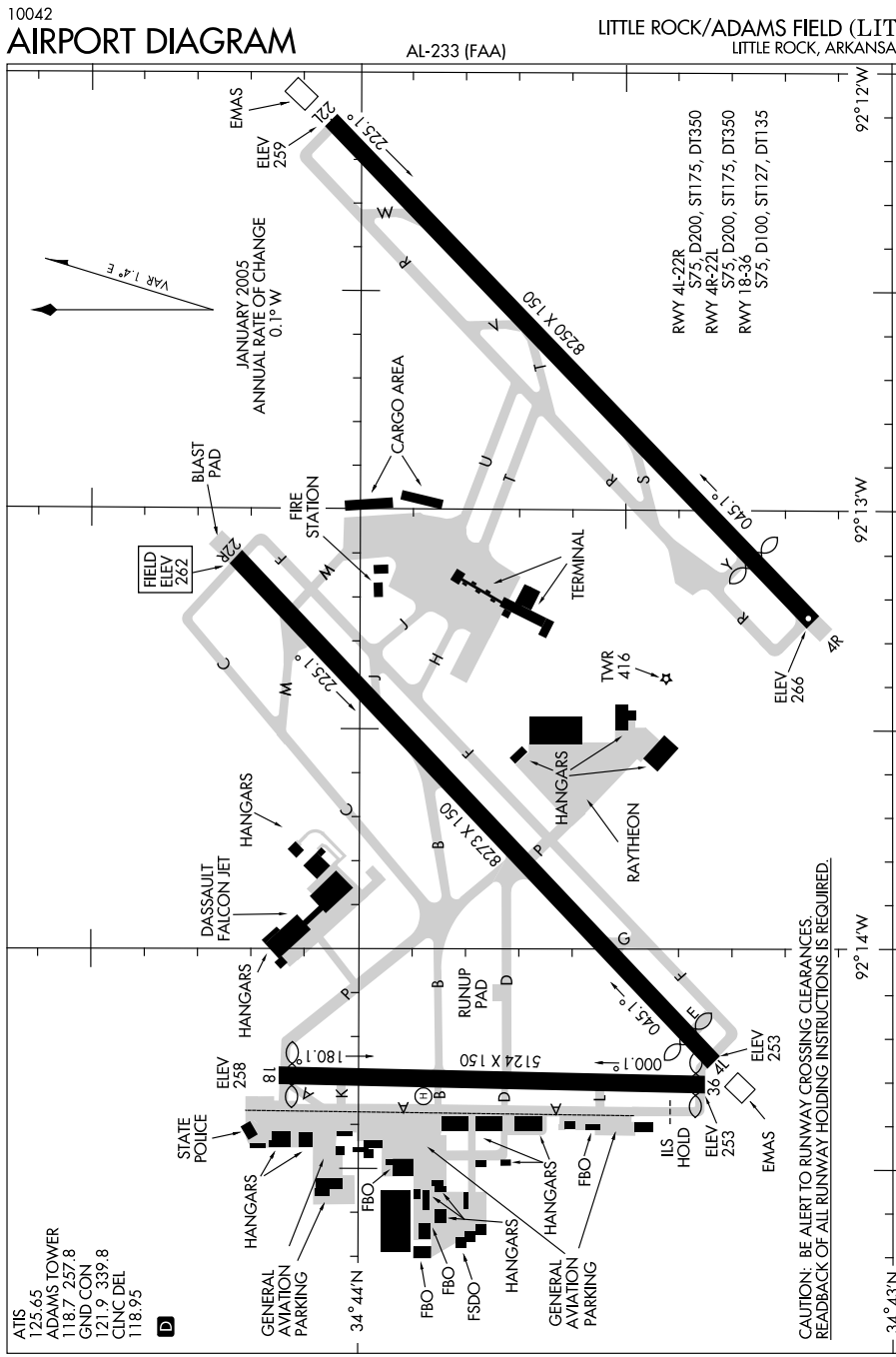
LAWTON-FORT SILL RGNL (LAW)
LAWTON, OKLAHOMA



AIRPORT DIAGRAM
09295

LAWTON, OKLAHOMA
LAWTON-FORT SILL RGNL (LAW)


10070
AIRPORT DIAGRAM
AFD-738 [USAF]
LITTLE ROCK AFB (KLRF)
JACKSONVILLE, ARKANSAS
HOT CARGO (PRIMARY)
ATIS ★ 119.175 251.1
LITTLE ROCK TOWER 120.6 269.075
GND CON 132.8 275.8
CLNC DEL 253.5
VAR 1.0°E
MARCH 2010
ANNUAL RATE OF CHANGE
0.1° W
1000 x 200
ELEV 290
INSTRUMENT HOLD LINE
92°08'W
BASE OPS
478
COMM TOWER
ANG OPS
CONTROL TOWER
FIRE STATION
RWY 070 - 250 ASSAULT STRIP
3500 x 60
ELEV 327
FIRE HYDRANTS
FUEL PUMP HOUSES
12,000 x 200
FIELD ELEV 311
92°09'W
RWY 7-25
PCN 55 R/B/W/T
RWY 069/249 (ASSAULT STRIP)
PCN 53 F/A/W/T
HOT CARGO (TERTIARY)
INSTRUMENT HOLD LINE
ELEV 286
COMPASS ROSE
HOT CARGO (SECONDARY)
92°10'W
34°56'N
34°55'N
AIRPORT DIAGRAM
JACKSONVILLE, ARKANSAS
LITTLE ROCK AFB (KLRF)

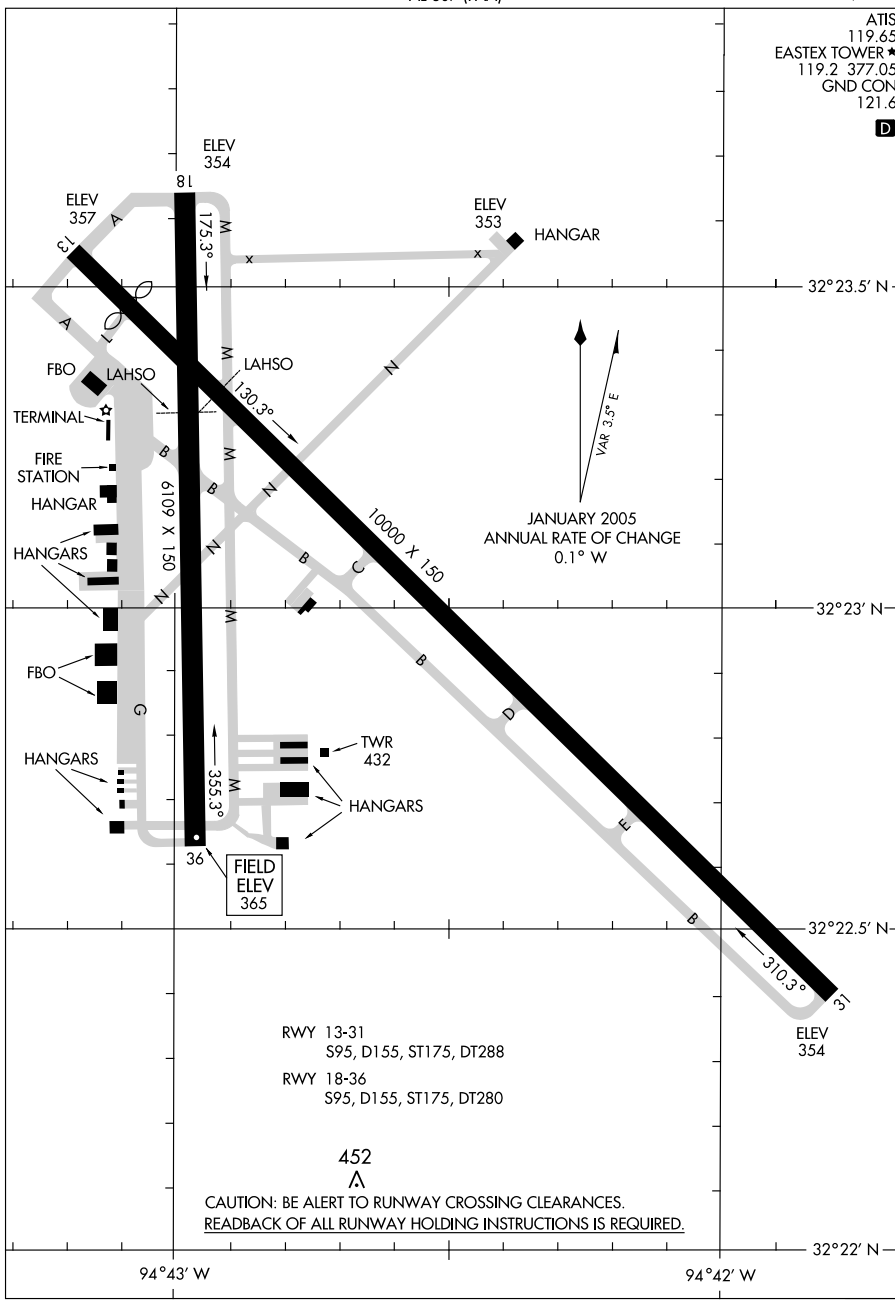

10042
AIRPORT DIAGRAM
LITTLE ROCK/ADAMS FIELD (LIT)
LITTLE ROCK, ARKANSAS
AL-233 (FAA)
EMAS
ELEV 259
22L
225.1°
8250 X 150
RWY 4L-22R S75, D200, ST175, DT350
RWY 4R-22L S75, D200, ST175, DT350
RWY 18-36 S75, D100, ST127, DT135
VAR 1.4° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
CARGO AREA
BLAST PAD
FIRE STATION
FIELD ELEV 262
22R
TERMINAL
TWR 416
ELEV 266
4R
045.1°
8273 X 150
HANGARS
RAYTHEON
DASSAULT FALCON JET
RUNUP PAD
180.1°
000.1°
5124 X 150
ELEV 258
18
ELEV 253
36
ILS HOLD
STATE POLICE
GENERAL AVIATION PARKING
FBO
FSDO
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
92°12'W
92°13'W
92°14'W
34°44'N
34°43'N
ATIS 125.65
ADAMS TOWER 118.7 257.8
GND CON 121.9 339.8
CLNC DEL 118.95
D
AIRPORT DIAGRAM
10042
LITTLE ROCK, ARKANSAS
LITTLE ROCK/ADAMS FIELD (LIT)

10098

AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/EAST TEXAS RGNL (GGG)
LONGVIEW, TEXAS



AIRPORT DIAGRAM

10098

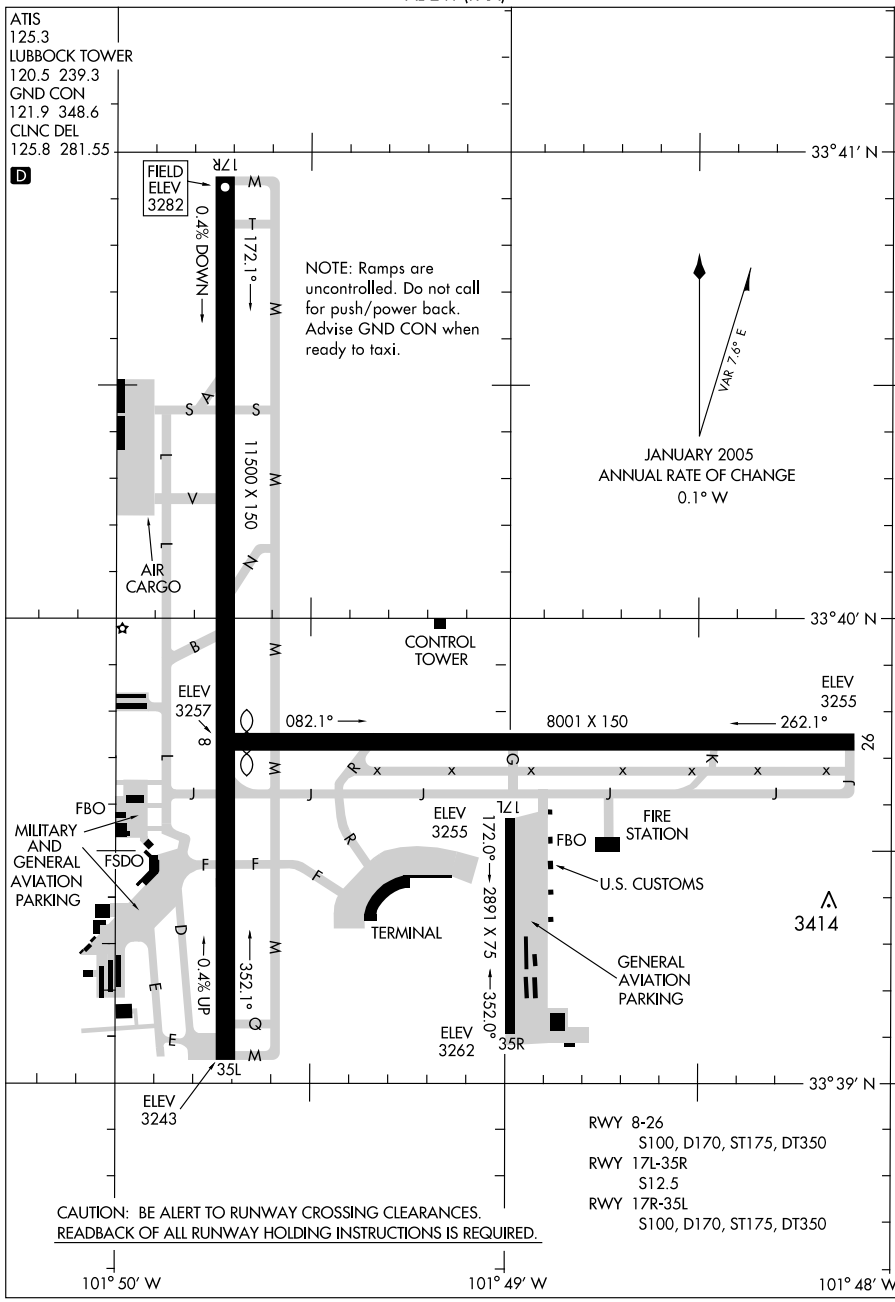
LONGVIEW, TEXAS
LONGVIEW/ EAST TEXAS RGNL (GGG)

09071

AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)
LUBBOCK, TEXAS



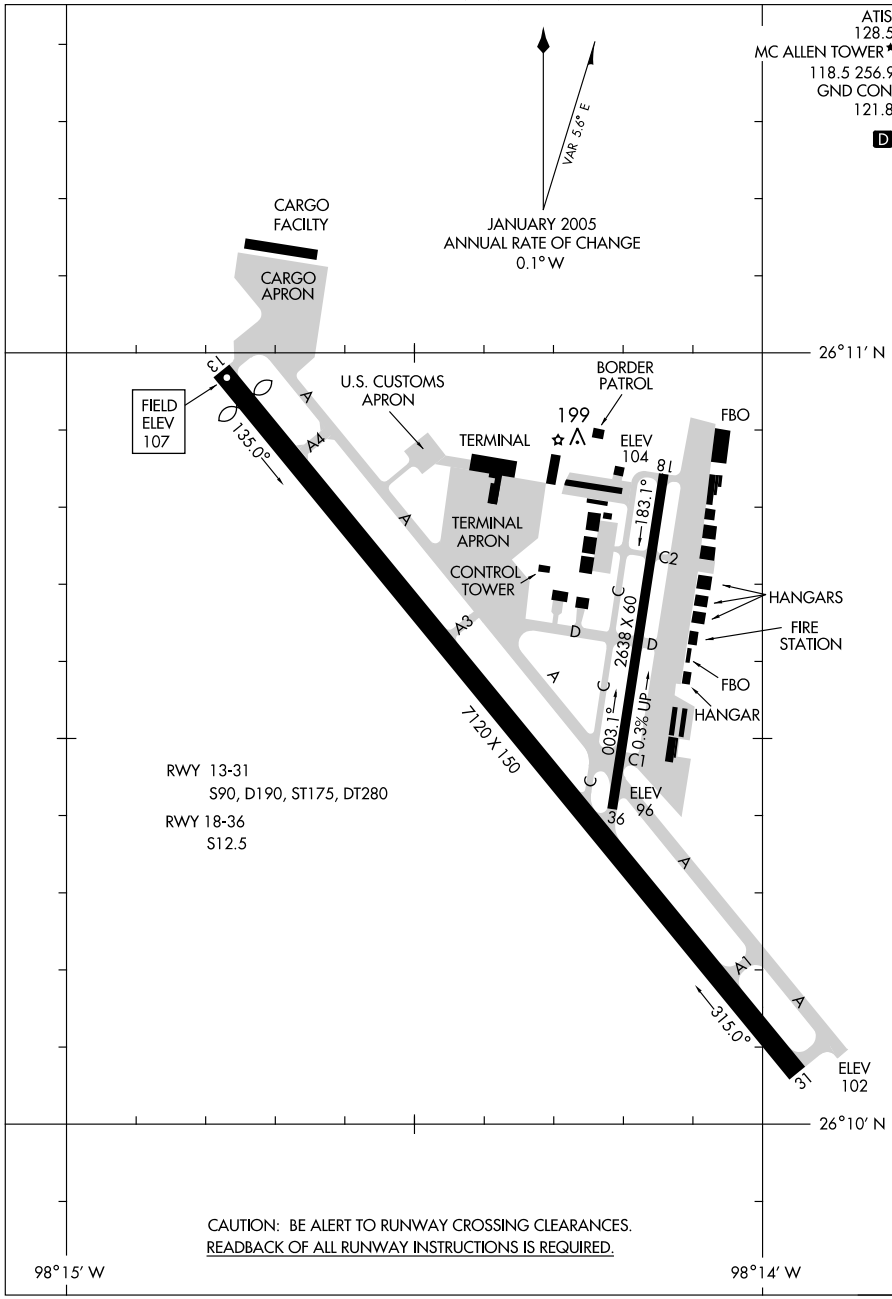
AIRPORT DIAGRAM
09071
LUBBOCK, TEXAS
LUBBOCK PRESTON SMITH INTL (LBB)

09071

AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)
MC ALLEN, TEXAS



AIRPORT DIAGRAM

09071

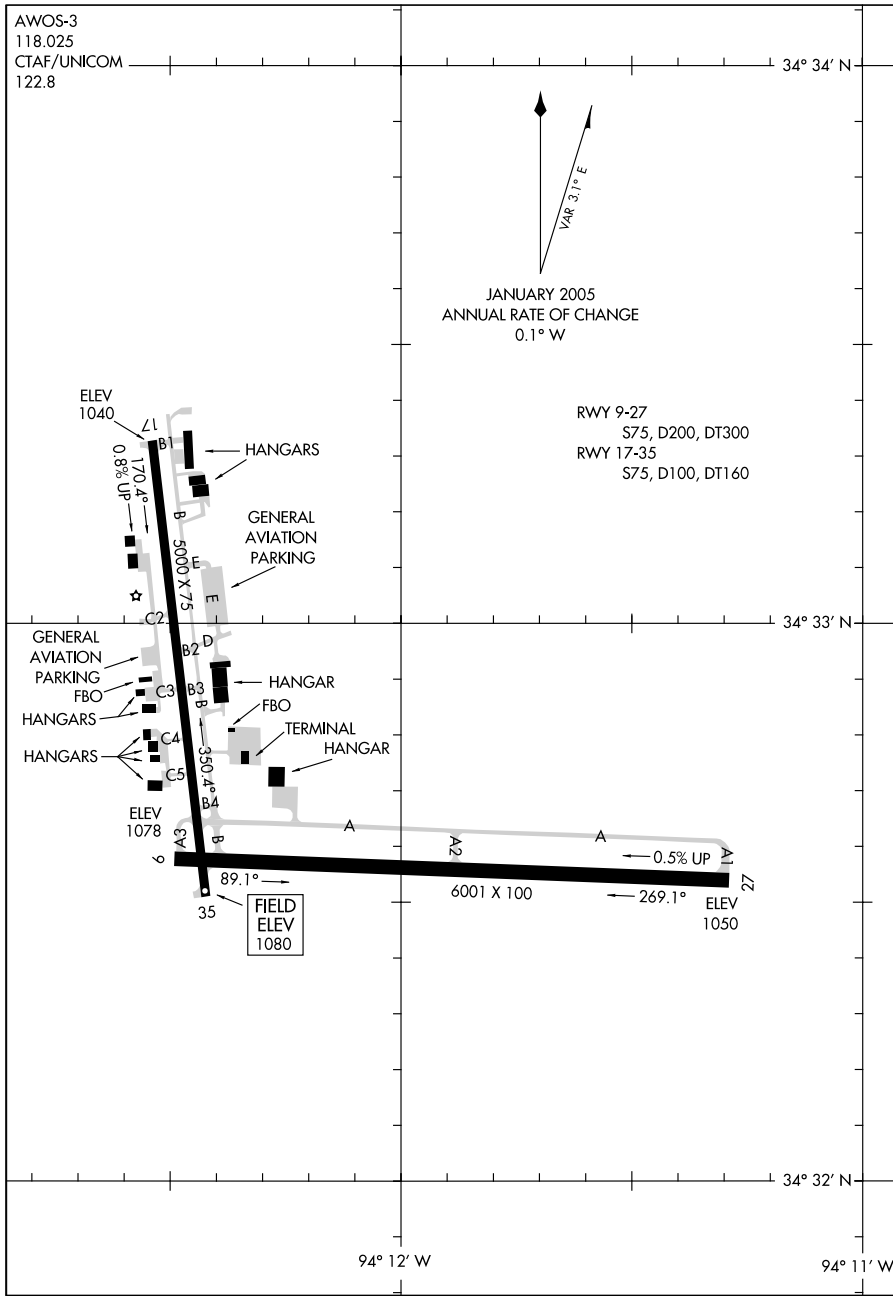
MC ALLEN, TEXAS
MC ALLEN MILLER INTL (MFE)

09015

AIRPORT DIAGRAM

AL-6002 (FAA)

MENA INTERMOUNTAIN MUNI (MEZ)
MENA, ARKANSAS



AIRPORT DIAGRAM
09015

MENA, ARKANSAS
MENA INTERMOUNTAIN MUNI (MEZ)

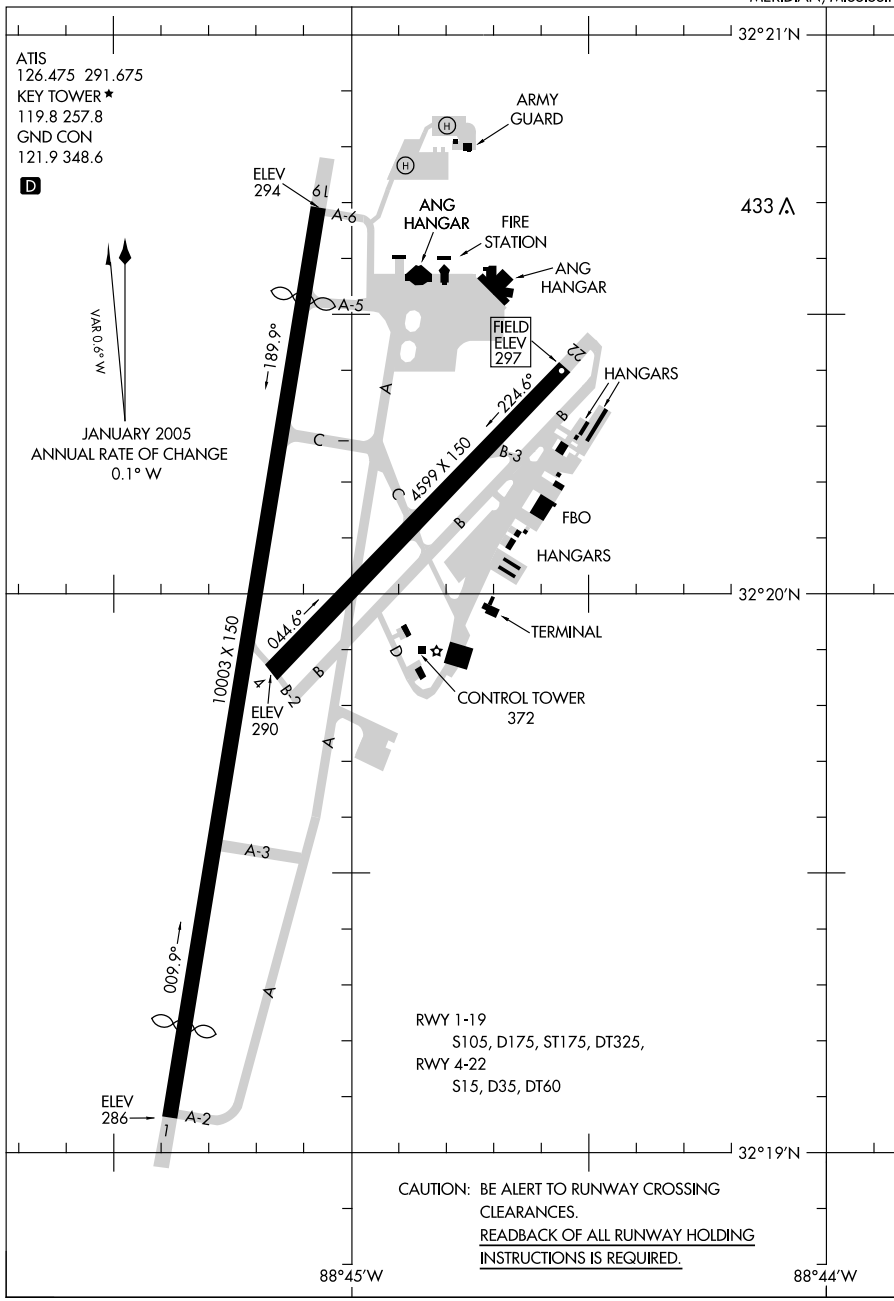
09071

AIRPORT DIAGRAM

AL-254 (FAA)

MERIDIAN/ KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI

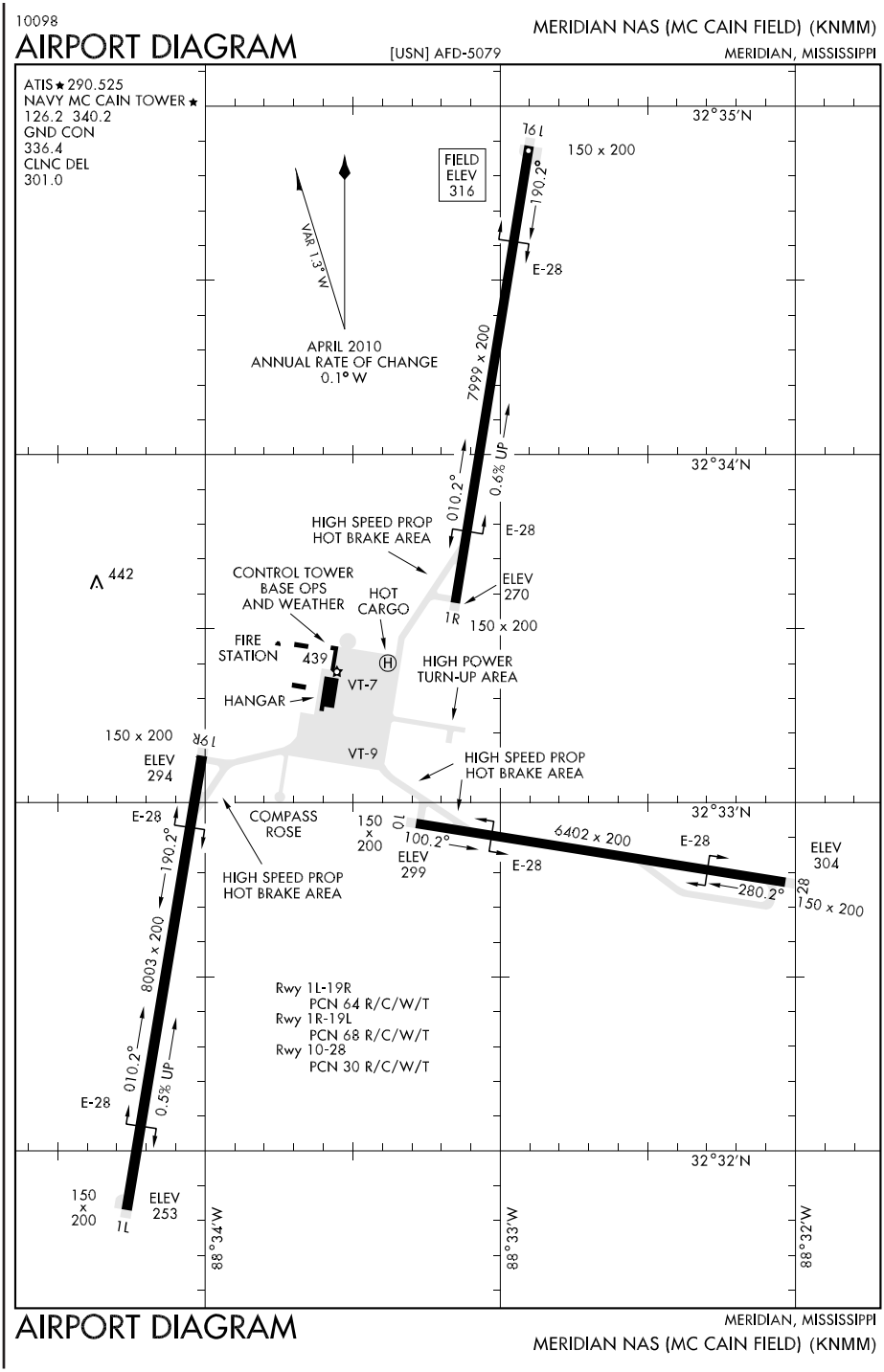


AIRPORT DIAGRAM

09071

MERIDIAN, MISSISSIPPI

MERIDIAN/KEY FIELD (MEI)

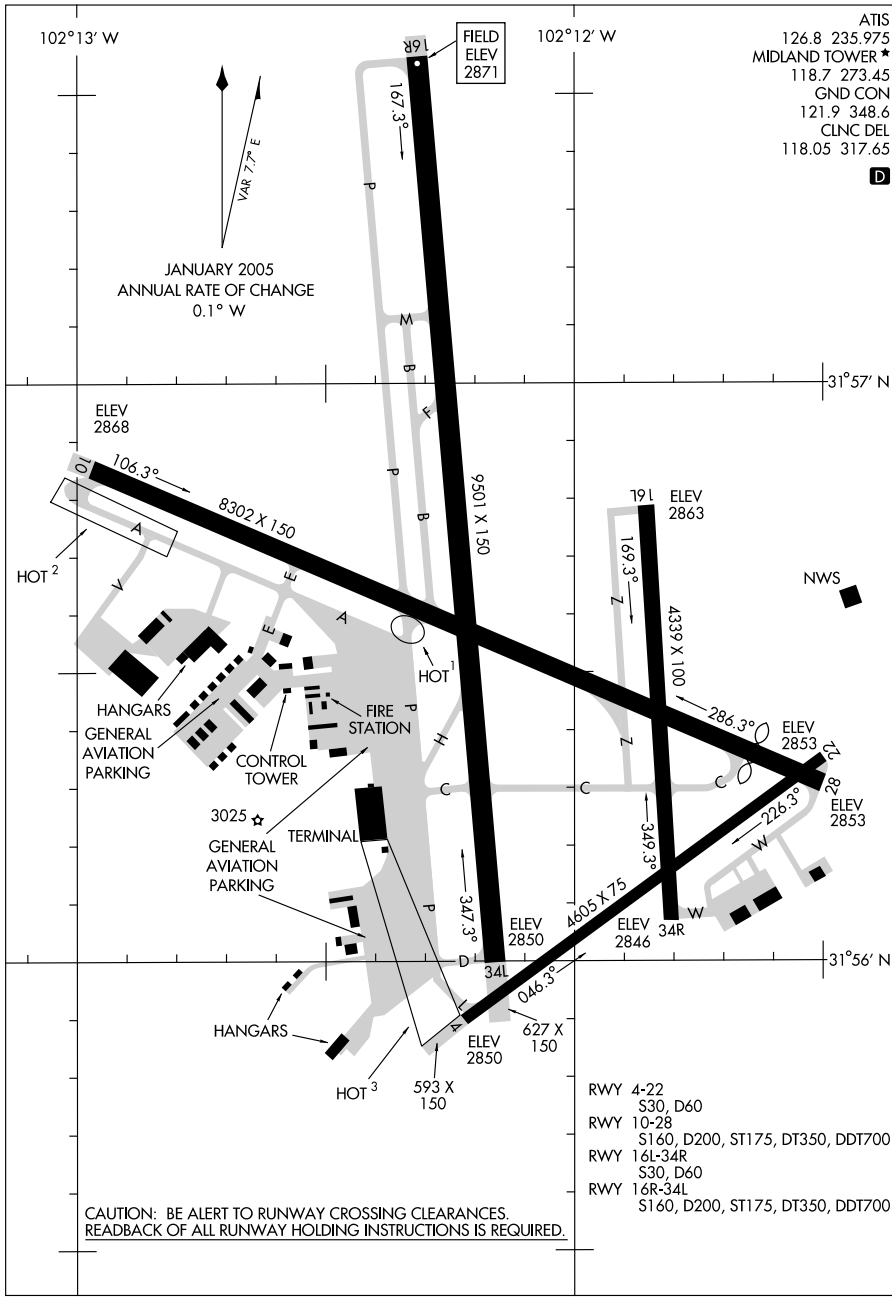

10098
AIRPORT DIAGRAM
[USN] AFD-5079
MERIDIAN NAS (MC CAIN FIELD) (KNMM)
MERIDIAN, MISSISSIPPI
ATIS ★ 290.525
NAVY MC CAIN TOWER ★
126.2 340.2
GND CON
336.4
CLNC DEL
301.0
32°35'N
32°34'N
32°33'N
32°32'N
88°34'W
88°33'W
88°32'W
FIELD ELEV 316
19L
150 x 200
190.2°
E-28
VAR 1.3° W
APRIL 2010
ANNUAL RATE OF CHANGE
0.1° W
7999 x 200
0.6% UP
010.2°
HIGH SPEED PROP HOT BRAKE AREA
442
CONTROL TOWER BASE OPS AND WEATHER
HOT CARGO
ELEV 270
1R
150 x 200
FIRE STATION
439
VT-7
HANGAR
HIGH POWER TURN-UP AREA
150 x 200
19R
ELEV 294
VT-9
HIGH SPEED PROP HOT BRAKE AREA
COMPASS ROSE
150 x 200
10
100.2°
6402 x 200
E-28
ELEV 299
ELEV 304
280.2°
28
150 x 200
HIGH SPEED PROP HOT BRAKE AREA
8003 x 200
0.5% UP
Rwy 1L-19R
PCN 64 R/C/W/T
Rwy 1R-19L
PCN 68 R/C/W/T
Rwy 10-28
PCN 30 R/C/W/T
150 x 200
1L
ELEV 253
AIRPORT DIAGRAM
MERIDIAN, MISSISSIPPI
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

09127

AIRPORT DIAGRAM

AL-258 (FAA)

MIDLAND INTL (MAF)
MIDLAND, TEXAS



AIRPORT DIAGRAM

09127

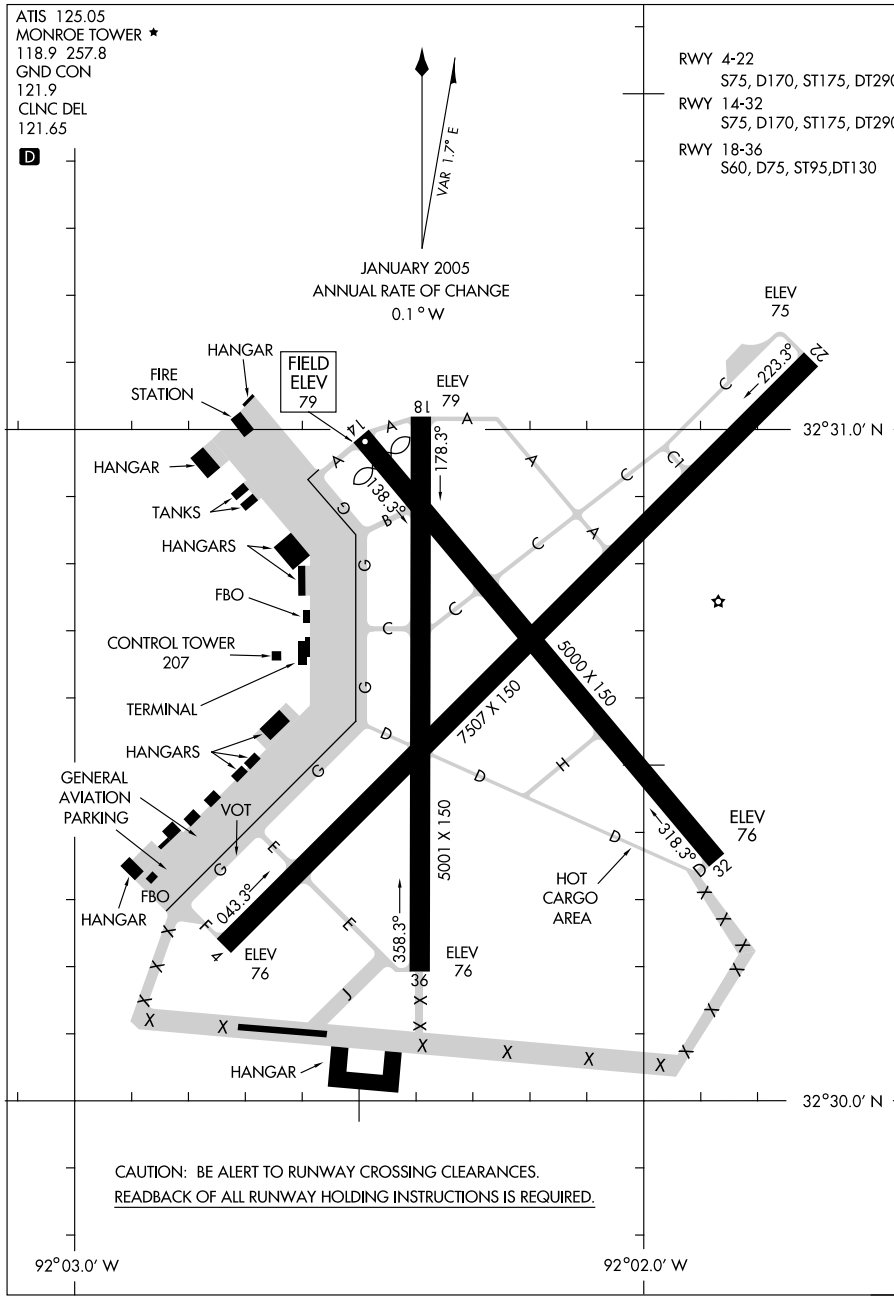
MIDLAND, TEXAS
MIDLAND INTL (MAF)

09071

AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA



AIRPORT DIAGRAM

09071

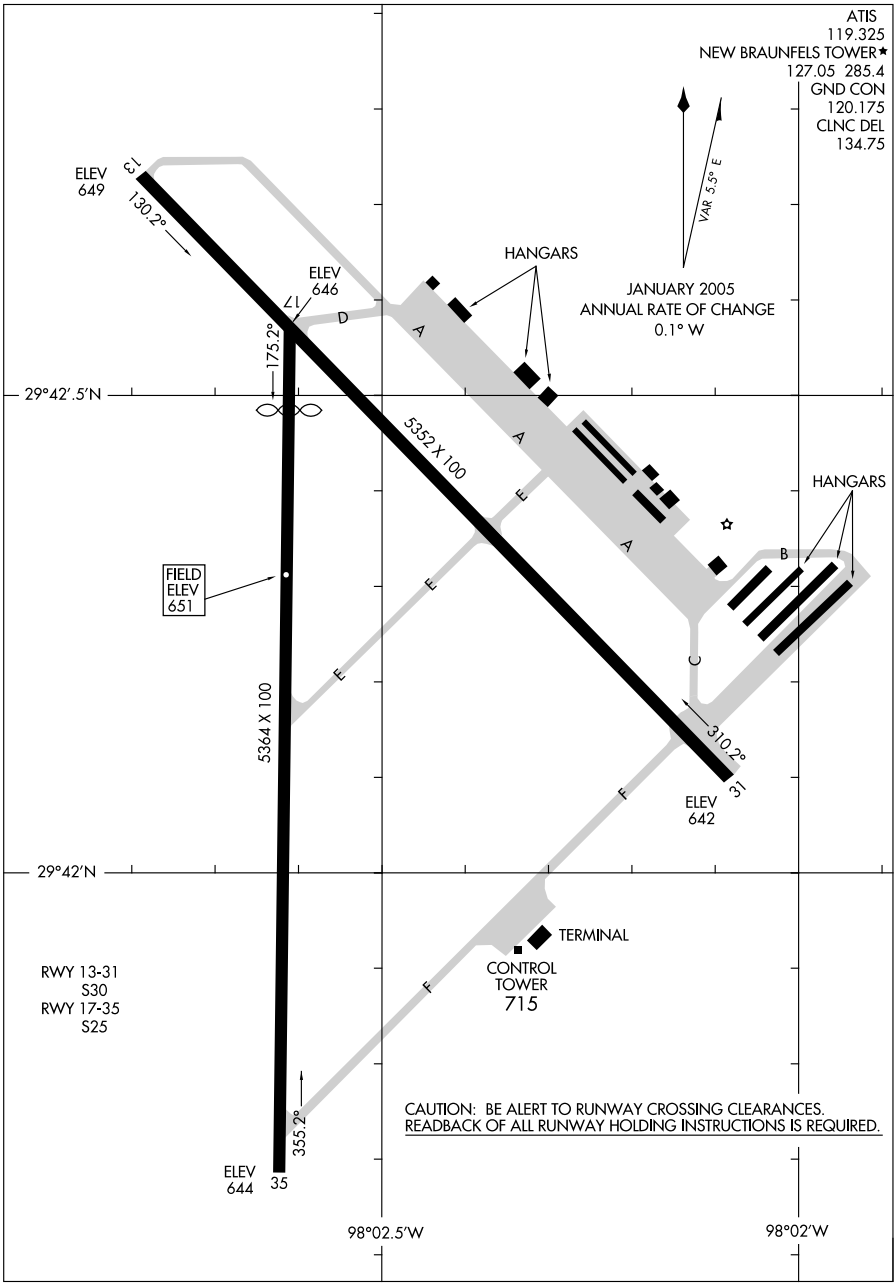
MONROE, LOUISIANA
MONROE RGNL (MLU)

09071

AIRPORT DIAGRAM

AL-6080 (FAA)

NEW BRAUNFELS MUNI (BAZ)
NEW BRAUNFELS, TEXAS



AIRPORT DIAGRAM

09071

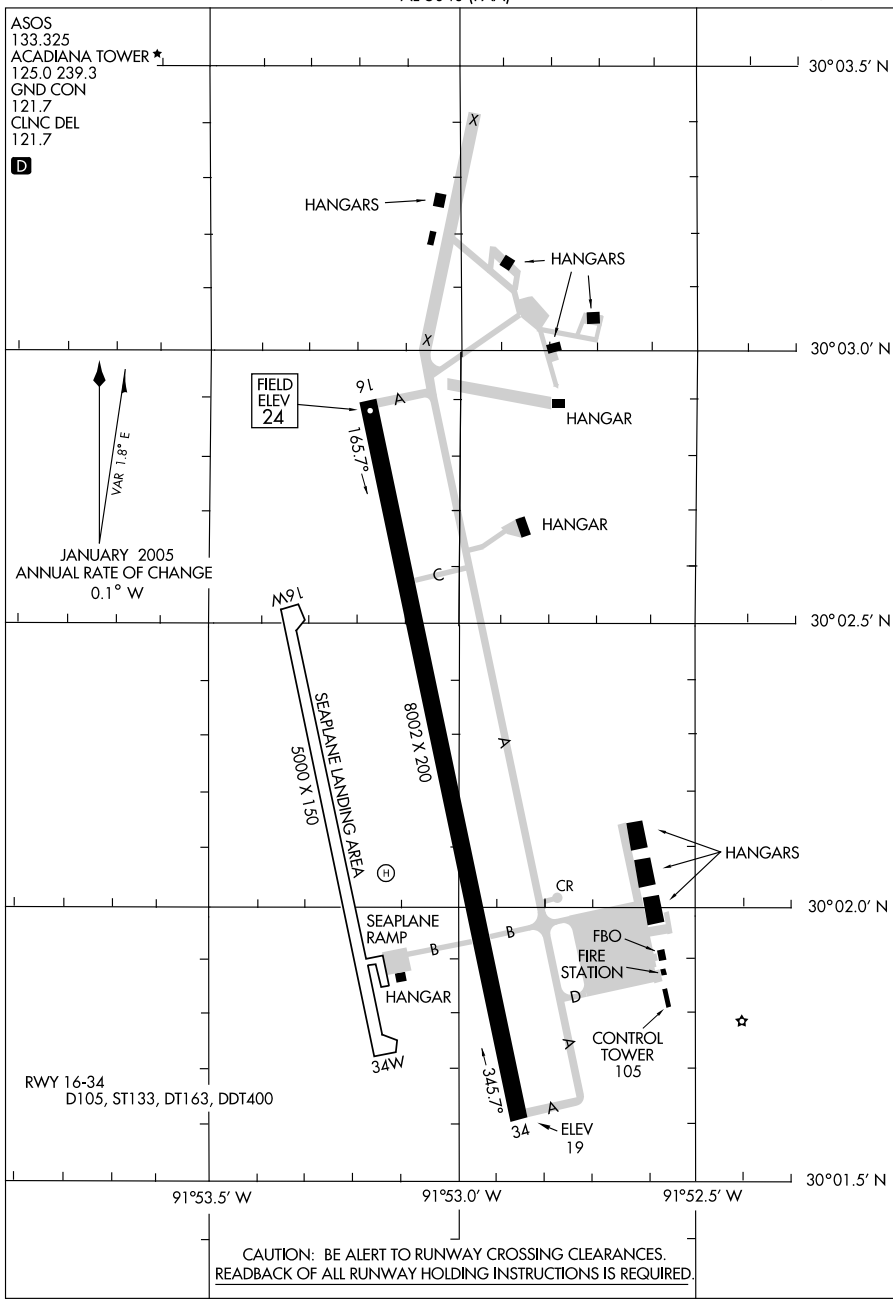
NEW BRAUNFELS, TEXAS
NEW BRAUNFELS MUNI (BAZ)

09295

AIRPORT DIAGRAM

NEW IBERIA/ACADIANA RGNL (ARA)
NEW IBERIA, LOUSIANA

AL-5040 (FAA)



AIRPORT DIAGRAM

09295

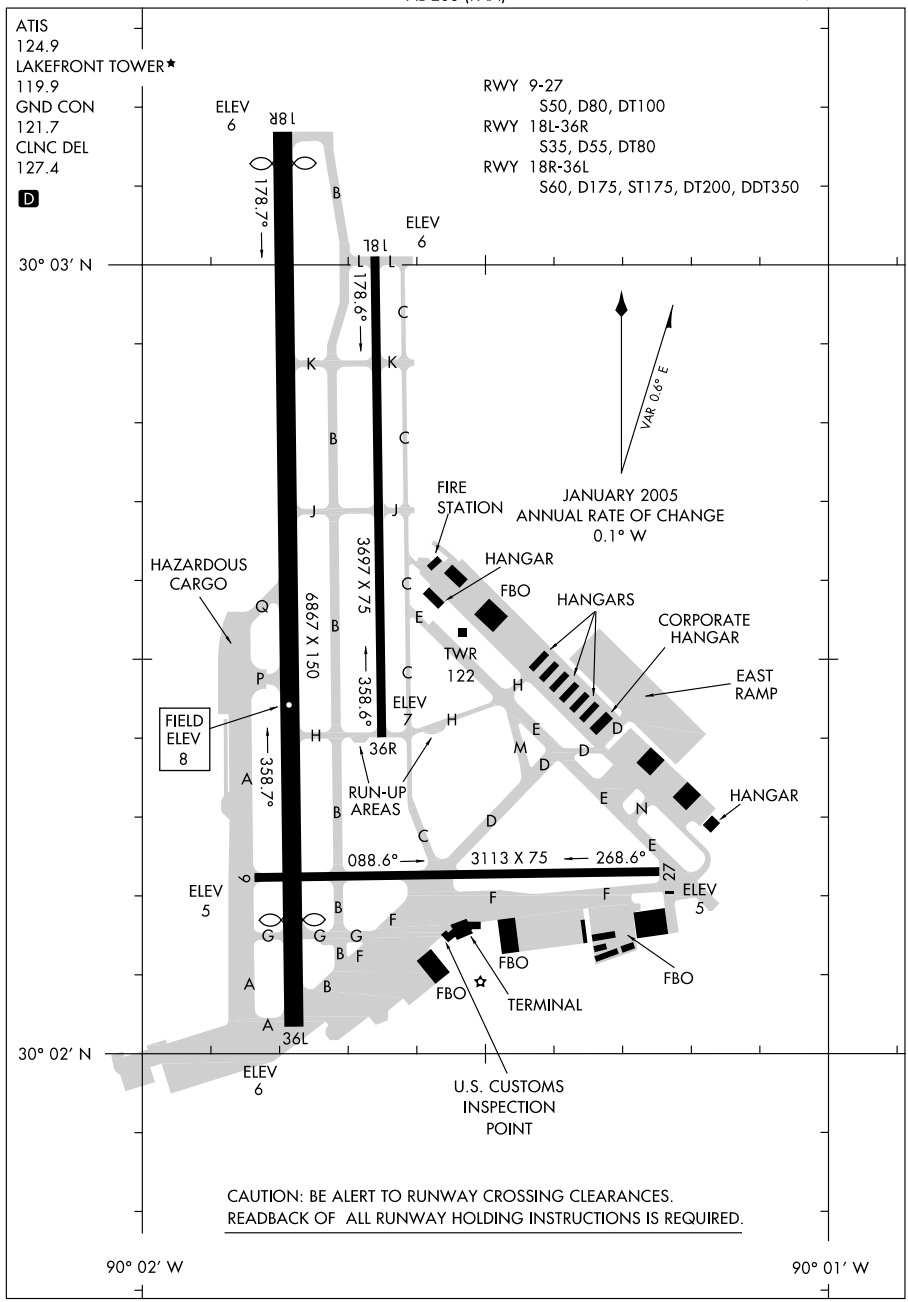
NEW IBERIA, LOUSIANA
NEW IBERIA/ACADIANA RGNL (ARA)

10042

AIRPORT DIAGRAM

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA

AL-288 (FAA)



AIRPORT DIAGRAM

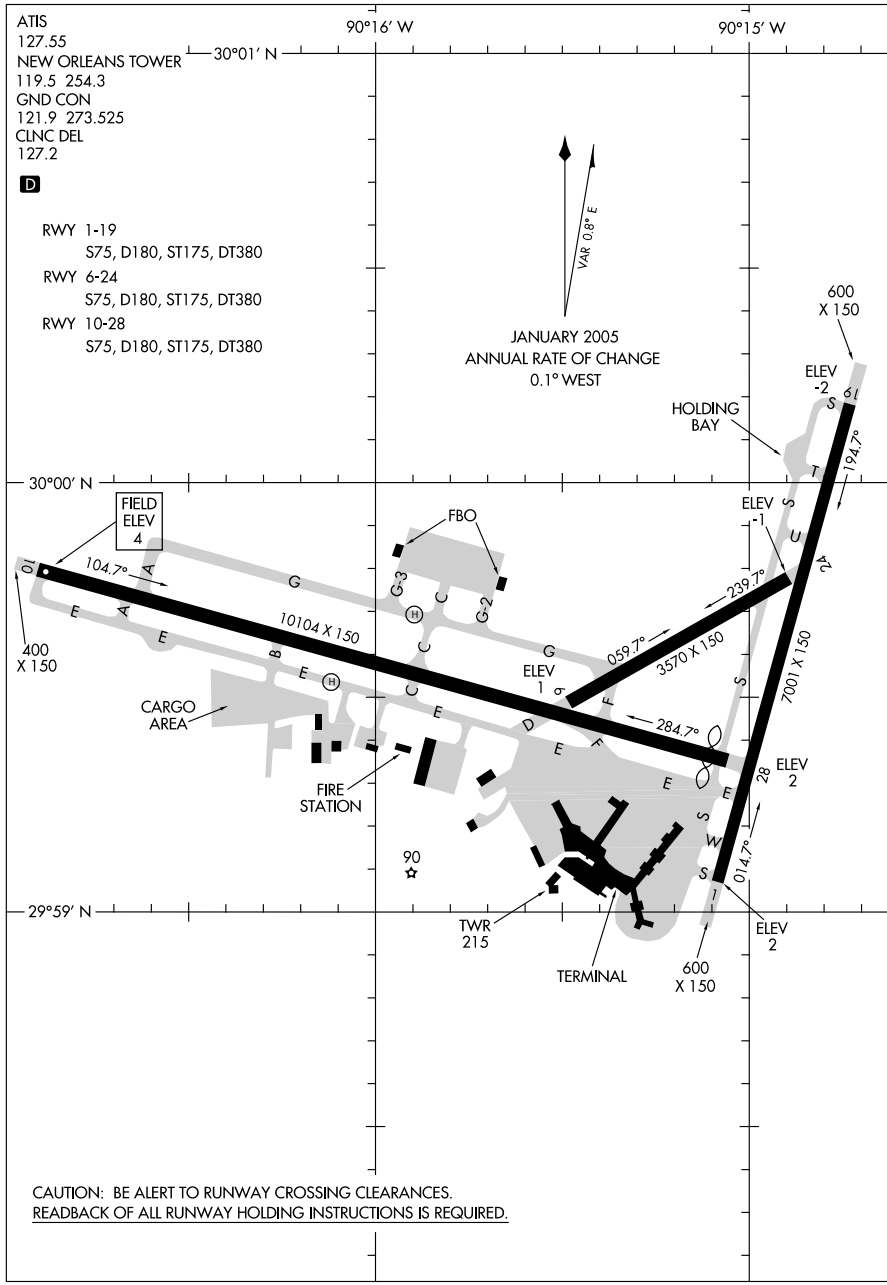
10042

NEW ORLEANS, LOUISIANA
NEW ORLEANS/ LAKEFRONT (NEW)

10098

AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA



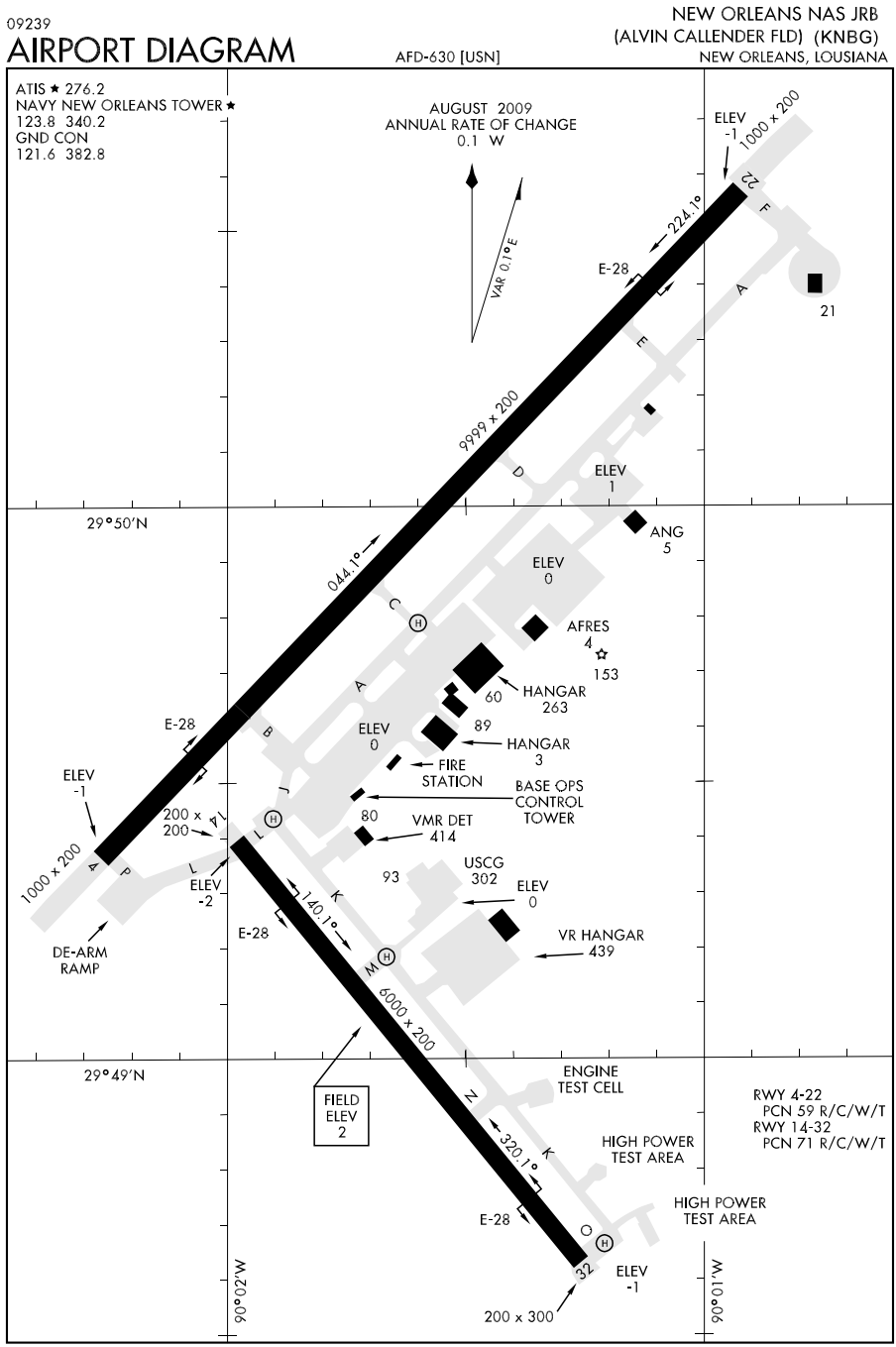
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NEW ORLEANS, LOUISIANA

AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

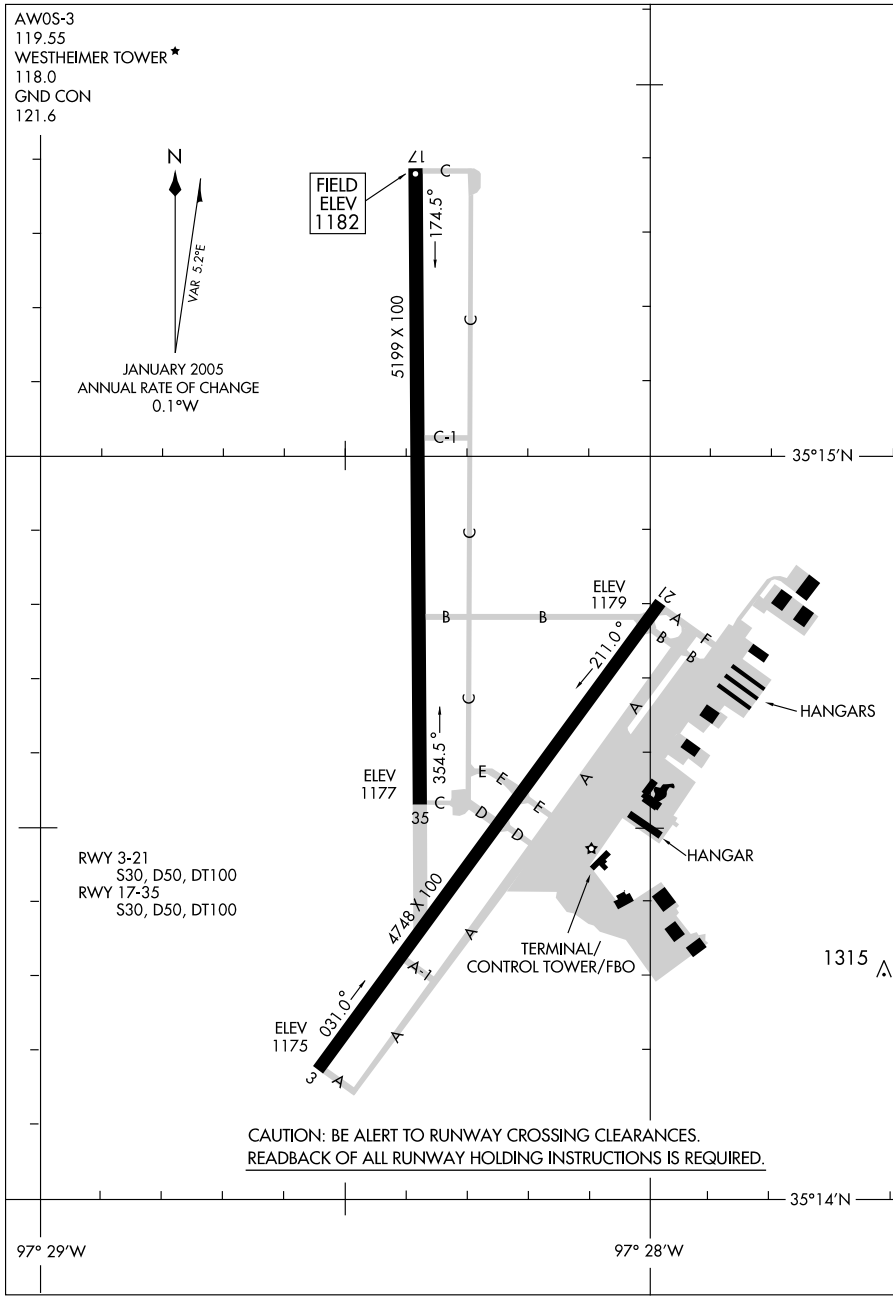
10098


09239
AIRPORT DIAGRAM
AFD-630 [USN]
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)
NEW ORLEANS, LOUSIANA
ATIS ★ 276.2
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1 W
VAR 0.1°E
ELEV
-1
1000 x 200
22
224.1°
E-28
21
9999 x 200
ELEV
1
29°50'N
044.1°
ANG
5
ELEV
0
AFRES
4
153
HANGAR
263
60
89
ELEV
0
HANGAR
3
FIRE
STATION
BASE OPS
CONTROL
TOWER
80
VMR DET
414
USCG
302
ELEV
0
93
VR HANGAR
439
ELEV
-1
1000 x 200
200 x
200
ELEV
-2
DE-ARM
RAMP
E-28
140.1°
6000 x 200
29°49'N
ENGINE
TEST CELL
FIELD
ELEV
2
RWY 4-22
PCN 59 R/C/W/T
RWY 14-32
PCN 71 R/C/W/T
HIGH POWER
TEST AREA
320.1°
E-28
HIGH POWER
TEST AREA
32
ELEV
-1
200 x 300
90°02'W
90°01'W
AIRPORT DIAGRAM
WGS-84 DATUM
NEW ORLEANS, LOUSIANA
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

09295

AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA



AIRPORT DIAGRAM

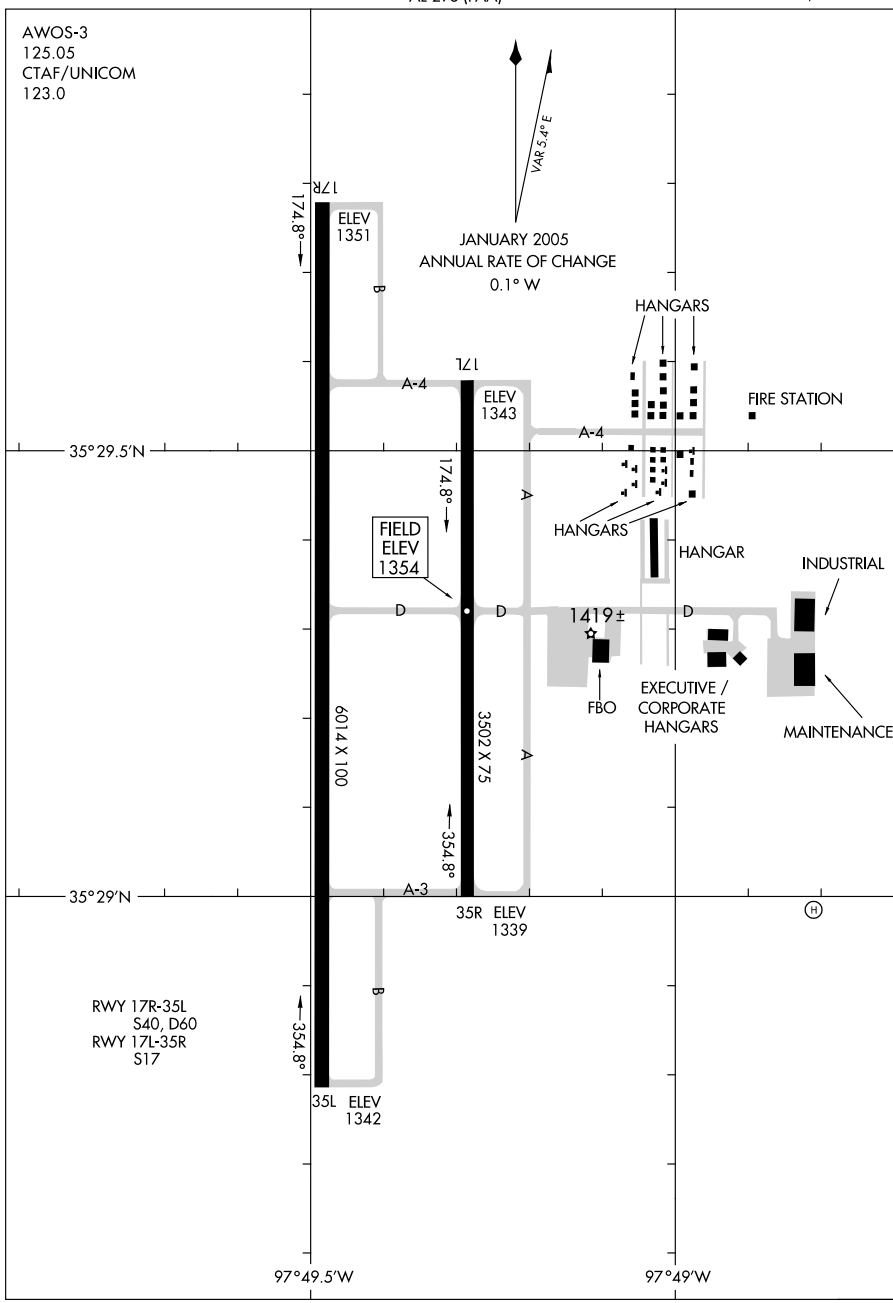
09295

NORMAN, OKLAHOMA
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

09295

AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)
AL-298 (FAA)
OKLAHOMA CITY, OKLAHOMA



AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

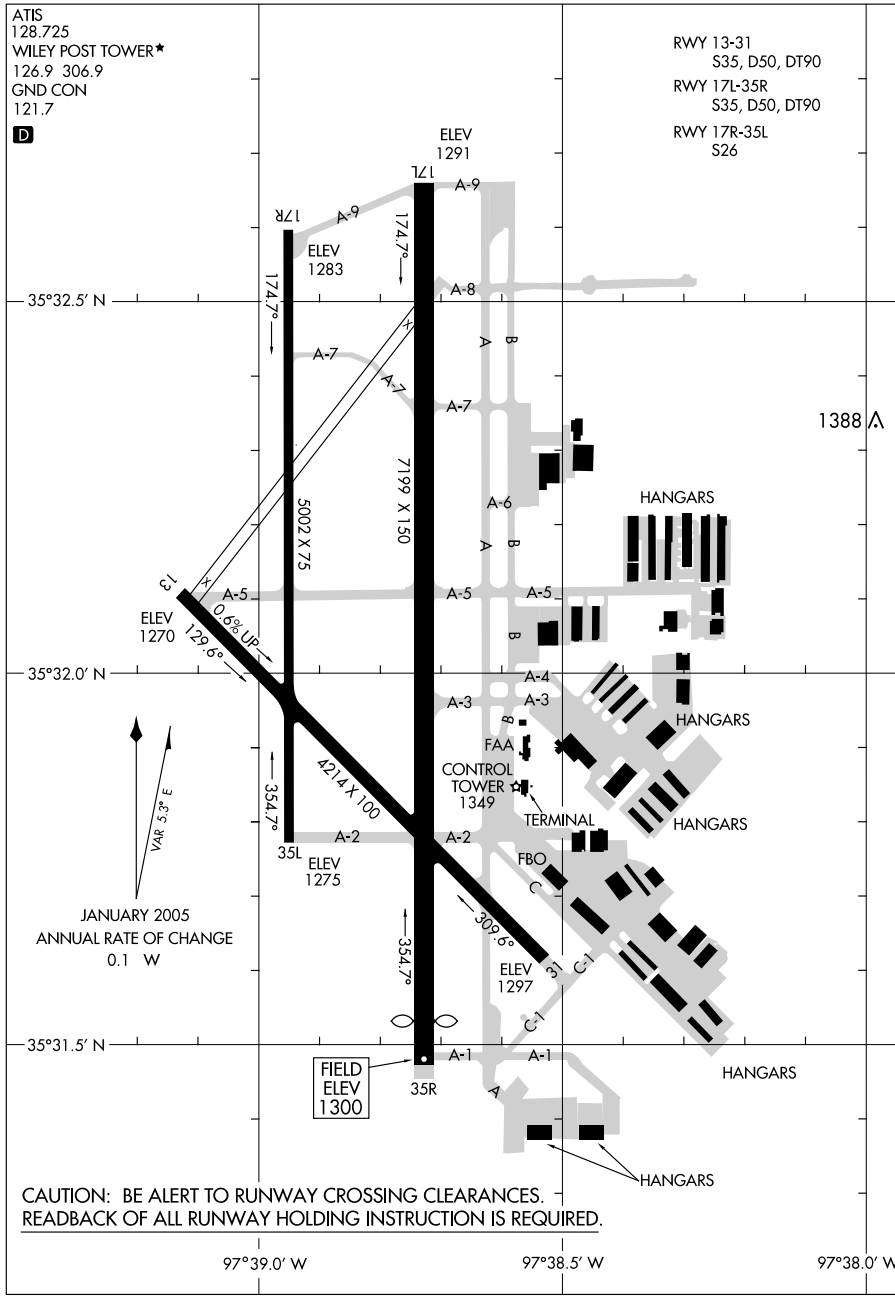
09295

09239

AIRPORT DIAGRAM

OKLAHOMA CITY/ WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)



AIRPORT DIAGRAM

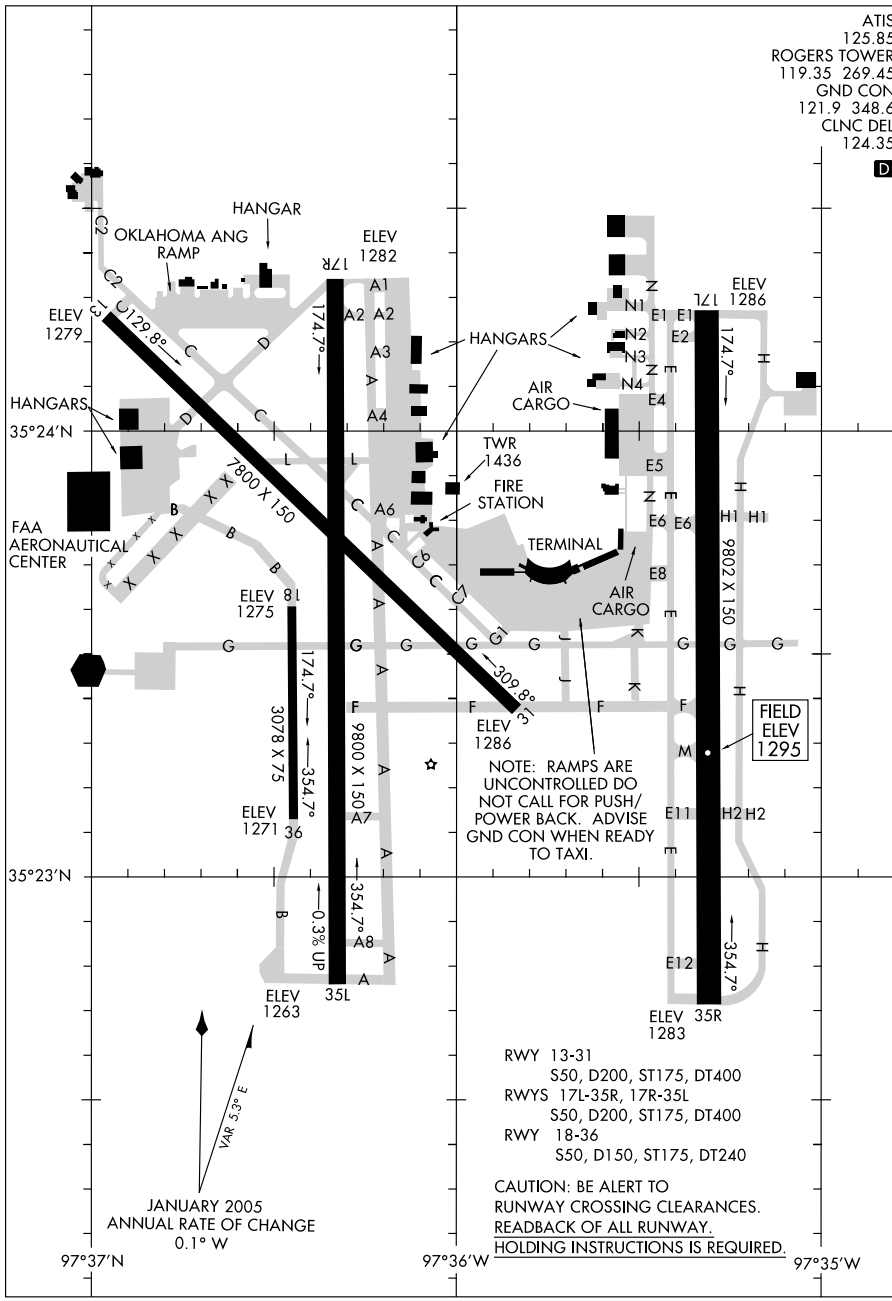
09239

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/ WILEY POST (PWA)

10042

AIRPORT DIAGRAM

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)
AL-301 (FAA)
OKLAHOMA CITY, OKLAHOMA



AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

10042

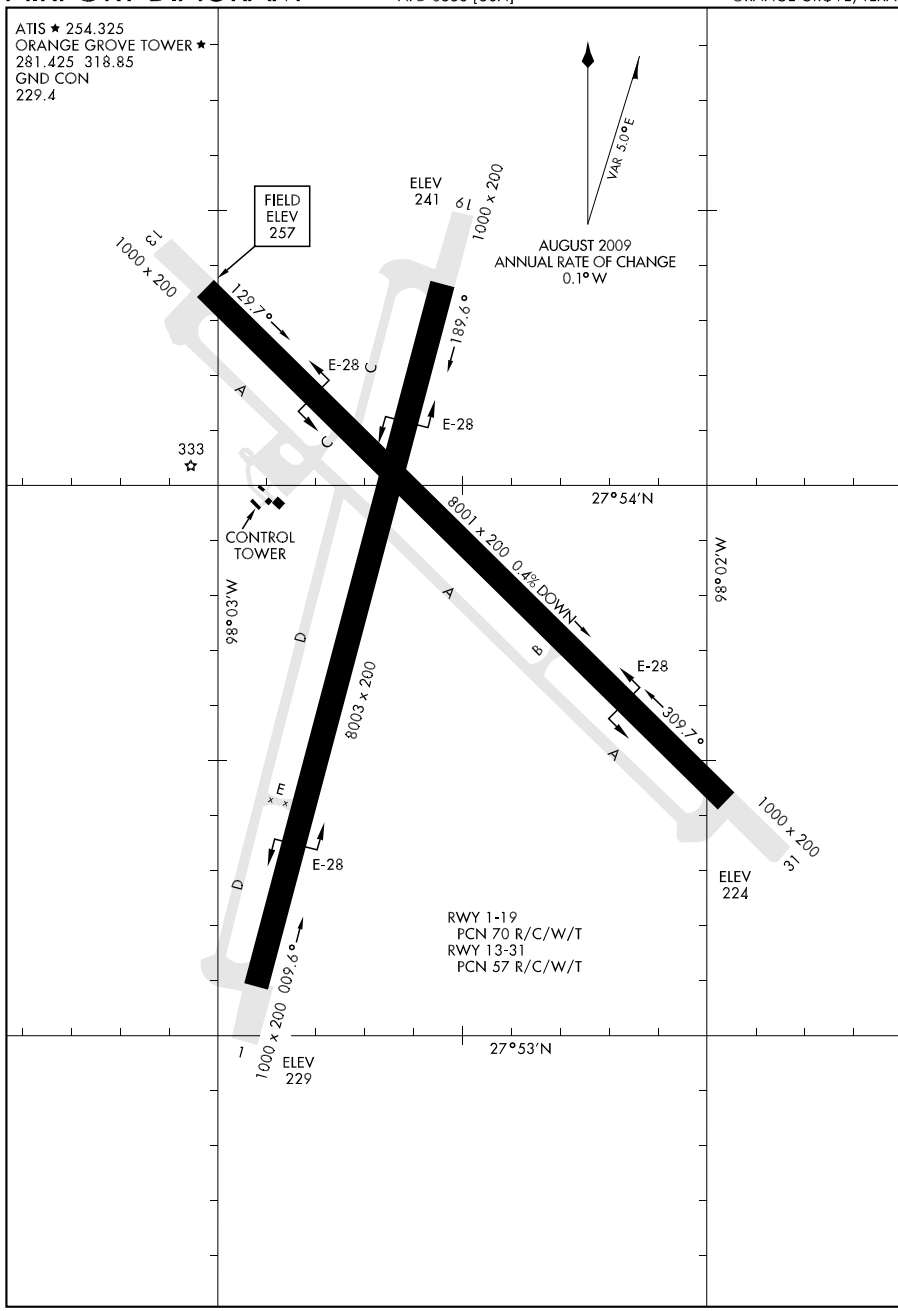
09239

AIRPORT DIAGRAM

ORANGE GROVE NALF (KNOG)

AFD-6553 [USN]

ORANGE GROVE, TEXAS

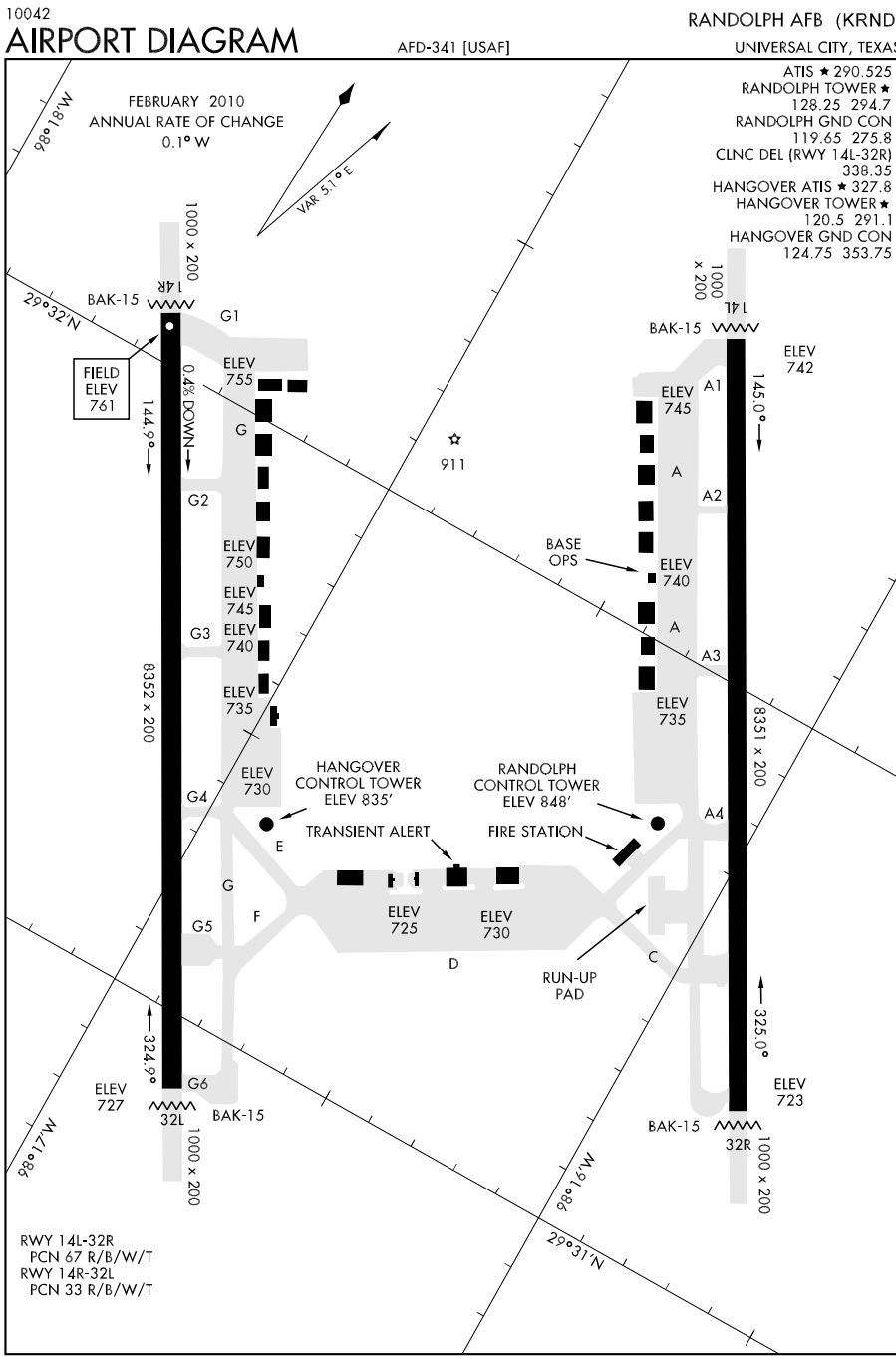


AIRPORT DIAGRAM

WGS-84 DATUM

ORANGE GROVE, TEXAS

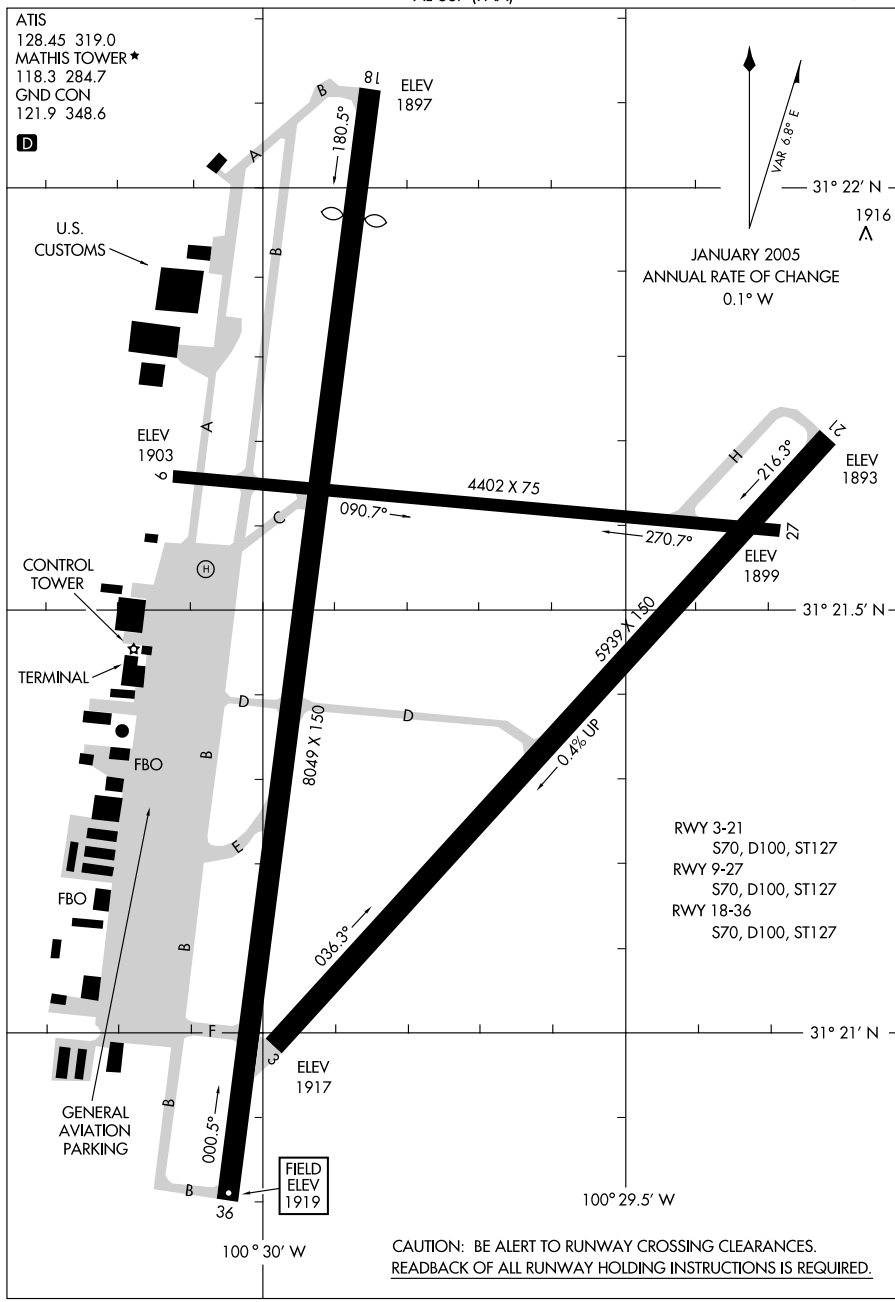
ORANGE GROVE NALF (KNOG)


10042
AIRPORT DIAGRAM
AFD-341 [USAF]
RANDOLPH AFB (KRND)
UNIVERSAL CITY, TEXAS
ATIS ★ 290.525
RANDOLPH TOWER ★
128.25 294.7
RANDOLPH GND CON
119.65 275.8
CLNC DEL (RWY 14L-32R)
338.35
HANGOVER ATIS ★ 327.8
HANGOVER TOWER ★
120.5 291.1
HANGOVER GND CON
124.75 353.75
FEBRUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
VAR 5.1° E
98°18'W
29°32'N
1000 x 200
14R
BAK-15
G1
FIELD ELEV 761
0.4% DOWN
144.9°
ELEV 755
G
G2
ELEV 750
ELEV 745
ELEV 740
G3
ELEV 735
8352 x 200
ELEV 730
G4
HANGOVER CONTROL TOWER ELEV 835'
RANDOLPH CONTROL TOWER ELEV 848'
TRANSIENT ALERT
FIRE STATION
E
G
F
G5
ELEV 725
ELEV 730
D
RUN-UP PAD
C
324.9°
ELEV 727
G6
32L
BAK-15
1000 x 200
98°17'W
911
1000 x 200
14L
BAK-15
ELEV 742
A1
ELEV 745
145.0°
A
A2
BASE OPS
ELEV 740
A
A3
ELEV 735
8351 x 200
A4
325.0°
ELEV 723
BAK-15
32R
1000 x 200
98°16'W
29°31'N
RWY 14L-32R
PCN 67 R/B/W/T
RWY 14R-32L
PCN 33 R/B/W/T
AIRPORT DIAGRAM
UNIVERSAL CITY, TEXAS
RANDOLPH AFB (KRND)

09015

AIRPORT DIAGRAM

SAN ANGELO RGNL/ MATHIS FIELD (SJT)
AL-367 (FAA)
SAN ANGELO, TEXAS



AIRPORT DIAGRAM

09015

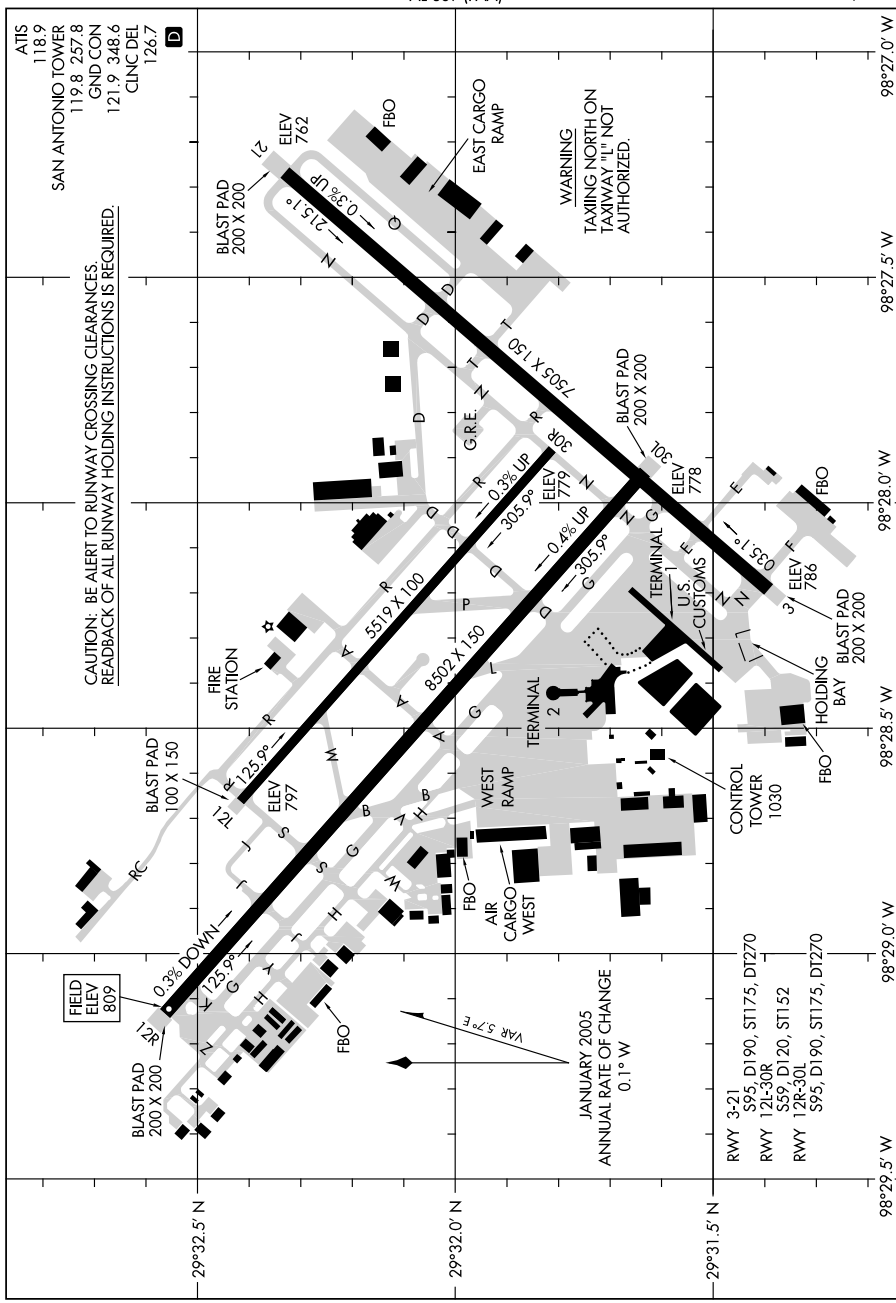
SAN ANGELO, TEXAS
SAN ANGELO RGNL/ MATHIS FIELD (SJT)

09351

AIRPORT DIAGRAM

SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS

AL-369 (FAA)



AIRPORT DIAGRAM

09351

SAN ANTONIO, TEXAS
SAN ANTONIO INTL (SAT)

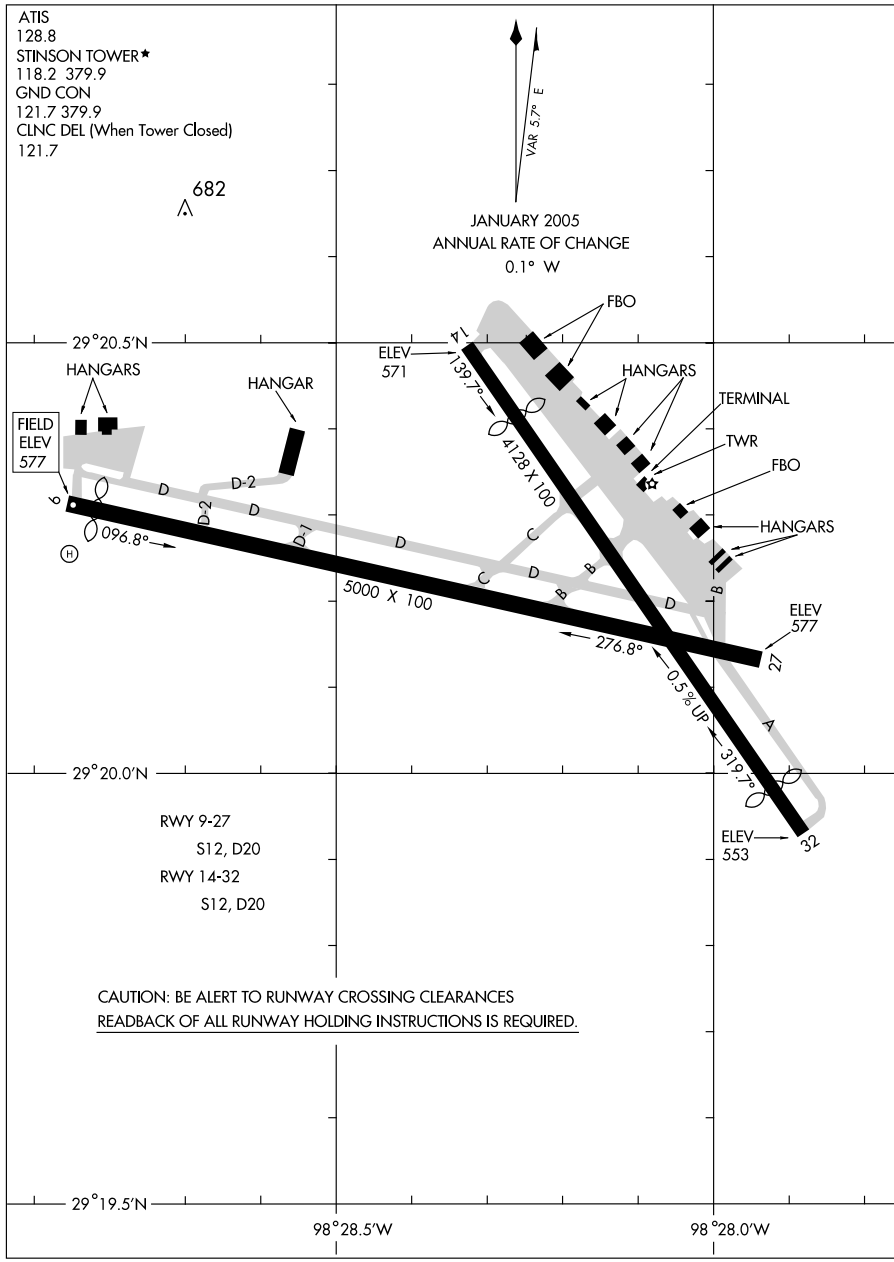
10098

AIRPORT DIAGRAM

SAN ANTONIO/ STINSON MUNI (SSF)

AL-372 (FAA)

SAN ANTONIO, TEXAS



AIRPORT DIAGRAM

10098

SAN ANTONIO, TEXAS

SAN ANTONIO/ STINSON MUNI (SSF)

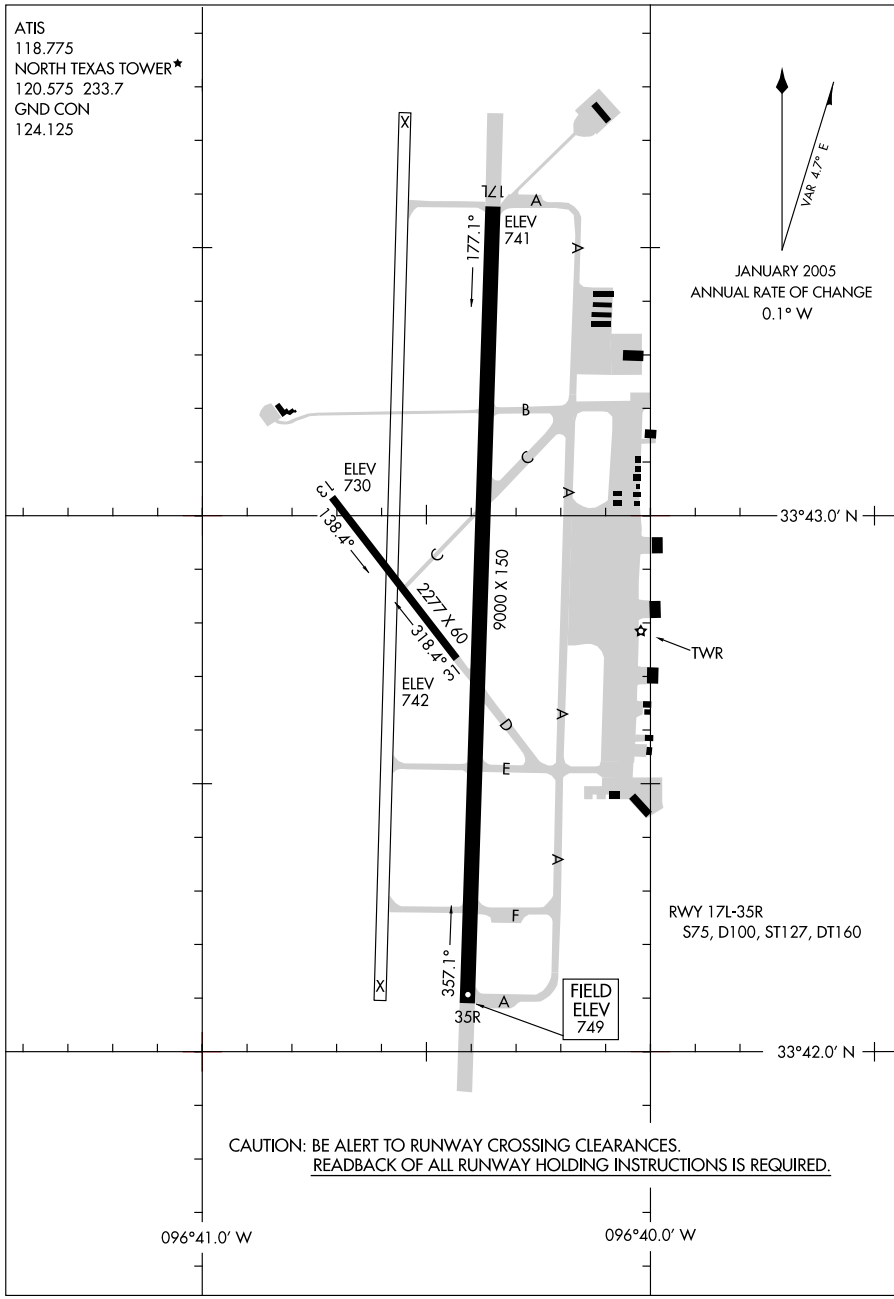
10098

AIRPORT DIAGRAM

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

AL-389 (FAA)

SHERMAN/DENISON, TEXAS



AIRPORT DIAGRAM

10098

SHERMAN/DENISON, TEXAS

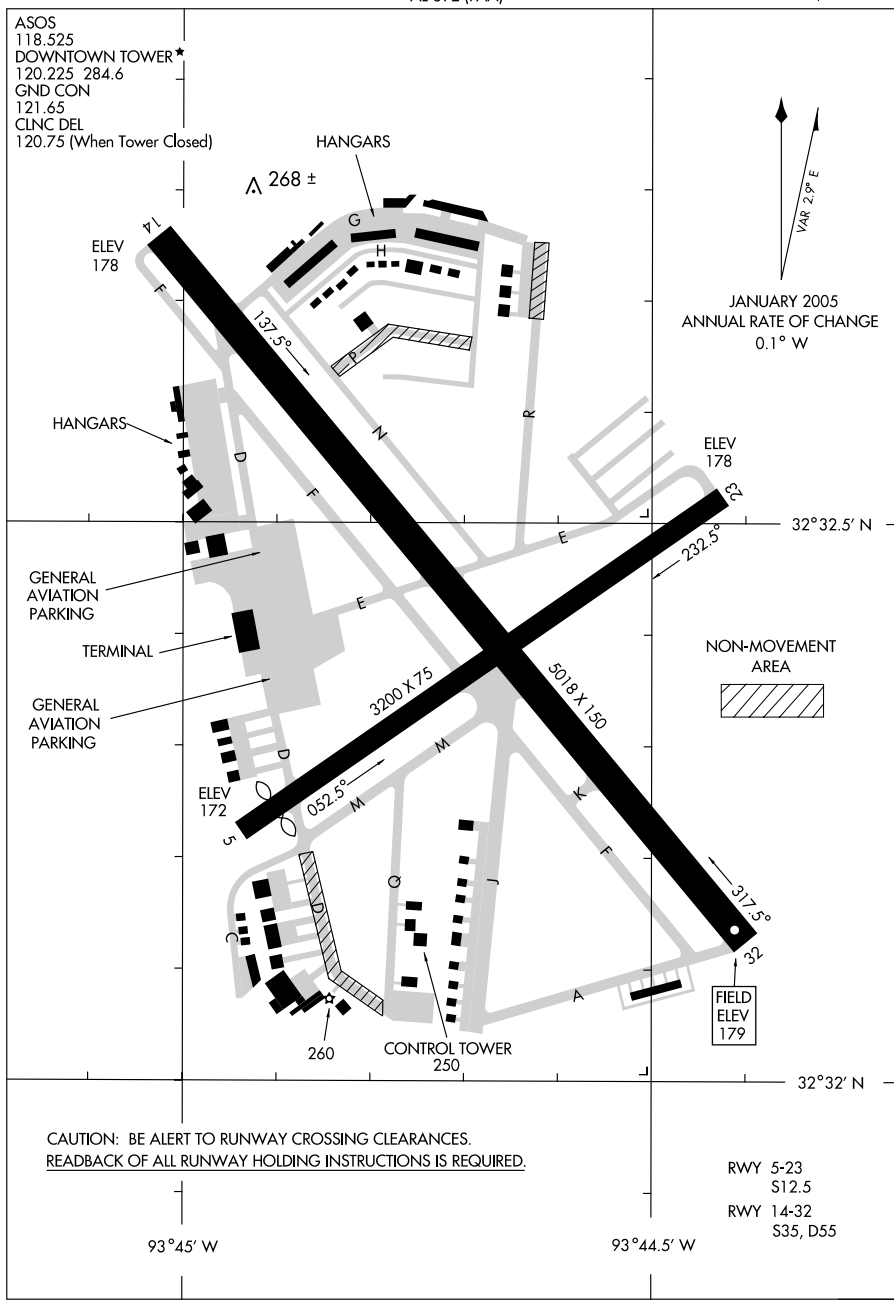
SHERMAN/DENISON/NORTH TEXAS RGNL/PERRIN FIELD (GYI)

09183

AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA



AIRPORT DIAGRAM

09183

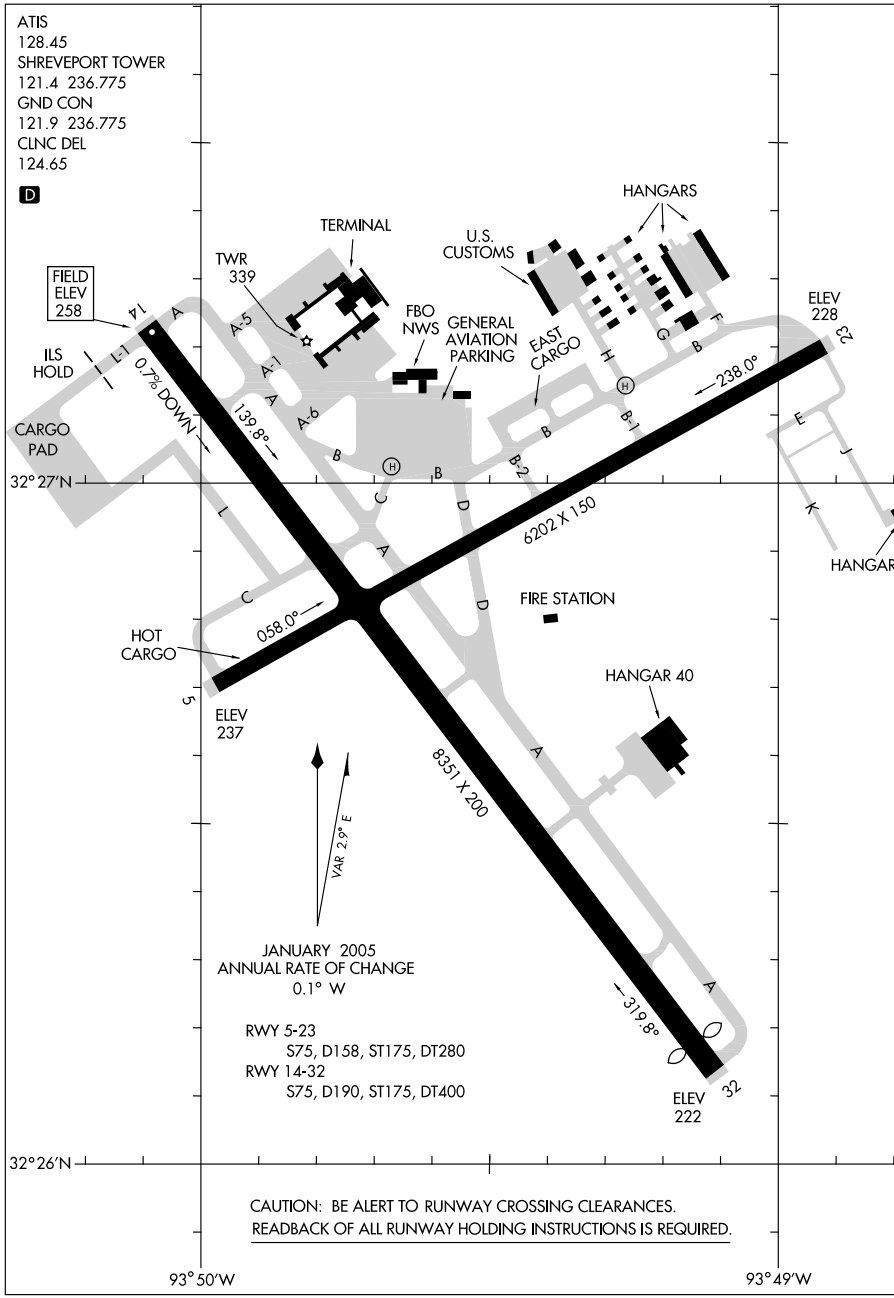
SHREVEPORT, LOUISIANA
SHREVEPORT DOWNTOWN (DTN)

09183

AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)
SHREVEPORT, LOUISIANA



AIRPORT DIAGRAM

09183

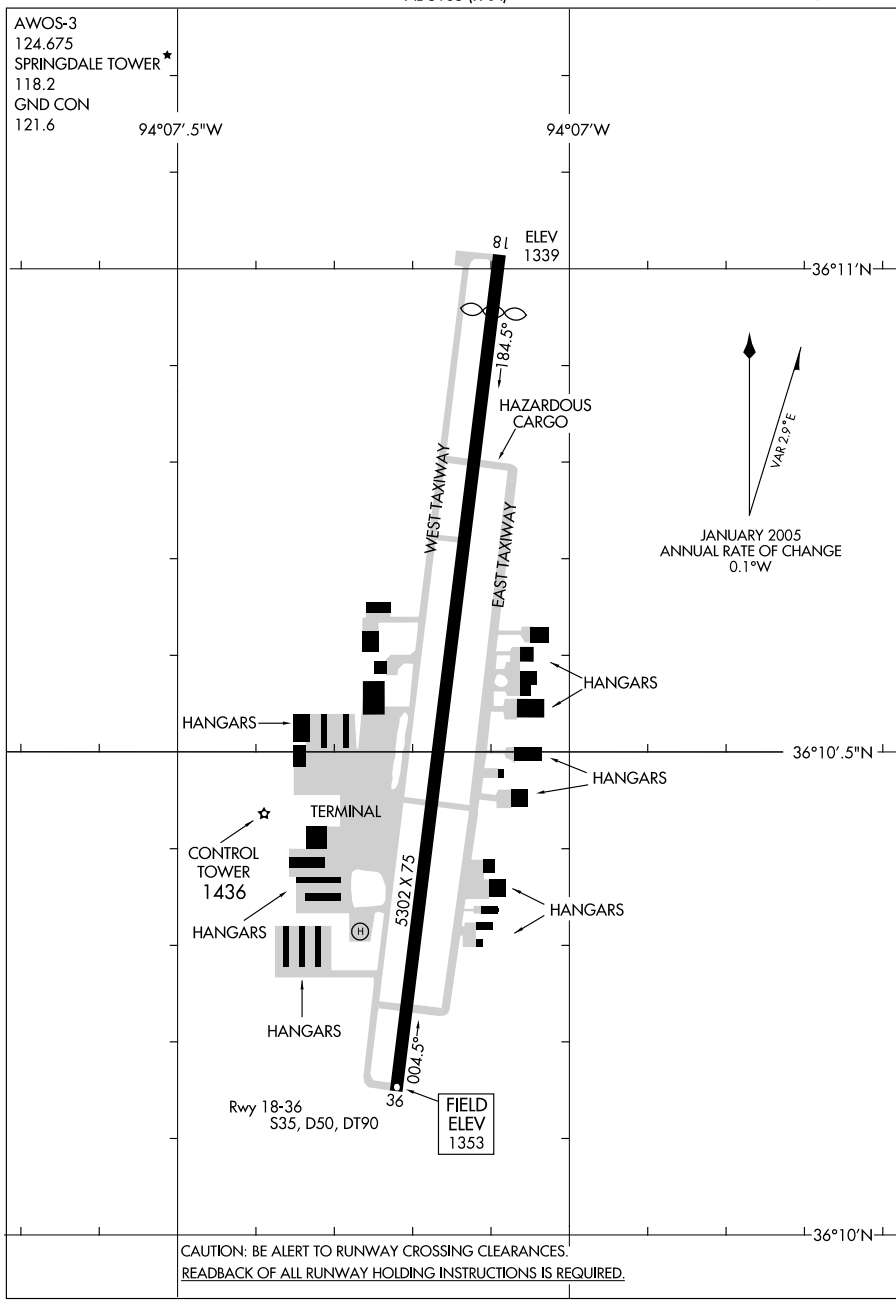
SHREVEPORT, LOUISIANA
SHREVEPORT RGNL (SHV)

06215

AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS



AIRPORT DIAGRAM

06215

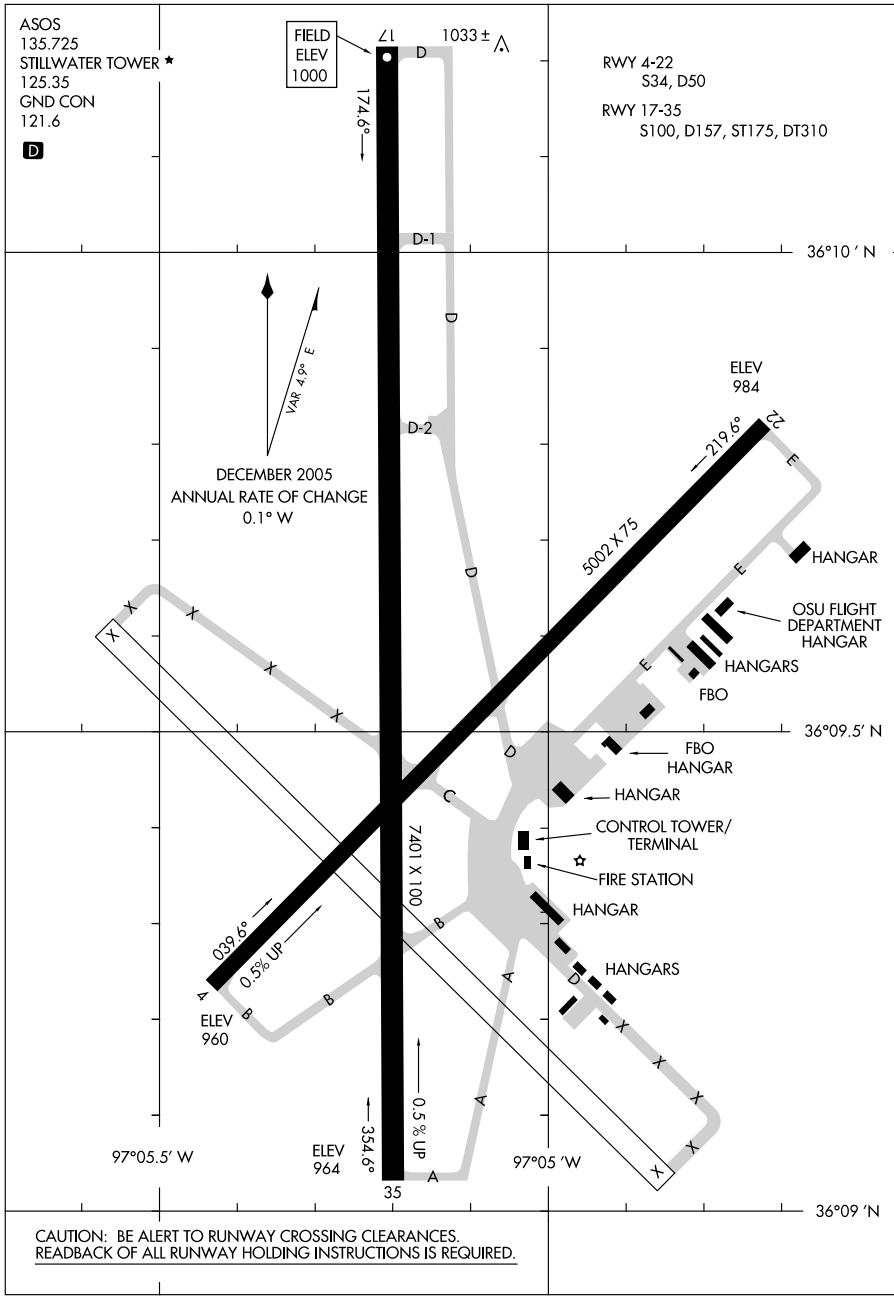
SPRINGDALE, ARKANSAS
SPRINGDALE MUNI (ASG)

09183

AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)
STILLWATER, OKLAHOMA



AIRPORT DIAGRAM

09183

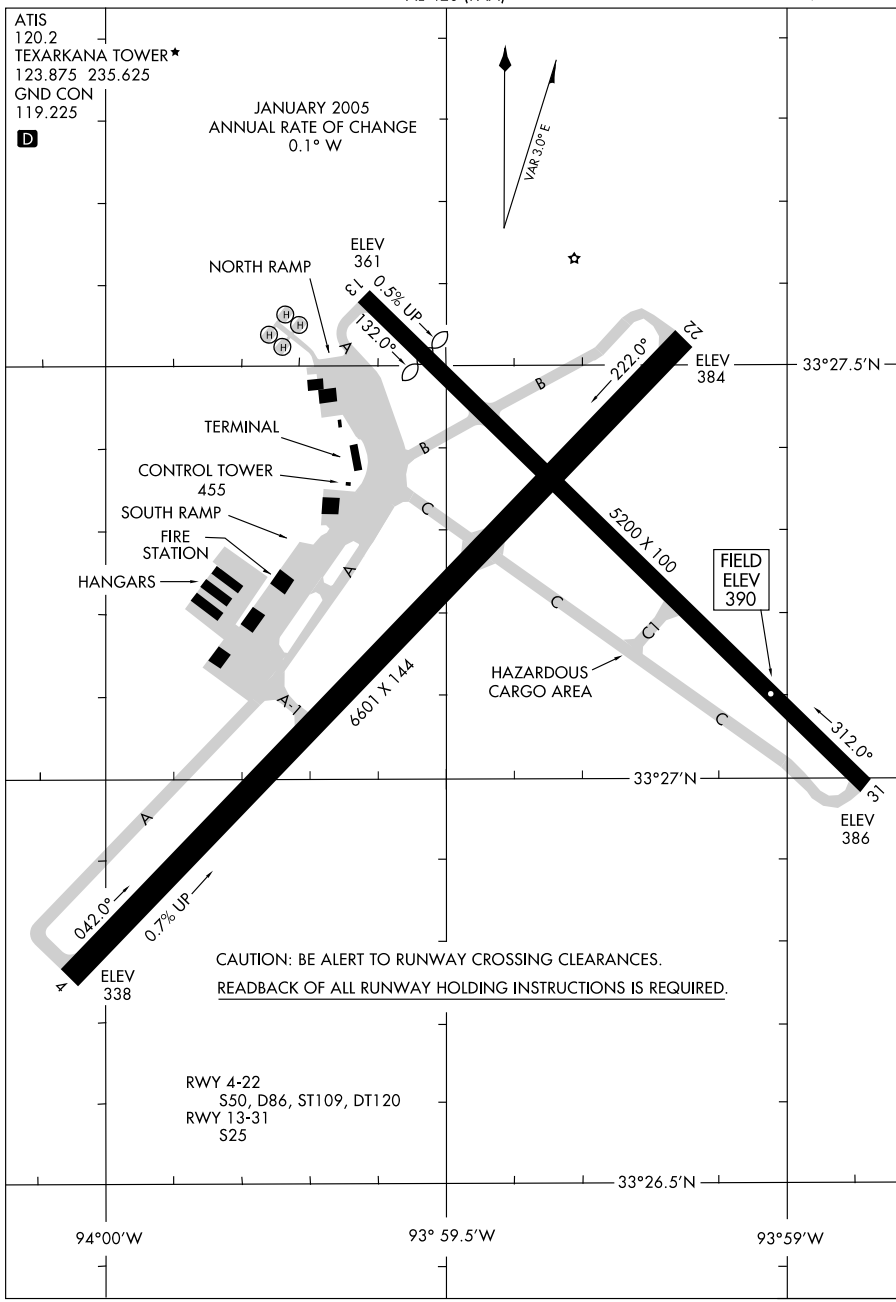
STILLWATER, OKLAHOMA
STILLWATER RGNL (SWO)

09071

AIRPORT DIAGRAM

TEXARKANA RGNL-WEBB FIELD (TXK)
TEXARKANA, ARKANSAS

AL-420 (FAA)



AIRPORT DIAGRAM
09071

TEXARKANA, ARKANSAS
TEXARKANA RGNL-WEBB FIELD (TXK)

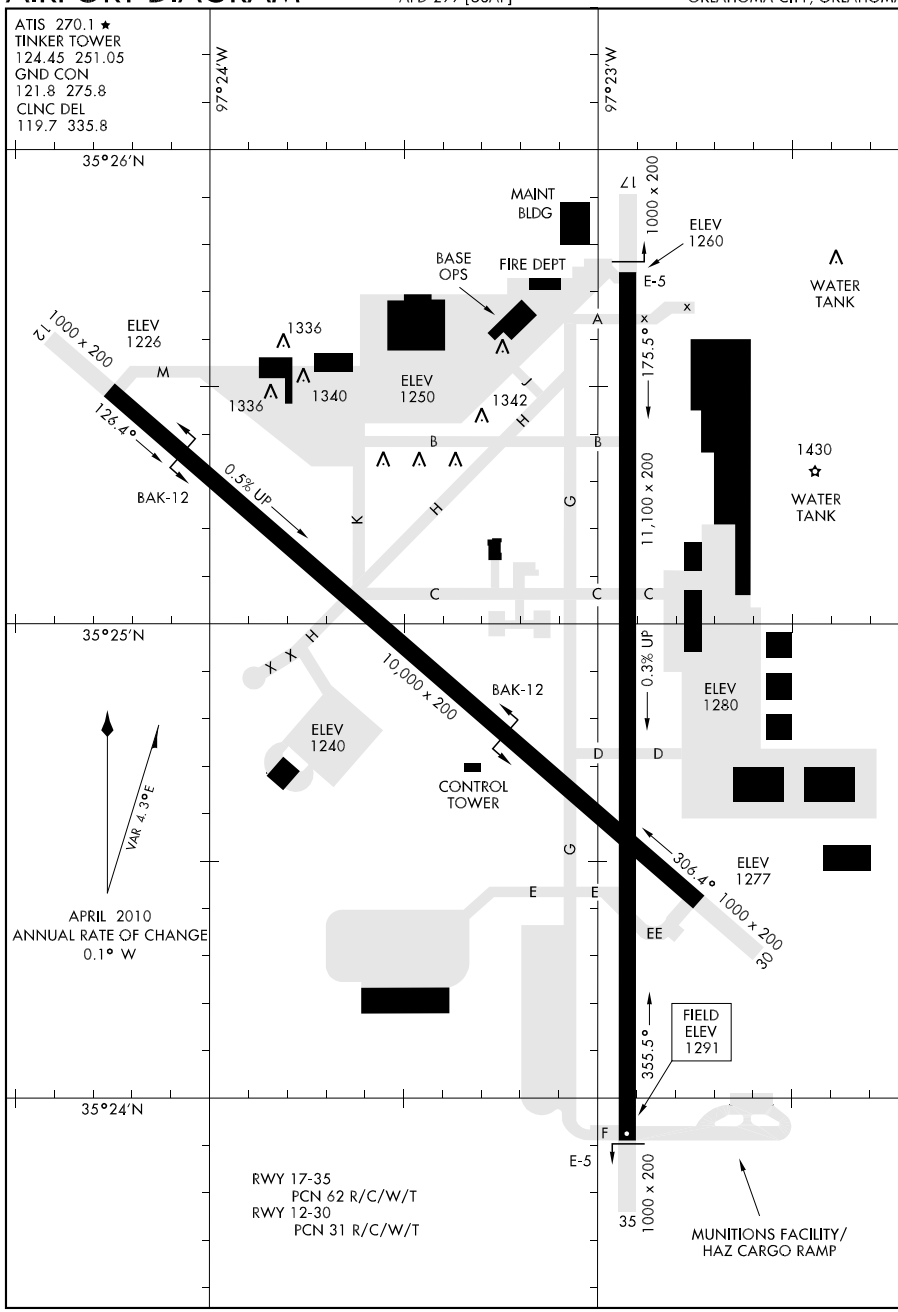
10098

AIRPORT DIAGRAM

AFD-299 [USAF]

TINKER AFB (KTIK)

OKLAHOMA CITY, OKLAHOMA



AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA

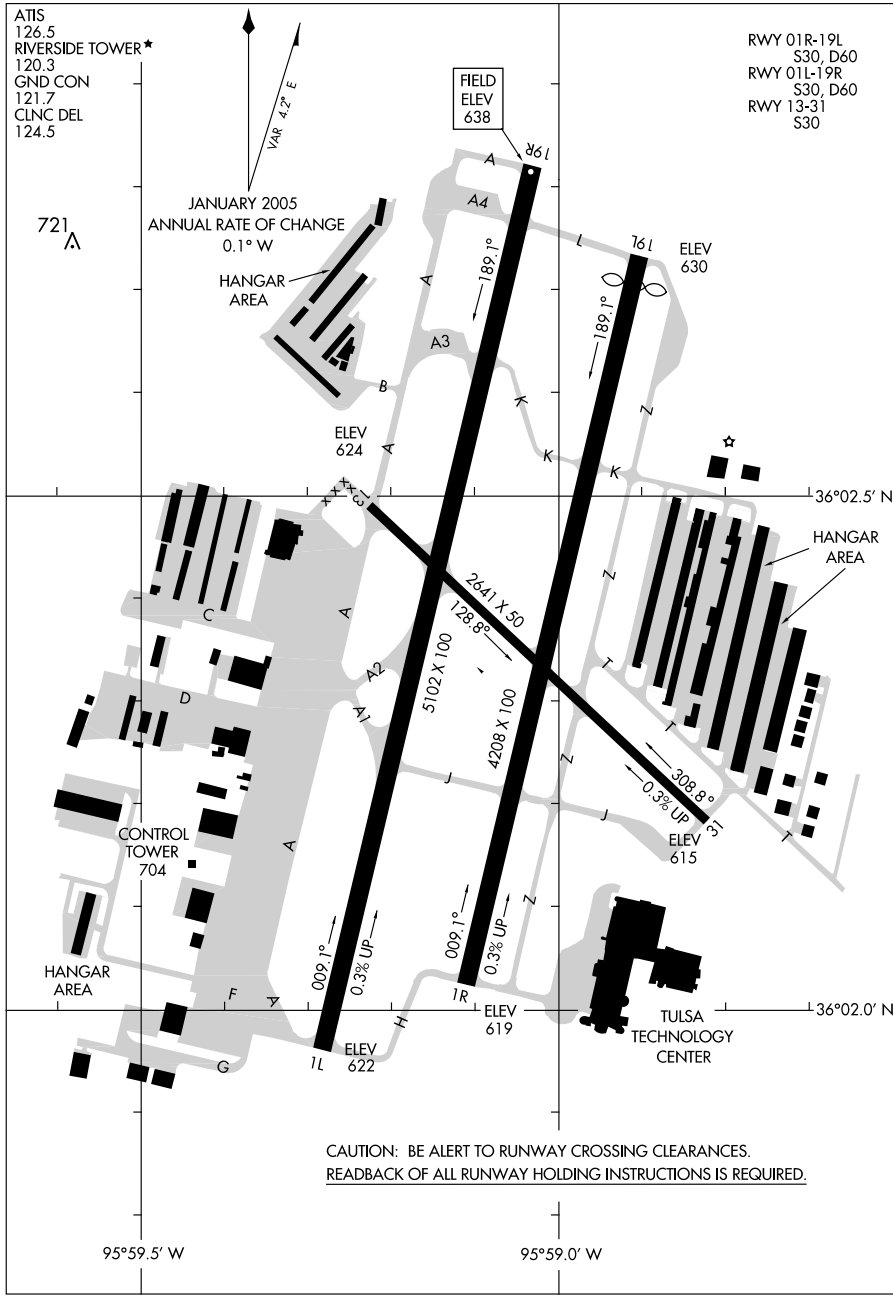
TINKER AFB (KTIK)

09295

AIRPORT DIAGRAM

TULSA/ RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA

AL-5427 (FAA)



AIRPORT DIAGRAM

09295

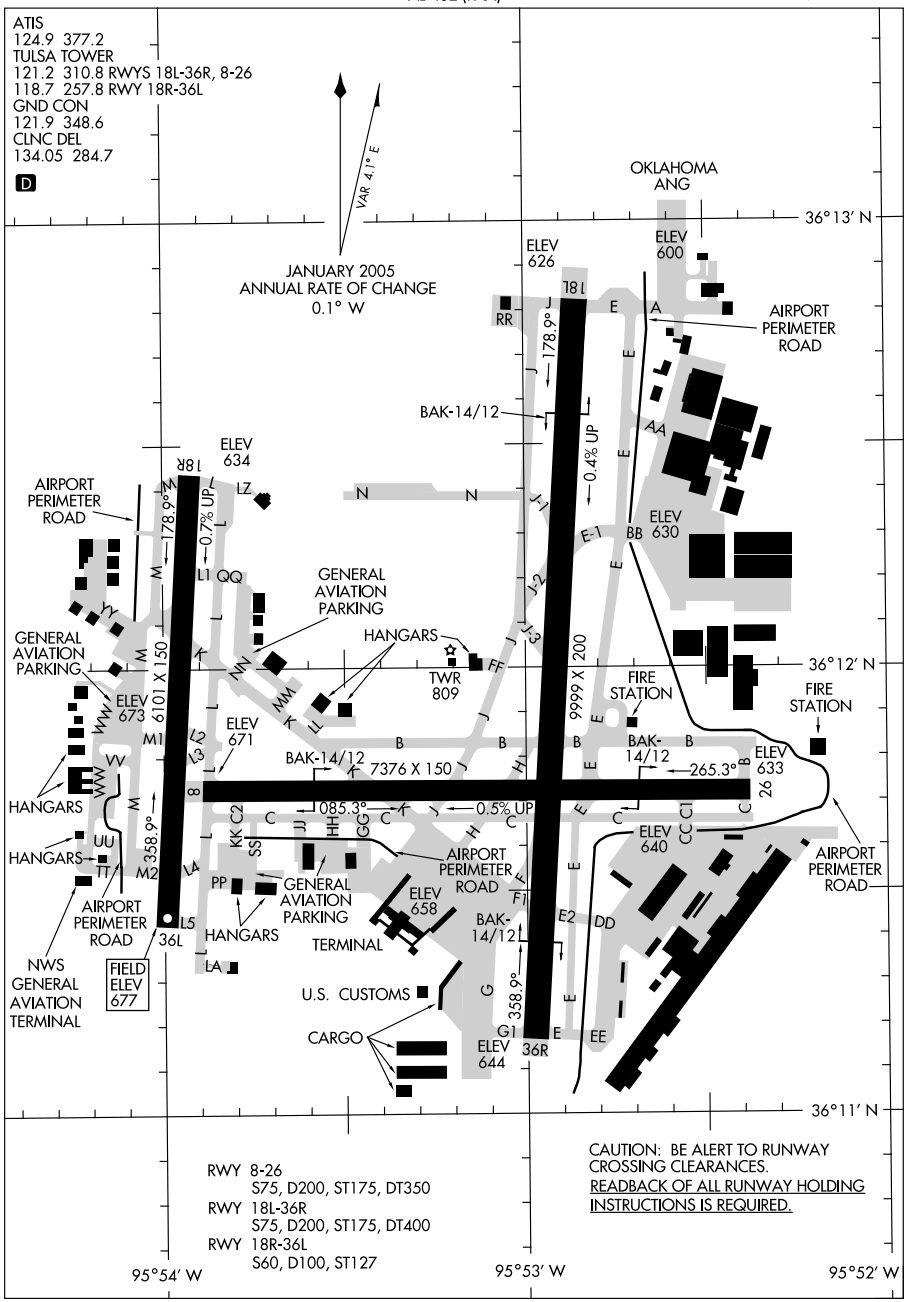
TULSA, OKLAHOMA
TULSA/ RICHARD LLOYD JONES JR. (RVS)

09351

AIRPORT DIAGRAM

TULSA INTL (TUL)
TULSA, OKLAHOMA

AL-432 (FAA)



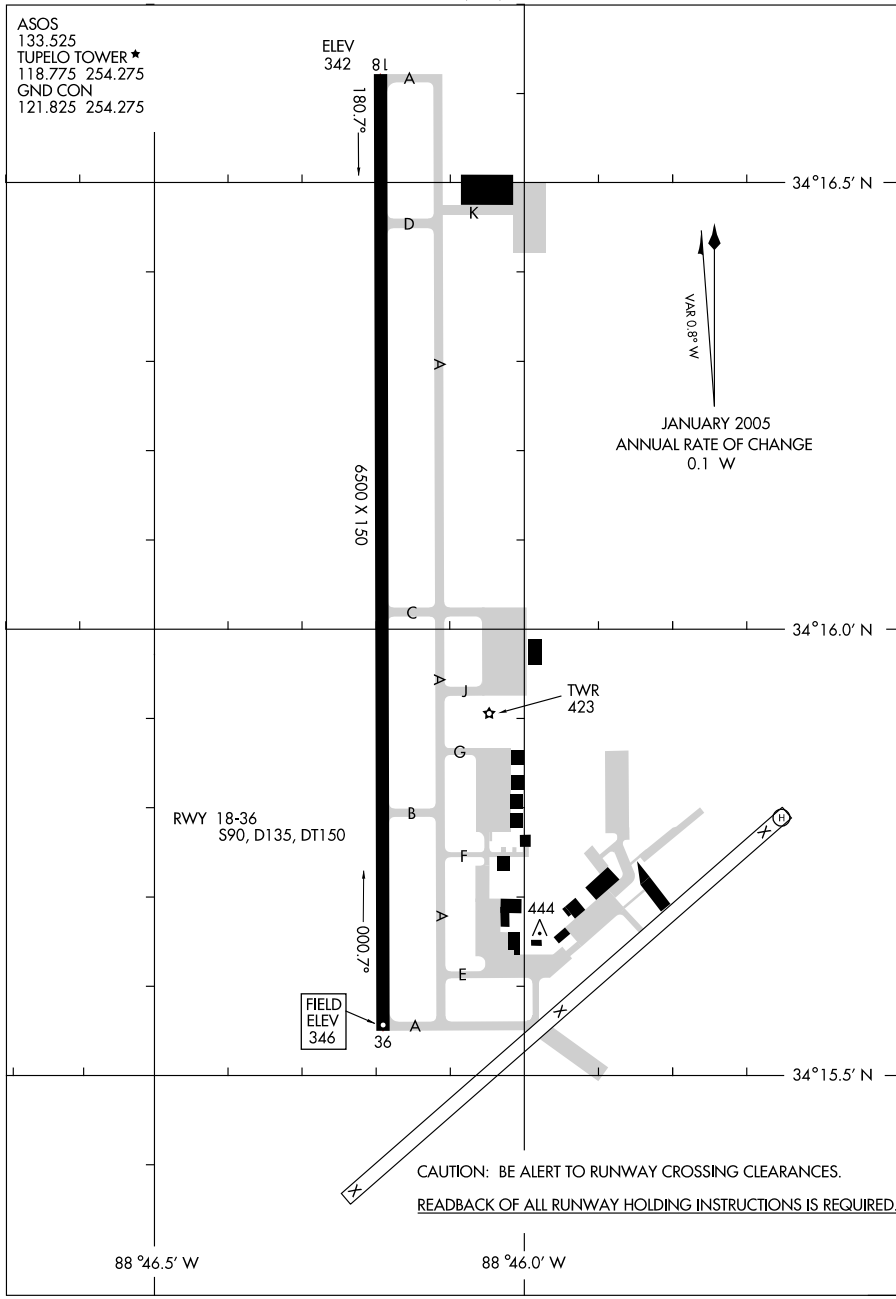
AIRPORT DIAGRAM
09351
TULSA, OKLAHOMA
TULSA INTL (TUL)

09183

AIRPORT DIAGRAM

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI

AL-854 (FAA)



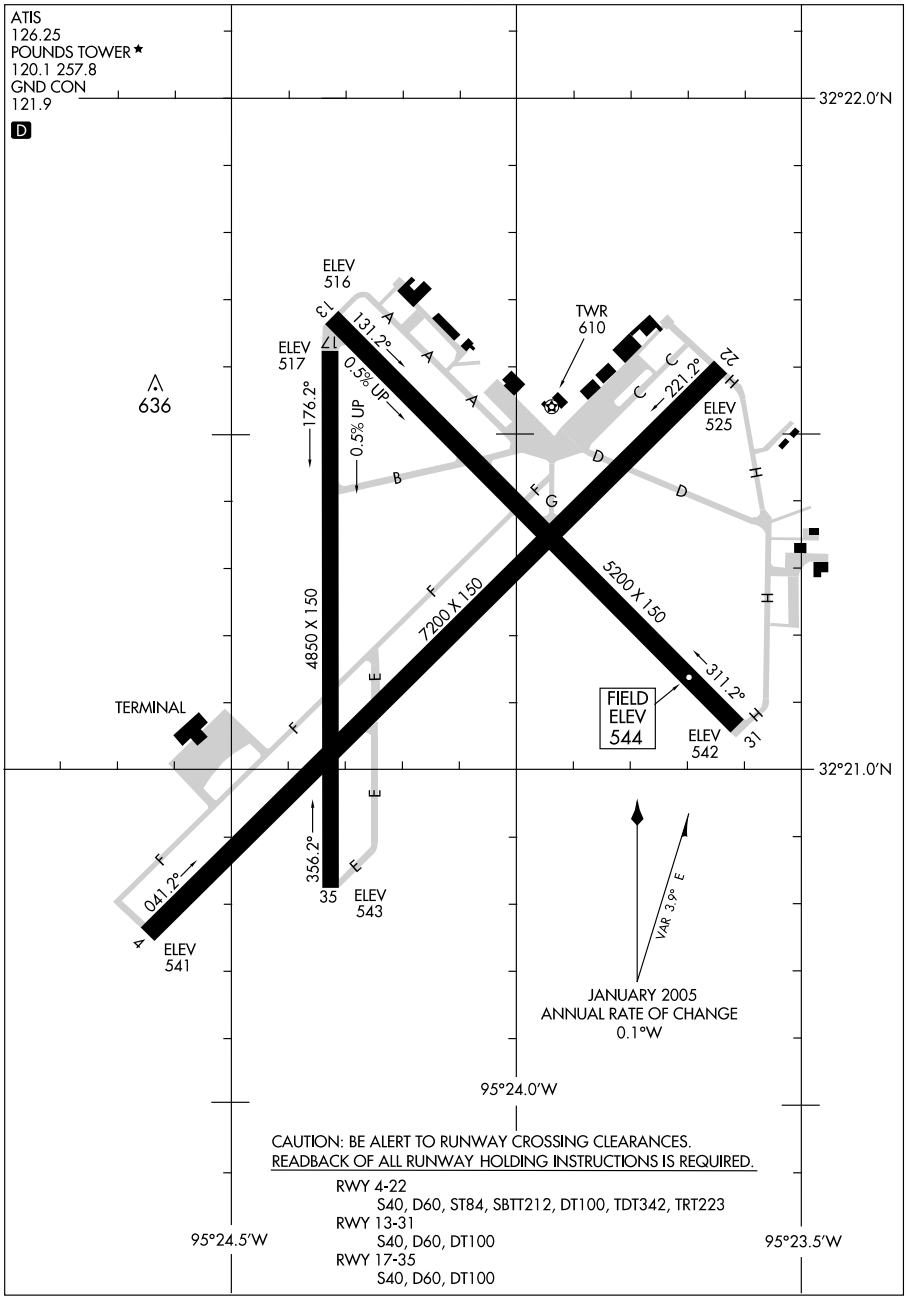
AIRPORT DIAGRAM
09183
TUPELO, MISSISSIPPI
TUPELO RGNL (TUP)

09295

AIRPORT DIAGRAM

TYLER POUNDS RGNL (TYR)
TYLER, TEXAS

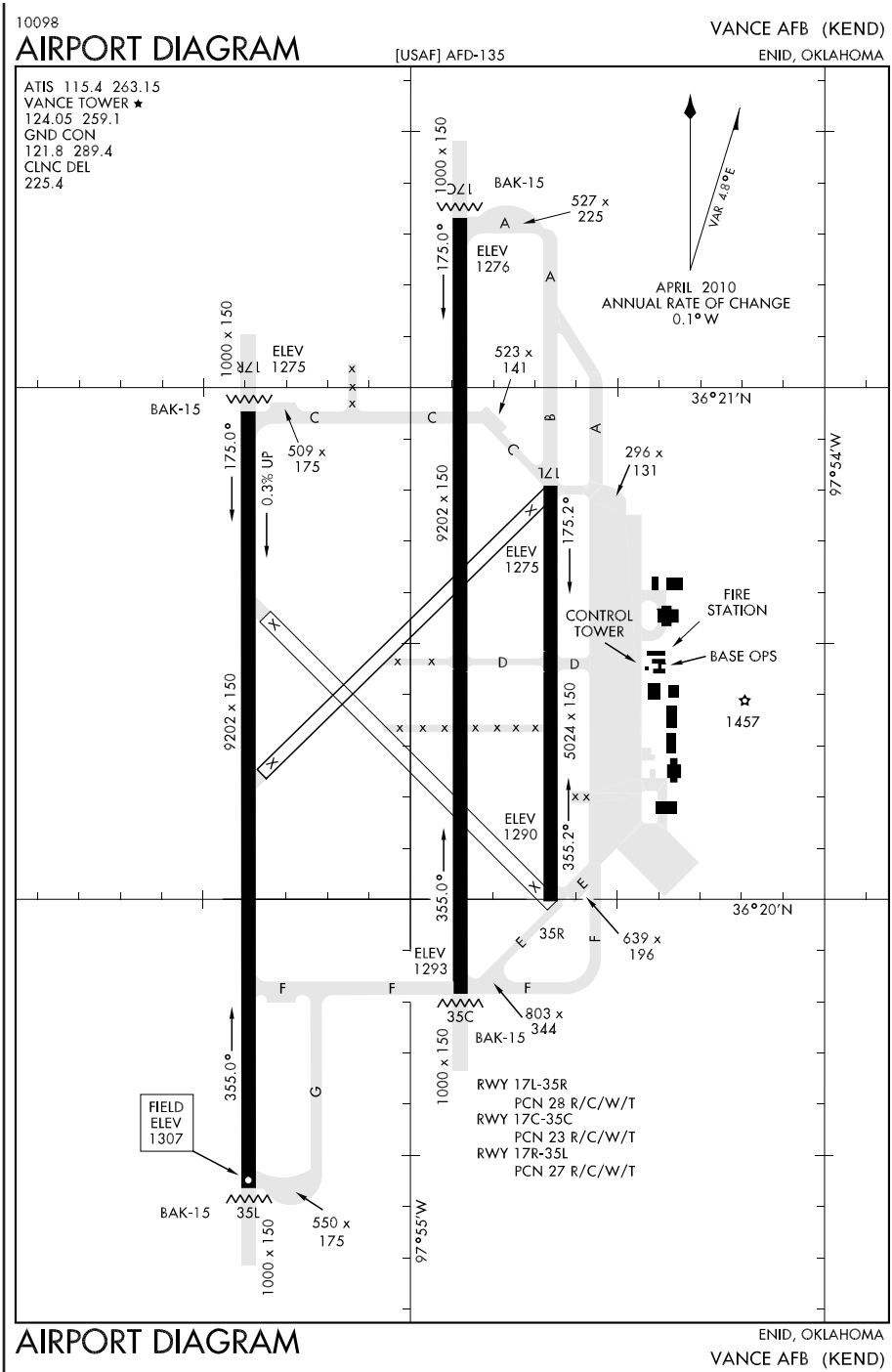
AL-622 (FAA)



AIRPORT DIAGRAM

09295

TYLER, TEXAS
TYLER POUNDS RGNL (TYR)

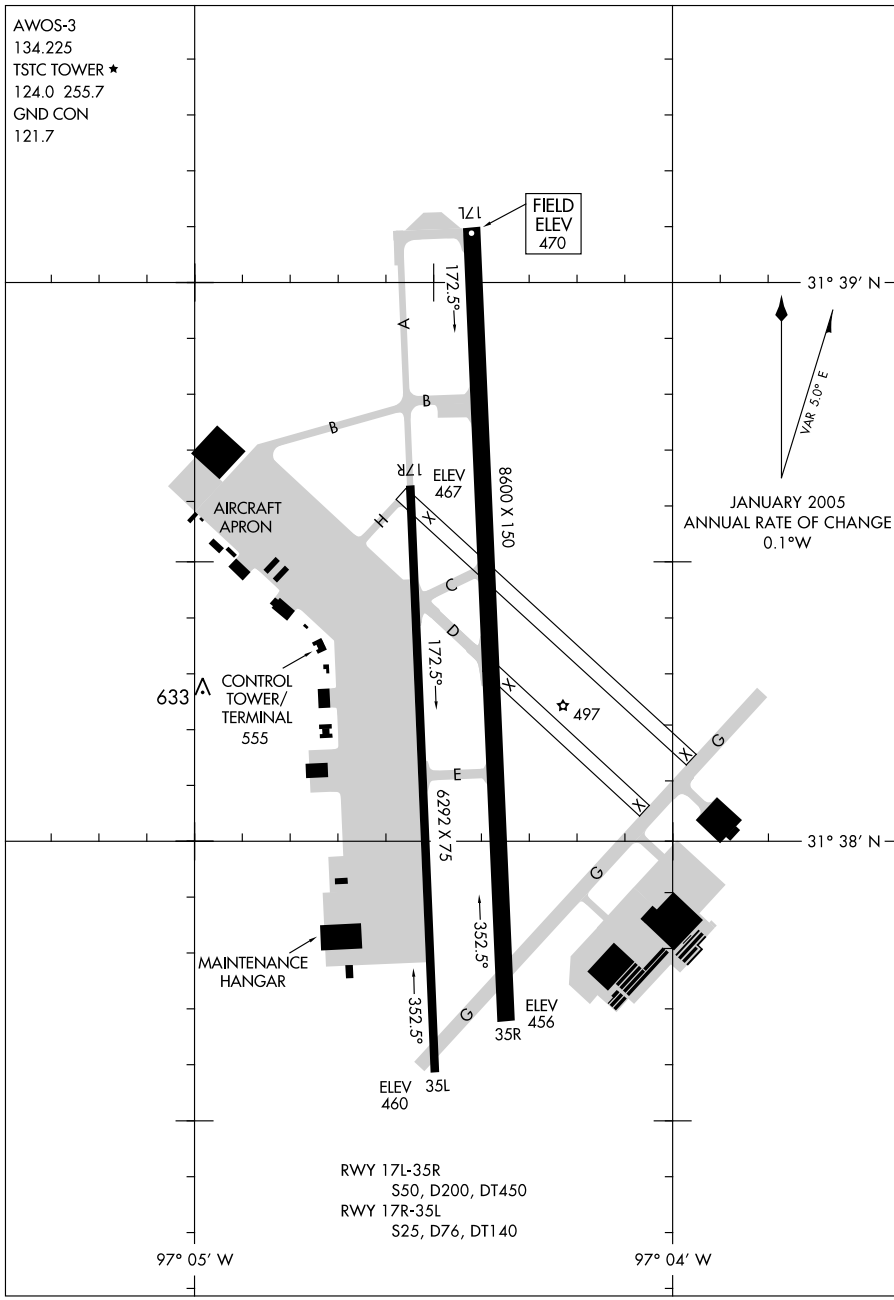

10098
AIRPORT DIAGRAM
VANCE AFB (KEND)
[USAF] AFD-135
ENID, OKLAHOMA
ATIS 115.4 263.15
VANCE TOWER ★
124.05 259.1
GND CON
121.8 289.4
CLNC DEL
225.4
1000 x 150
17C
BAK-15
527 x 225
A
ELEV 1276
175.0°
VAR 4.8°E
APRIL 2010
ANNUAL RATE OF CHANGE
0.1°W
1000 x 150
17R
ELEV 1275
523 x 141
36°21'N
BAK-15
C
509 x 175
175.0°
0.3% UP
9202 x 150
17L
296 x 131
175.2°
ELEV 1275
97°54'W
FIRE STATION
CONTROL TOWER
BASE OPS
1457
D
9202 x 150
5024 x 150
ELEV 1290
355.2°
355.0°
E
35R
639 x 196
36°20'N
ELEV 1293
F
35C
803 x 344
BAK-15
1000 x 150
RWY 17L-35R
PCN 28 R/C/W/T
RWY 17C-35C
PCN 23 R/C/W/T
RWY 17R-35L
PCN 27 R/C/W/T
355.0°
G
FIELD ELEV 1307
BAK-15
35L
550 x 175
1000 x 150
97°55'W
AIRPORT DIAGRAM
ENID, OKLAHOMA
VANCE AFB (KEND)

09351

AIRPORT DIAGRAM

AL-579 (FAA)

WACO/TSTC WACO (CNW)
WACO, TEXAS



AIRPORT DIAGRAM

09351

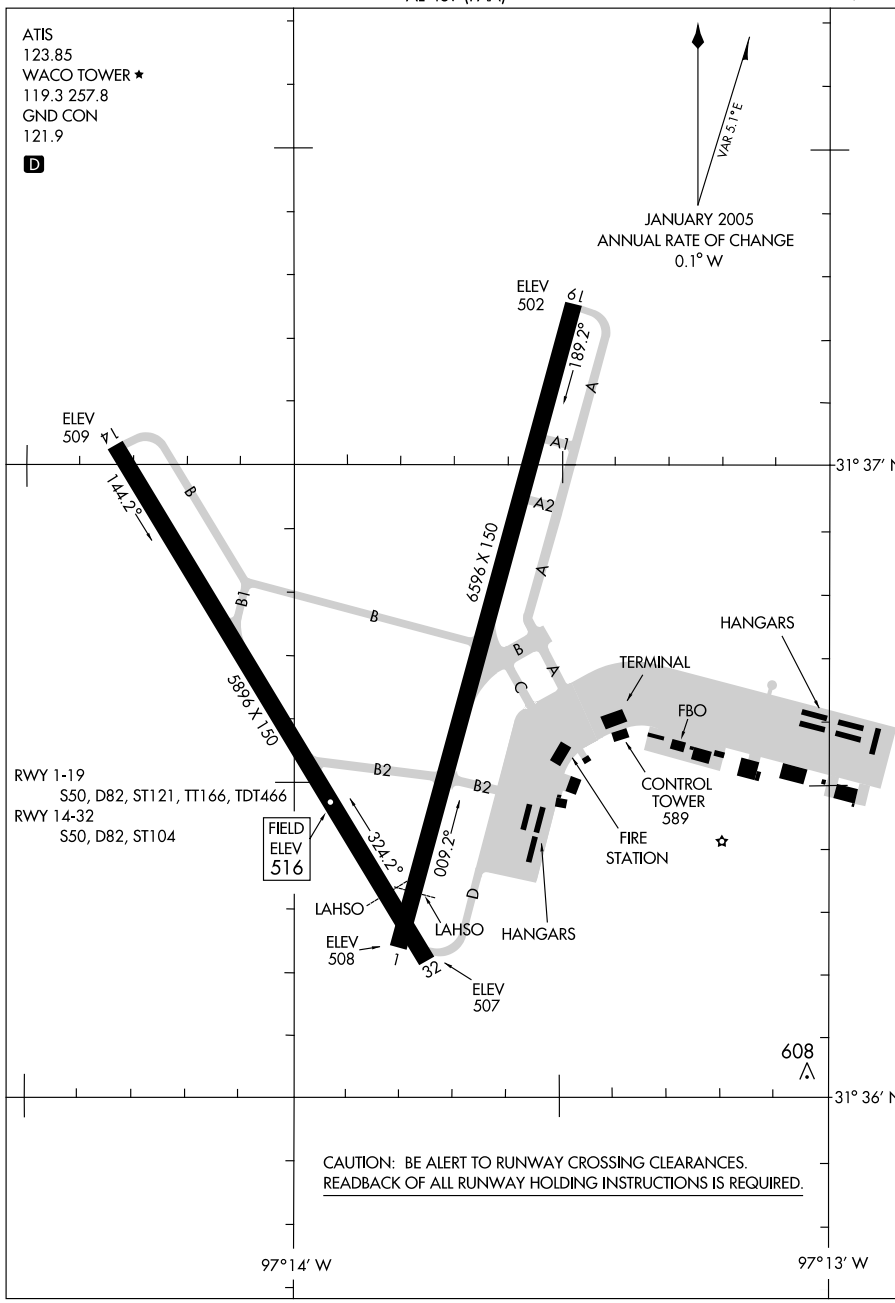
WACO, TEXAS
WACO/TSTC WACO (CNW)

09295

AIRPORT DIAGRAM

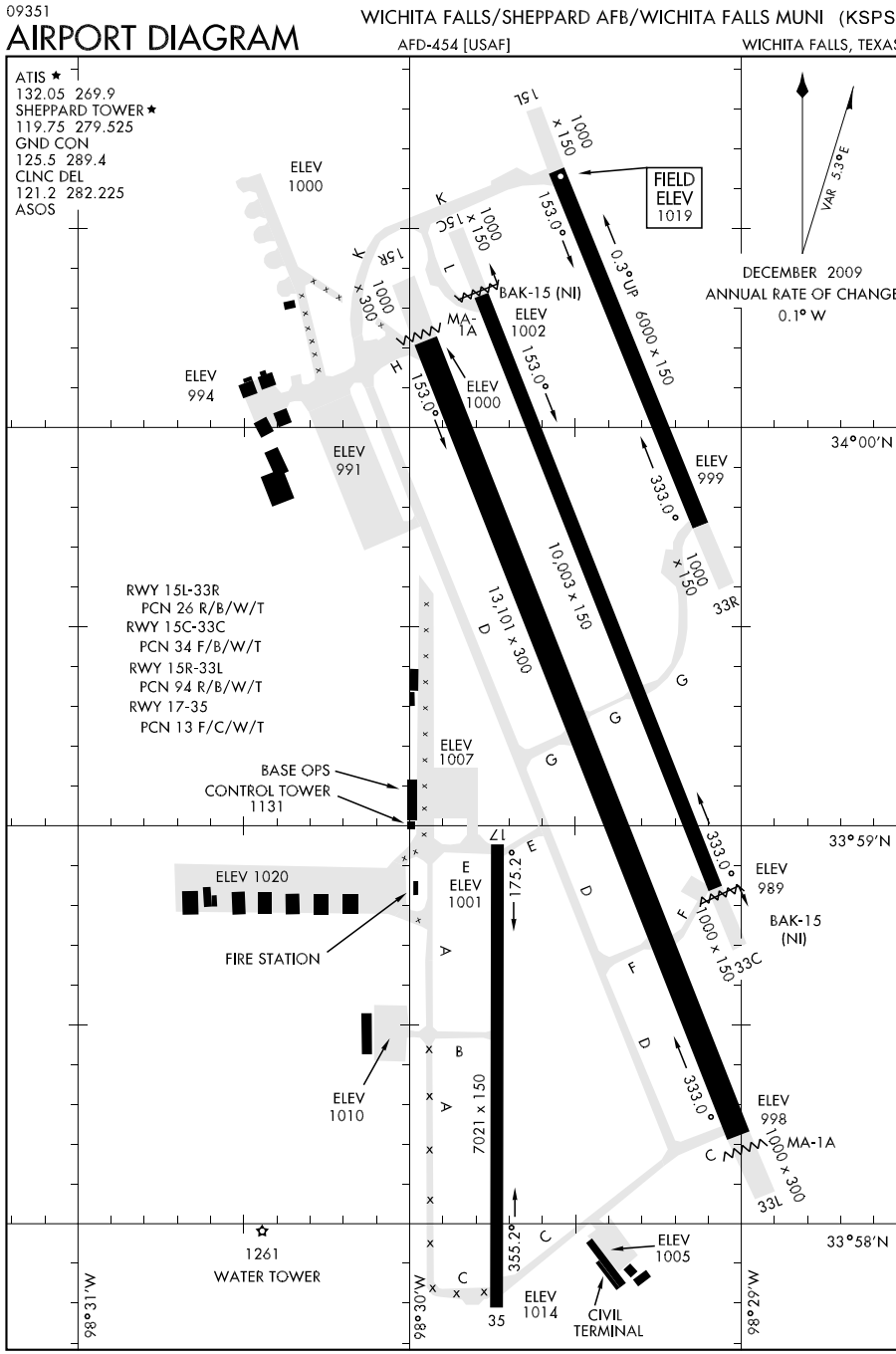
AL-439 (FAA)

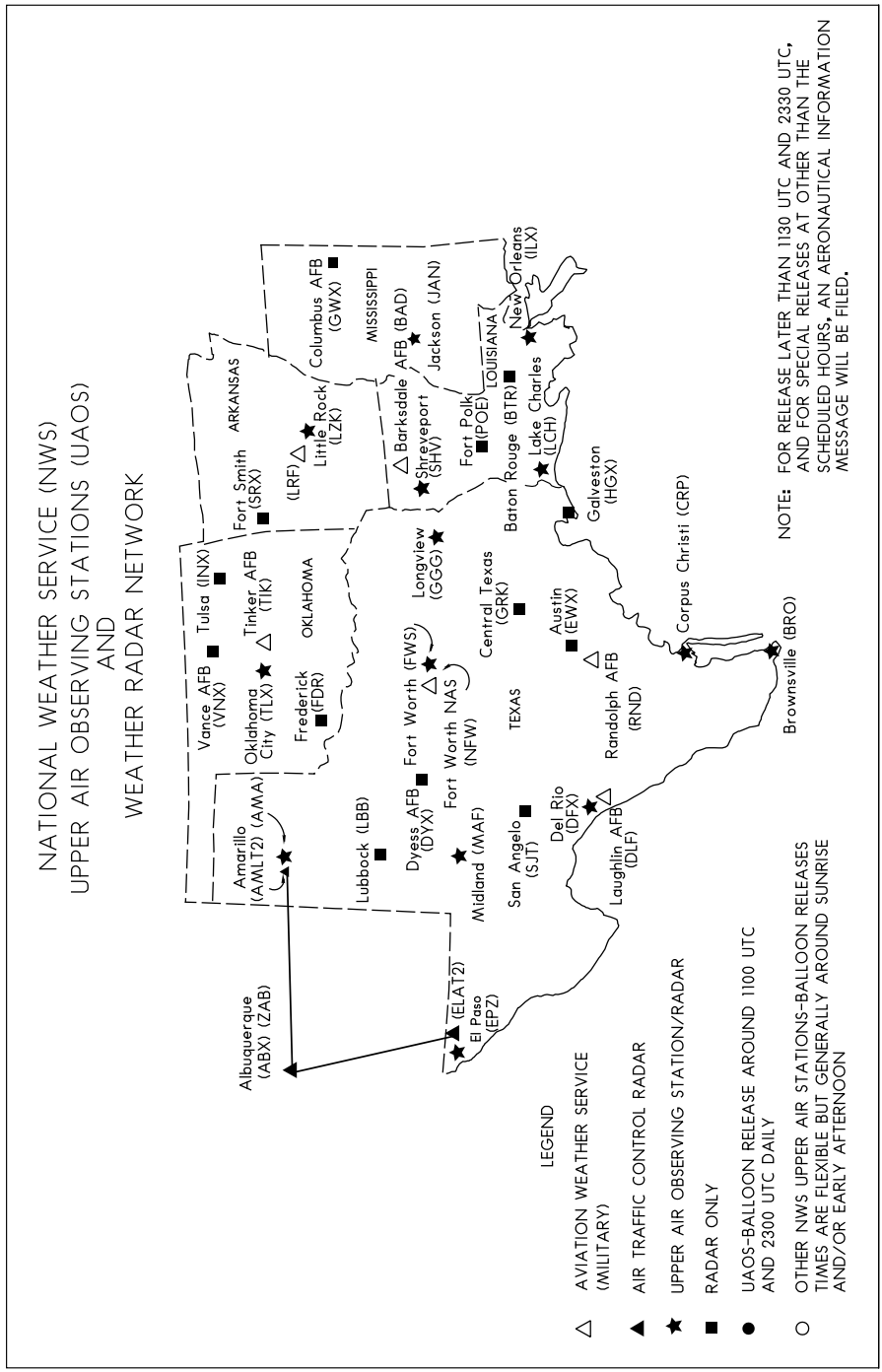
WACO RGNL (ACT)
WACO, TEXAS



AIRPORT DIAGRAM
09295

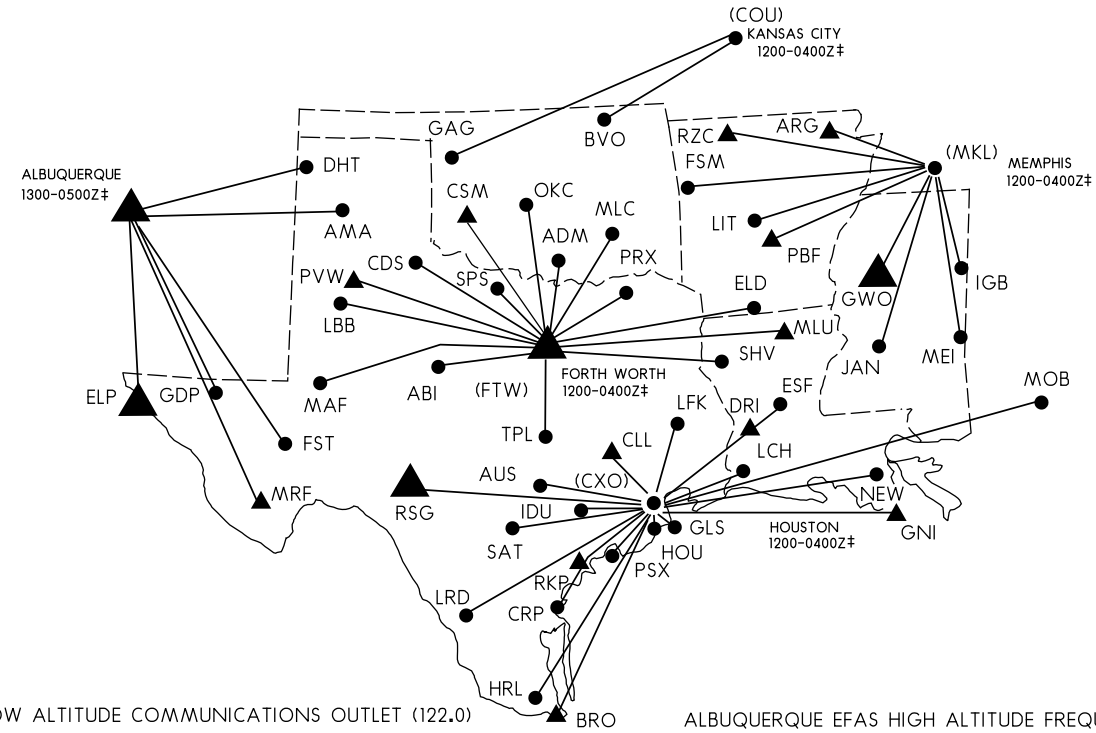
WACO, TEXAS
WACO RGNL (ACT)


09351
AIRPORT DIAGRAM
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)
AFD-454 [USAF]
WICHITA FALLS, TEXAS
ATIS ★
132.05 269.9
SHEPPARD TOWER★
119.75 279.525
GND CON
125.5 289.4
CLNC DEL
121.2 282.225
ASOS
ELEV 1000
FIELD ELEV 1019
153.0°
0.3° UP
6000 x 150
VAR 5.3°E
DECEMBER 2009
ANNUAL RATE OF CHANGE
0.1° W
BAK-15 (NI)
ELEV 1002
MA-1A
ELEV 1000
1000 x 300
ELEV 994
ELEV 991
ELEV 999
34°00'N
RWY 15L-33R
PCN 26 R/B/W/T
RWY 15C-33C
PCN 34 F/B/W/T
RWY 15R-33L
PCN 94 R/B/W/T
RWY 17-35
PCN 13 F/C/W/T
10,003 x 150
13,101 x 300
1000 x 150
ELEV 1007
BASE OPS
CONTROL TOWER
1131
ELEV 1020
FIRE STATION
ELEV 1001
175.2°
ELEV 989
BAK-15 (NI)
1000 x 150
ELEV 1010
7021 x 150
ELEV 998
MA-1A
1000 x 300
33°59'N
1261
WATER TOWER
355.2°
ELEV 1005
ELEV 1014
CIVIL TERMINAL
33°58'N
98°31'W
98°30'W
98°29'W
AIRPORT DIAGRAM
WICHITA FALLS, TEXAS
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)


NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATIONS (UAOS)
AND
WEATHER RADAR NETWORK
Albuquerque (ABX) (ZAB)
Amarillo (AMA/LT2) (AMA)
Lubbock (LBB)
Vance AFB (VNX)
Oklahoma City (TLX)
Frederick (FDR)
Tulsa (INX)
Tinker AFB (TIK)
OKLAHOMA
Fort Smith (SRX)
ARKANSAS
Little Rock (LZK)
(LRF)
Columbus AFB (GWX)
MISSISSIPPI
Barksdale AFB (BAD)
Jackson (JAN)
Shreveport (SHV)
Fort Polk (POE)
LOUISIANA
New Orleans (ILX)
Lake Charles (LCH)
Baton Rouge (BTR)
Galveston (HGX)
Corpus Christi (CRP)
Brownsville (BRO)
Longview (GGG)
Central Texas (GRK)
Austin (EWX)
Randolph AFB (RND)
Dyess AFB (DYX)
Fort Worth (FWS)
Fort Worth NAS (NFW)
Midland (MAF)
San Angelo (SJT)
Del Rio (DFX)
Laughlin AFB (DLF)
TEXAS
(ELA/T2)
El Paso (EPZ)
LEGEND
AVIATION WEATHER SERVICE (MILITARY)
AIR TRAFFIC CONTROL RADAR
UPPER AIR OBSERVING STATION/RADAR
RADAR ONLY
UAOS-BALLOON RELEASE AROUND 1100 UTC AND 2300 UTC DAILY
OTHER NWS UPPER AIR STATIONS-BALLOON RELEASES TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON
NOTE: FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.

ENROUTE FLIGHT ADVISORY SERVICE (EFAS)

See Aeronautical Information Manual (AIM) for available services



● LOW ALTITUDE COMMUNICATIONS OUTLET (122.0)

▲ HIGH ALTITUDE COMMUNICATIONS OUTLET

▲ BOTH LOW AND HIGH ALTITUDE COMMUNICATIONS OUTLET

ALBUQUERQUE EFAS HIGH ALTITUDE FREQUENCY	127.625
FORT WORTH EFAS HIGH ALTITUDE FREQUENCY	133.775
HOUSTON EFAS HIGH ALTITUDE FREQUENCY	126.625
MEMPHIS EFAS HIGH ALTITUDE FREQUENCY	133.675